

Chapter Members of:



MODEL A TORQUE

Month: Sept/Oct 2021

Issue Number: 2021/ 5

Season: Spring



A blast from the past. Does anyone recognise where this photo was taken?

Welcome to the North Island Model A Ford Club Inc.

The purpose of our club is to enjoy, restore, preserve, and protect the Model A Ford automobile and to foster a spirit of good fellowship and family participation using the Model A Ford.

Membership is open to anyone with a sincere interest in the Model A Ford. Ownership is not a prerequisite.

In this edition:

- Upcoming Events Calendar 2021 - page 2 – Note some events postponed due to Covid restrictions.
- Membership Subs are now due for the 2021/2022 year – see page 17 for details
- Something for everyone in this edition.....

[Visit our website www.modelafordclub.co.nz](http://www.modelafordclub.co.nz) for new events, photos and articles etc – keep up to date!

North Island Model A Ford Club Upcoming Event Planner 2020/2021

It's all a bit slow right now with Auckland being locked down for so longggggggggg.....

All subject to Covid restrictions <https://covid19.govt.nz/>

Date	Day	Thoughts and upcoming Events	Status
27 th -28 th Nov	Sat/Sun	Xmas Dinner Run -Tauranga Cosy Corner. Possibly Awards & AGM	Postponed
Dec Dates now to be confirmed.	Sun	Club Xmas Party Cornwall Park	Pending
2022		North Island Model A Ford Club 50 th Anniversary	In progress

The committee are working on events for the upcoming year. Please keep a watch on the website www.modelafordclub.co.nz for any recent updates.

FYI – Non-North Island Model A Ford Club Events 2020/2021

If you are aware of an event coming up, please let the editor know so we can share, thank you.

Date	Day	Event
Mid-February 2022		Art Deco
11 th -13 th February 2022		Christchurch Swap Meet

Print this page off for reminders and stick to your fridge!
or keep an eye on the website for updates.

Captain's Comment - November 2021

To all our Members and Fellow Enthusiasts

Jingle bells Jingle bells, Here comes the model A sleigh. Yes. Christmas is just around the corner and about the only positive view on the landscape again for the balance of this year. Continued confinement remains the order of the day but potentially there may be a reprieve for Christmas, we will have to wait and see.

A vaccination target certainly allows a slow return to normal as we knew it but the old cars may have to sit at the traffic lights for a little longer. Despite the fact that the can is being continued to be kicked down the road for various other reasons we still need to wait for the lights to turn before proceeding.

Cosy Corner functions including the AGM are not possible under the current conditions so alternative arrangements will be made. Santa may look respectable dressed as an Easter Bunny and throw us an easter egg wrapped in Christmas paper perhaps or something? Let's have a few ideas from the membership as to what may be possible and special prizes for the most innovative ideas. Just like the best Christmas presents are always underneath the Christmas tree, the greatest thoughts come from underneath one's hat.

Remember to consider and book your place for our 50th Club Anniversary. Taupo will be a most welcoming destination for all enthusiasts to join and participate, central for all travel plans. People may make their own arrangements if preferred but the Club has negotiated a special for the period at the Suncourt Motel. The group booking ID is 14805 and their phone number is 03 378 8265

Despite Covid, life continues with all its trials, excitements and sorrows as we endeavour to continue to live some life of resemblance to what we are used to. For some of us it has not all been wonderful news. To all folk, on behalf of the membership, I extend sympathy and condolences to those unfortunate to have been exposed to life's sorrows as they endure disappointment and grief.

To everybody, remember to be kind to your fellows and stay safe. Living with covid is a bit like living in a haunted house. You never know when you will see the Ghost!!

Hewy.

A 'Spied Pickup' Journey

'A' FORAY INTO THE DEEP SOUTH

Over two years ago on our way back from Irishman's Creek Rally in the ex Editorial 'A', Brian Johnstone, Ron Reeves and myself spied what appeared to be a very original Model A Roadster Pickup in a car park.

We inspected it closely and I took a note of its registration number. Upon returning to Auckland, I had its owner and a copy of the ownership papers traced by the Post Office for the grand fee of 20c.

The truck had had only two owners and I wrote to the owner enclosing a stamped, addressed envelope and asking that should the vehicle ever be put up for sale, that I should be given the opportunity to purchase it. There was no reply!

The next year, after the Irishman's Creek Rally, I wrote again enclosing another stamped, addressed envelope. There was no reply!

At the beginning of this year, I sent a North Shore Branch Calendar together with a letter. There was no reply!

Finally, late in August I received a letter (in the original stamped, addressed envelope) from the owner's accountants asking me to make an offer for the truck. I made a middle of the road offer expressing my concern at becoming involved in a Dutch Auction. Despite a number of phone calls to Blenheim it was apparent that I was making little progress and finally I was advised that a local had made a higher offer and that I should contact the owner directly.

I finally contacted him the day before we were due to leave on our family holiday to Whakatane, asked him to put a price on the truck, which he did, and the sale was finalised!

NOW COMES THE FUN PART ?

At 10.00 p.m. on Thursday night 6 of us (3 adults and 3 children) packed into the long suffering Mini Estate and arrived in Wellington at 6.00 a.m. (350 miles later) in plenty of time for the 7.20 a.m. ferry to Picton which didn't leave until 10 a.m.



Upon arriving at Picton, Anne and the kids headed for a motel and my father-in-law and I caught a bus to Blenheim where the owner Mr Bullen met us.

At first sight the truck looked a cot case with flat tyres, flat battery and a locked up motor.

Within a few hours, thanks mainly to the efforts of father-in-law, we had the truck registered, battery charged, tyres inflated, the motor running despite a sticking valve and the tray loaded with spare parts and we were on our way back to Picton in time for tea.

En route we analysed that it probably had a broken valve spring due to rusting and as soon as we hit the motel we rang the first member on the membership list in Picton, Eric Collins, who arrived within a few minutes and by sheer coincidence was restoring a Model 'A'.

By midnight, the truck was going again having had its head off, manifolds off, valve cover off, two valve springs replaced, and a very stuck valve freed.

Without Eric's facilities, spare parts and assistance we could not have accomplished this.

As an aside, yet another coincidence was the fact that Eric had visited Bob Bullen whilst he was in hospital with the hope of purchasing the truck and although money wasn't discussed he inferred that he intended to offer something less than my original offer.

Eric by the way also owns an excellent Motel in Picton, the 'AMERICANO' which unfortunately had no vacancies when Anne had made enquiries of the same.

10 a.m. next morning (Friday) saw us on the first ferry and soon we were on the road again heading back to Whakatane with the Mini following. Our aim was to have a final refuelling at Turangi before the 7 p.m. pumps closing down hour.

A mad flog at ever increasing speeds with the truck continually improving in performance, saw us arrive at Turangi at 7.01 p.m. and the pumps switched off!

The truck ran out of petrol within 20 miles of Whakatane and we poured in the last of our spare petrol, arriving back in Whakatane almost exactly 48 hours after we had left.

QUITE 'A' TRIP!

Keith Humphreys

THREADS AND TORQUES

With vehicles earlier than 1949, determining how tight to do up a bolt is sometimes a problem, due to the variation in the metal used.

This is often aggravated, as a substitute bolt may be weaker than the original. Testing with a file will give some indication as to its hardness. In 1949 the Society of American Engineers (SAE) put forward a system of grading marks—radiating lines on the head of the bolt—where the more lines, the harder the bolt. No marks = 74,000 lbs per sq inch, 2 marks = 100,000 3 marks = 120,000, 4 marks = 133,000. There does not appear to be any lists giving torque ratings for head, conrod or mains for vehicles earlier than 1935. These bolts are usually 120,000 lb rated, but if they are threaded into aluminium extra care must be taken, as the thread will strip before the bolt shears. This brings another set of factors into play, as the finer the thread, the tighter it can be done up.

The fine thread used on US vehicles is SAE, or as it is called these days UNF or NF. SAE interchange with UNF. Whitworth interchanges UNC except $\frac{1}{2}$ ". The coarse thread is UNC and this differs from the English Whitworth only in the pitch or angle

It is advised to follow makers' recommendations where possible, but where no makers' recommendations are listed, the following chart is prepared for the purpose of giving a guide to the tightening torque that can be applied to bolts and nuts.

Diam. of bolt	Whitworth		B.S.F.		S.A.E. Coarse		S.A.E. Fine	
	Mild Steel Pounds	High Tensile Steel ft.	Mild Steel Pounds	High Tensile Steel ft.	Mild Steel Pounds	High Tensile Steel ft.	Mild Steel Pounds	High Tensile Steel ft.
1/4"	5	8	5	8	5	8	5	8
5/16"	9	15	9	15	9	15	9	15
3/8"	18	30	17	26	17	27	17	27
7/16"	26	43	24	40	24	40	24	40
1/2"	38	64	37	62	36	60	34	56
9/16"	58	96	57	95	56	93	54	90
5/8"	80	130	75	126	78	130	74	122
3/4"	156	254	150	250	135	225	135	220
7/8"	230	383	225	375	225	371	223	367
1"	346	—	337	—	333	—	325	—



of the thread and the size of the head. With the Whitworth sizing system, the spanner size is the diameter of the bolt shaft, and with SAE it is the measurement across the flats of the nut or bolt head. This also applies to UNC. English vehicles also used BSF (British Standard Fine) which is about halfway between UNC and UNF. Lightly greased or oiled threads give a more accurate torque wrench reading than dry ones. Graphite grease applied to nuts that are subject to heat, will make them more easily able to be undone. Remember that Oil of Wintergreen is about the best penetrating oil you can use. Get it at your local chemist.

LEN ELLIOTT

Brilliant!

An Obituary printed in the London Times.....Absolutely Dead Brilliant!!

Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years.

No one knows for sure how old he was, since his birth records were long ago lost in bureaucratic red tape. He will be remembered as having cultivated such valuable lessons as:

- Knowing when to come in out of the rain;
- Why the early bird gets the worm;
- Life isn't always fair;
- And maybe it was my fault.

Common Sense lived by simple, sound financial policies (don't spend more than you can earn) and reliable strategies (adults, not children, are in charge).

His health began to deteriorate rapidly when well-intentioned but overbearing regulations were set in place. Reports of a 6-year-old boy charged with sexual harassment for kissing a classmate; teens suspended from school for using mouthwash after lunch; and a teacher fired for reprimanding an unruly student, only worsened his condition.

Common Sense lost ground when parents attacked teachers for doing the job that they themselves had failed to do in disciplining their unruly children.

It declined even further when schools were required to get parental consent to administer sun lotion or an aspirin to a student; but could not inform parents when a student became pregnant and wanted to have an abortion.

Common Sense lost the will to live as the churches became businesses; and criminals received better treatment than their victims.

Common Sense took a beating when you couldn't defend yourself from a burglar in your own home and the burglar could sue you for assault.

Common Sense finally gave up the will to live, after a woman failed to realize that a steaming cup of coffee was hot. She spilled a little in her lap, and was promptly awarded a huge settlement.

Common Sense was preceded in death,
-by his parents, Truth and Trust,
-by his wife, Discretion,
-by his daughter, Responsibility,
-and by his son, Reason.

He is survived by his 5 stepchildren;
- I Know My Rights
- I Want It Now
- Someone Else Is To Blame
- I'm A Victim
- Pay me for Doing Nothing

Not many attended his funeral because so few realized he was gone. If you still remember him, pass this on. If not, join the majority and do nothing



Blast from the past.



This is priceless!!

[The Fabulous Fifties](#) · [Join](#)

Terra Barton III · September 12, 2019 · 🌐

Checking out at the store, the young cashier suggested to the much older lady that she should bring her own grocery bags, because plastic bags are not good for the environment,.

The woman apologized to the young girl and explained, "We didn't have this 'green thing' back in my earlier days."

The young clerk responded, "That's our problem today. Your generation did not care enough to save our environment for future generations."

The older lady said that she was right our generation didn't have the "green thing" in its day. The older lady went on to explain: Back then, we returned milk bottles, soda bottles and beer bottles to the store. The store sent them back to the plant to be washed and sterilized and refilled, so it could use the same bottles over and over. So they really were recycled.

But we didn't have the "green thing" back in our day. Grocery stores bagged our groceries in brown paper bags that we reused for numerous things. Most memorable besides household garbage bags was the use of brown paper bags as book covers for our school books. This was to ensure that public property (the books provided for our use by the school) was not defaced by our scribbles. Then we were able to personalize our books on the brown paper bags.

But, too bad we didn't do the "green thing" back then. We walked up stairs because we didn't have an escalator in every store and office building. We walked to the grocery store and didn't climb into a 300-horsepower machine every time we had to go two blocks. But she was right. We didn't have the "green thing" in our day.

Back then we washed the baby's diapers because we didn't have the throw away kind. We dried clothes on a line, not in an energy-gobbling machine burning up 220 volts. Wind and solar power really did dry our clothes back in our early days.

Kids got hand-me-down clothes from their brothers or sisters, not always brand-new clothing. But that young lady is right; we didn't have the "green thing" back in our day.

Back then we had one TV, or radio, in the house -- not a TV in every room. And the TV had a small screen the size of a handkerchief (remember them?), not a screen the size of the state of Montana. In the kitchen we blended and stirred by hand because we didn't have electric machines to do everything for us.

When we packaged a fragile item to send in the mail, we used wadded up old newspapers to cushion it, not Styrofoam or plastic bubble wrap.

Back then, we didn't fire up an engine and burn gasoline just to cut the lawn. We used a push mower that ran on human power.

We exercised by working so we didn't need to go to a health club to run on treadmills that operate on electricity. But she's right; we didn't have the "green thing" back then.

We drank from a fountain when we were thirsty instead of using a cup or a plastic bottle every time we had a drink of water. We refilled writing pens with ink instead of buying a new pen, and we replaced the razor blade in a razor instead of throwing away the whole razor just because the blade got dull. But we didn't have the "green thing" back then.

Back then, people took the streetcar or a bus and kids rode their bikes to school or walked instead of turning their moms into a 24-hour taxi service in the family's \$45,000 SUV or van, which cost what a whole house did before the "green thing."

We had one electrical outlet in a room, not an entire bank of sockets to power a dozen appliances. And we didn't need a computerized gadget to receive a signal beamed from satellites 23,000 miles out in space in order to find the nearest burger joint.

But isn't it sad the current generation laments how wasteful we old folks were just because we didn't have the "green thing" back then?

Please forward this on to another selfish old person who needs a lesson in conservation from a smart ass young person. We don't like being old in the first place, so it doesn't take much to piss us off..

Especially from a tattooed, multiple pierced smartass who can't make change without the cash register telling them how much.



[Another
blast from
the past
photo.](#)

CLASSIC COVER
ELLERSLIE CAR SHOW

Admission **\$20**
under 12 free

WORLD OF WHEELS

Sunday 13 Feb 2022 | 10am to 4pm
Ellerslie Race Course
concoors.org.nz

- New Zealand's only independently judged Concours d'Elegance
- Biggest display of car marques in the country
- 50/50/50 and Park & Polish judged Competitions
- Hot Rods, unfinished projects, latest model cars and car accessory displays

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HERITAGE
HOTELS

Some funny and naughty!



A members handy Tip.

Like a lot of us, we endeavour to find that elusive rattle or squeak that you can hear from the driver's seat, however, cannot locate it. If you manage to narrow it down to the HUBCAPS being loose and rattling, you can either take the wheel off and bend over the tabs inside, or use a rubber band for a quick efficient fix. Use a Black rubber band for black wheels and place them in between the hubcap and wheel. The photo below shows a larger brown rubber band so that you get the idea, however a thinner one will fit nicely and will be out of site. The rubber bands I have used have lasted a couple of years before replacing. Quick and saves taking the wheel off. Five wheels, five less rattles to worry about. Only 18 more rattles to fix. Garry.



For the Ladies

Daytime Wear

1928 WOMEN

A. Fashioned in faux seal this coat is elegant with its large fur collar and cuffs. It is richly lined with silk brocade.

B. A coat of fur fabric made to look like real heavy curled caracal fur. A shawl collar and fur cuffs create a stunning accent.

C. Manchurian Wolf fur adorns the collar and cuffs of this coat that is made of fur fabric. The lining is silk brocade.

D. & E. Two practical wool coats for everyday use, carefully tailored with a straight line design or a fuller cut. Both coats are double breasted.

Women's Daytime Wear 1929

Skirts were still at the knee for daytime wear. Pleats were often arranged in front or at either side of the front, or in clusters at one side. Loose panels were seen in the back of the skirts. Drapes and flares continued to give fullness, although the hipline was snugger than in 1928. The uneven hemline dipped considerably on either side or in the back. The waistline was still at the hip but creeping upward. Necklines were lower than 1928. Some of them were square, round, and the "V" was still popular. Matching jackets, short or three-quarter length were stylish. Cloche hats continued to be popular, many with brims, side ribbons or ornaments. The brim of the hat was slightly above the eyebrow.



- A. A bloused waist front with lace at the V-neck, tucks at the shoulders, and a jabot with a rhinestone pin accent this dress. The skirt has a wrap around design and a rhinestone pin.
- B. This dress has a bloused waist front finished with lace. Bows at the cuffs, a scalloped front peplum, and shirring in front add interest.

For the Gentlemen

Daytime Wear



- A. A stylish English model of overcoating about three-fourths wool, in a modified herringbone weave with contrasting stripes interwoven. Warm French facing across chest and down the front.
- B. Another smart English style of 100% all wool overcoating in diagonal weave, with three roomy pockets. Colors: dark brown or blue-gray mixture.
- C. An "Alden" overcoat of all wool boucle', in solid color with a rich pebbled surface.
- D. All wool plaid back overcoating in a herringbone and diamond weave. Rayon striped French facing for warmth. Colors: reddish brown or medium gray.
- E. English style copied from an expensive London model. Double-breasted of warm all wool overcoating in herringbone weave, emphasized at intervals to form a cross-stripe effect, which combined with rayon stripes produces an almost indistinguishable plaid. Colors: medium tan or medium gray mixture.



Topcoats were very important and the well-dressed man had at least one.

A. New topcoat for the 1930 spring season. Covert cloth topcoat with pointed, notched lapels and pointed collar. Note the placket with hidden buttons.

B. Tweed overcoat, with notched, rounded lapels and collar. The shirt has a round point collar.

C. The "Metropole Conservative" three-button, double breasted overcoat. Peaked lapels, medium wide collar, and straight hanging back.



C





NORTH ISLAND MODEL A FORD CLUB INC

PO Box 99249 Newmarket Auckland 1149

Website: modelafordclub.co.nz

Facebook: [North Island Model A Ford Club](#)

Membership Subs are now due **for the 2021/2022 year**

To: All Club Members (except Youth and Life Members)

The amount now payable, to be a financial member, is \$45.00.

Your subs information is below:

Annual Subscription, 1 September 2021 – 31 August 2022

Individual / Family Membership

Paid by 15 November 2021 \$45.00

Paid after 15 November 2021 \$55.00

Payment – details below.

1. Online Direct payment to the Club's **ASB Account 12 3068 0187485 00.** Please include your name.
Please remember we can no longer receive cheques.

To keep our database current, please let us know any changes to your email address, postal address, phone numbers or Model A's you have bought/sold in the last 12 months.

Thank you.

NIMAFCl current committee



Gisborne February 11th, 1926



Let There Be Light

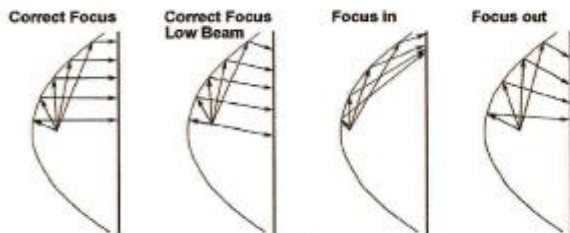
By Bob Johnson, MAFCA Judging Standards Committee

Recently our local club had a garage day to adjust headlights. We had problems with almost every car. Some headlights would not focus no matter where the focus screw was set. Others had low/high beams going left and right and not up and down. Still others would have to be tilted down or the beam of light would shoot into the trees. After the garage day, I decided to research the source of the problems.

To understand the problems, first I had to figure out how the headlights work. The reflectors focus the light from the bulb into a beam. The shape of the reflector focuses all of the light hitting it into a focused beam of light. The bulb is positioned at the focal point of the reflector. The bulb emits light in all directions. Over 50 percent of the light hits the reflector and is focused into the beam. The remainder of the light is unfocused and does not contribute much to the beam.

cated directly in the centerline of the reflector. The beam of light shoots straight out parallel to the reflector. The low beam filament is located above the centerline of the reflector which projects the light slightly down towards the ground.

To focus the headlight, the bulb is moved in and out with respect to the reflector. Each reflector has a focal point. The beam will be focused when the filament is located at the focal point of the reflector. If the filament (bulb) is too close to the reflector, the beam will reflect towards the edges of the headlight. A filament too far from the reflector will focus the beam towards the center of the headlight. To focus the beam, the screw at the back of the headlight is turned in or out to position the filament at the focal point of the reflector. Focusing should be done using the high beam because the high beam filament is centered vertically in the reflector.



Only the focused light is useful in illuminating the road. The Ford procedure for focusing the headlight has the headlights 25 feet from the target. The focused beam lights up an area of about 9 square feet, 9 feet wide by 1 foot tall. If the bulb was not in a headlight, its light would go in all directions and would evenly light up a 25 foot sphere. The surface area of a 25 foot sphere is 7854 square feet. The area of the focused beam would get a 9/7854 fraction of the light from the bulb. That would be about 0.1% of the light from the bulb. Since the reflector is focusing over 50% of the light on the focused area, the light from the front of the bulb is insignificant.

I thought that high beam meant that the light was higher intensity and low beam meant lower intensity. That is not necessarily true. High/low beam refers to the direction of the beam. The high beam shoots the light beam higher off the ground than the low beam. In the Model A, the high/low beam is determined by where the filament is located in the bulb. The high beam filament is lo-



1928 - Early 1929

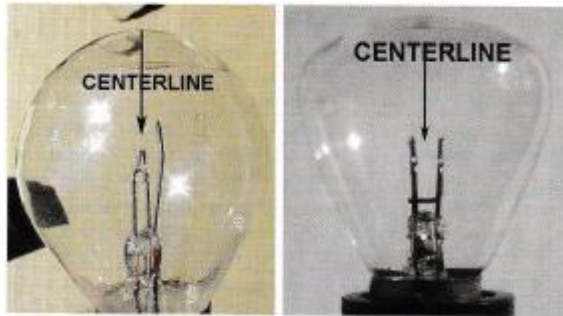
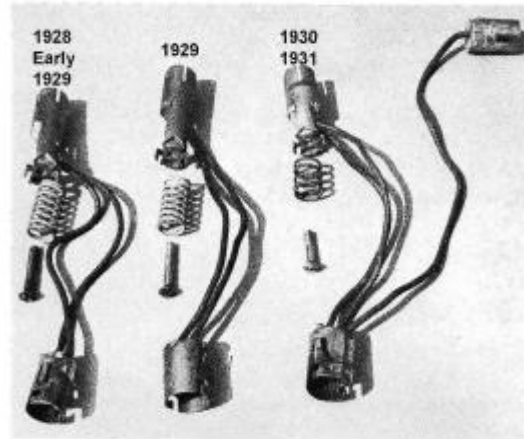


1929 - 1931

There are many different types of reflectors out there. There are two basic types of original reflectors. The first type of original reflector was the one used from start of production to February 1929, used with the fluted lenses. These headlights had a single bulb with 3cp and 21cp filaments. The 3cp filament was the parking light and the 21cp filament was the single headlight beam. These reflectors had two index slots for the bulb socket orientated at the top and bottom of the socket hole. The hole for the socket was placed in the center of the reflector. In February 1929 the Twolite headlights were introduced. These used the Twolite lenses. Initially they had two bulb sockets, one for the headlight bulb and one for the parking light bulb. When cowl lights were introduced, a reflector with only the headlight socket was used in the cowl light equipped vehicles. Initially the headlight bulb was a 21cp / 21cp dual filament. The parking light bulb was a single

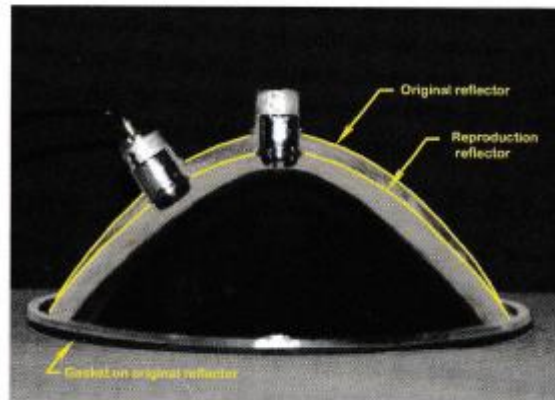
6cp bulb. There was only one index slot for the bulb socket and it was located on the side of the socket hole. The hole for the socket was placed 1/16" above the centerline of the reflector.

All bulbs should have the filament orientated 90 degrees from the socket pins. If the filaments are parallel to the socket pins, the low/high beams will go left/right instead of up/down. The early bulbs for the fluted lens headlights had the headlight filament centered in the bulb and the parking light filament offset 1/8" above the center line. The bulb for the later reflectors had two headlight filaments. One filament was 1/16" above the center line of the bulb and the other was 1/16" below the center line of the bulb.



Early Bulb Later Bulb

Headlight sockets came in three basic types. The first type was used on the early fluted lens headlights. It had only two wires, one for the headlight and one for the parking light. The plug that connects the headlights to the wiring harness had a smaller diameter because it only had two wires. The index tab on the headlight socket was located at the top side of the socket. The Twolite headlights required a different socket. There were 3 wires required for the Twolite headlights. The plug that connects the headlights to the wiring harness had a larger diameter to accommodate the additional wire. The index tab was located on the side of the socket. The headlight shells for the 1930-1931 vehicles were not as deep front to back as the 1928-1929 shells. Because of this, the length of sockets for the headlight bulbs were shortened. If the car did not have cowl lights there was a separate parking light socket.



Reproduction reflectors have changed over the years. The first reproductions had the wrong parabolic curve and were shorter front to back than the original reflectors. These reflectors came with a plastic-chrome, then later, just a chrome reflection surface. Chrome does not reflect the light as well as silver. They also had the socket hole in the center of the reflector. These reflectors require a bulb that has one filament centered in the bulb (high beam) and the other filament (low beam) 1/8" above the center line of the bulb.

Since the reflector is shorter front to back than the original reflector the focus screw and spring are not long enough to focus the beam. A longer screw and spring are needed to allow the bulb to move forward enough to focus the beam. Here is a picture showing the difference between an original reflector and the chrome reflector. The shape of the reproduction reflector is incorrect, resulting in a beam that is not completely focused. Also note that the reproduction reflector is shorter front to back which will require a longer adjusting screw.

The second type of reproduction reflector has the correct shape but the socket hole is centered in the reflector. With these the 1928 - Feb 1929 sockets will not work. They require a bulb with one filament (high beam) centered in the bulb and the other filament (low beam) 1/8" above the centerline of the bulb. These reflectors have an aluminized surface that has been coated to prevent tarnishing.

The latest reflectors are made to be exact reproductions of the originals. They have the socket hole offset 1/16" above the centerline of the reflector. These reflectors have an aluminized surface that has been coated to prevent tarnishing. The bulb used in these reflectors should have filaments with one 1/16" above the center line of the bulb and the other 1/16" below the center line of the bulb.

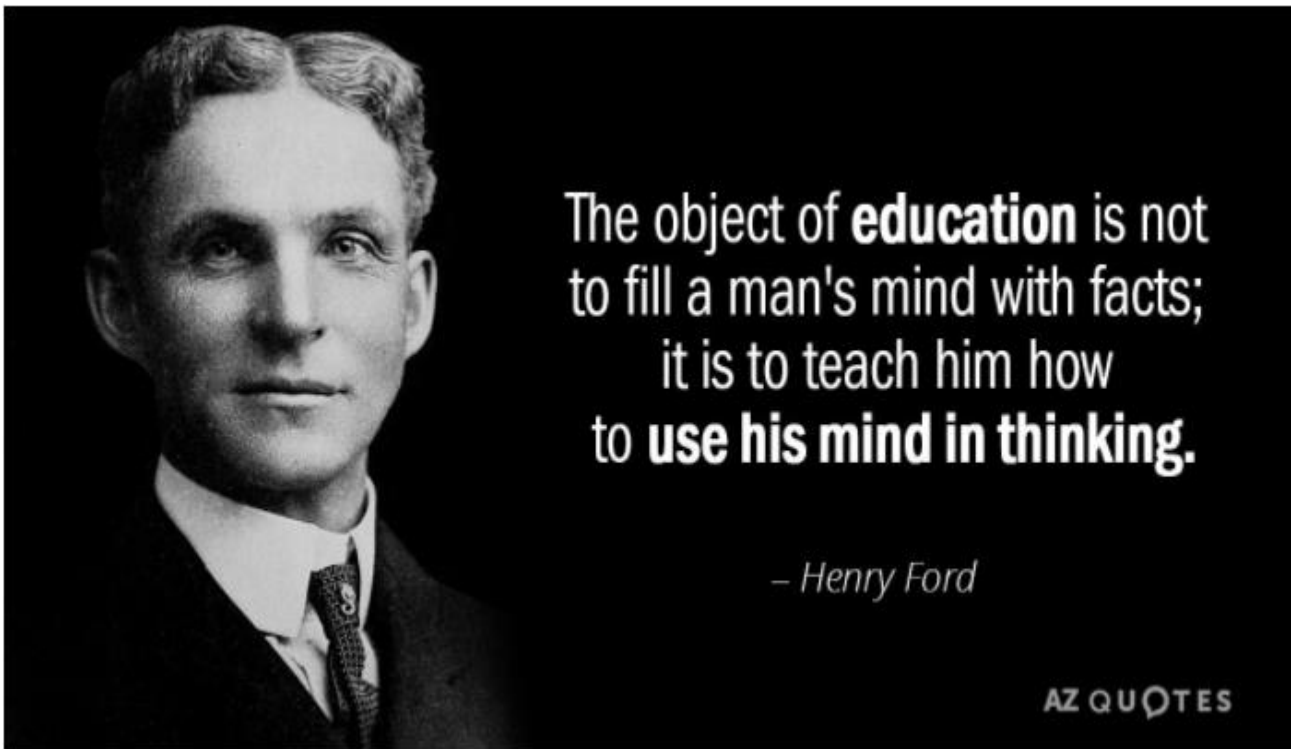
Here is a table which shows the combinations of Reflectors, Sockets and Bulbs that should be used to allow for proper focusing of the headlights. If the wrong socket is used the light beam may not focus regardless of the position of the adjusting screw. If the incorrect bulb is used the low/high beam may go left to right instead of up and down, the headlights may have to be pointed up or down to get the height of the beam correct.

Reflector	Socket	Bulb
1928-E1929	Long socket tab perpendicular to filaments	Offset filaments. Top filament is parking lights
Late 1929	Long Socket, tab parallel to filaments	Symmetrical filaments
1930-1931	Short Socket, tab parallel to filament	Symmetrical filaments
Chrome Reproduction	As above but must use longer screw and spring	Offset filaments. Top filament is low beam
New Reproduction	Same as original	Offset filaments. Top filament is low beam
New Bratton Reproduction	Same as original. Not for 1928-E1929	Symmetrical filaments



Model A Hubblies

Henry Ford – “Quotes.”



“The only real mistake is the one of which we learn nothing”

“Impossible means that you haven’t found a solution yet”

“The two most important things in any company that do not appear in its balance sheet: its Reputation and its People”

1928 and the original housing crisis forces people into mobile homes.



Tiny Tips From MAFCA Members

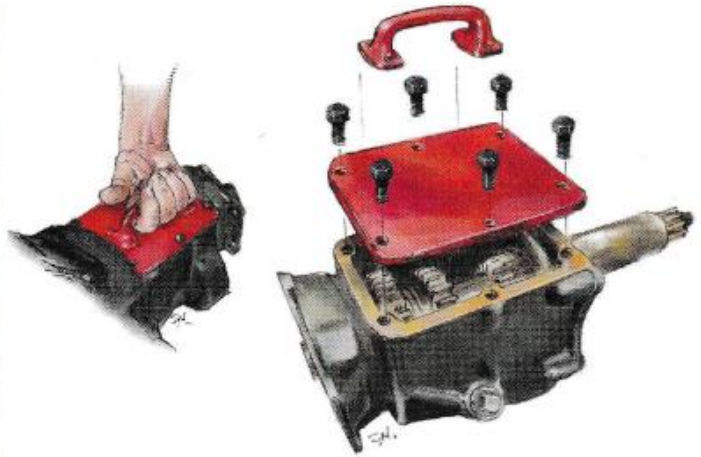
From Lynn Sondenaar, Sandy, Oregon
Illustrated by Steve Holt, Urbana, Illinois

Protecting the Transmission

When the shifting tower has been removed from the transmission, there is danger of dirt and foreign materials falling into the transmission case.

To prevent the danger, I made a cover for protection. It is made out of a piece of 12 gauge steel. I used the shifting tower gasket for the bolt hole locations. Only the rear and center holes need to be drilled.

I welded a three-inch steel grab handle onto the center of the cover. This will allow the transmission to easily be carried, as well. Also if you are removing or installing a Model A engine and transmission from a vehicle, you will now have an easy-to-use rear point handle. This greatly helps to get the engine and transmission placed into the correct position.



If you have a helpful tip about Model A restoration or maintenance that you'd like to share with MAFCA members, please forward it to the MAFCA Office, 250 S. Cypress St., La Habra, CA 90631-5515 or e-mail to: restorer@mafca.com.



[A nice sunny day back in 2007](#)

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Club Historian: Paul Smith 027-485-2234 pfsmith@ps.gen.nz



Ok, this photo may not be so easy to say where it is, however a clue is, “the top of the South Island and starts with a M for the first word & an S for the second word”.

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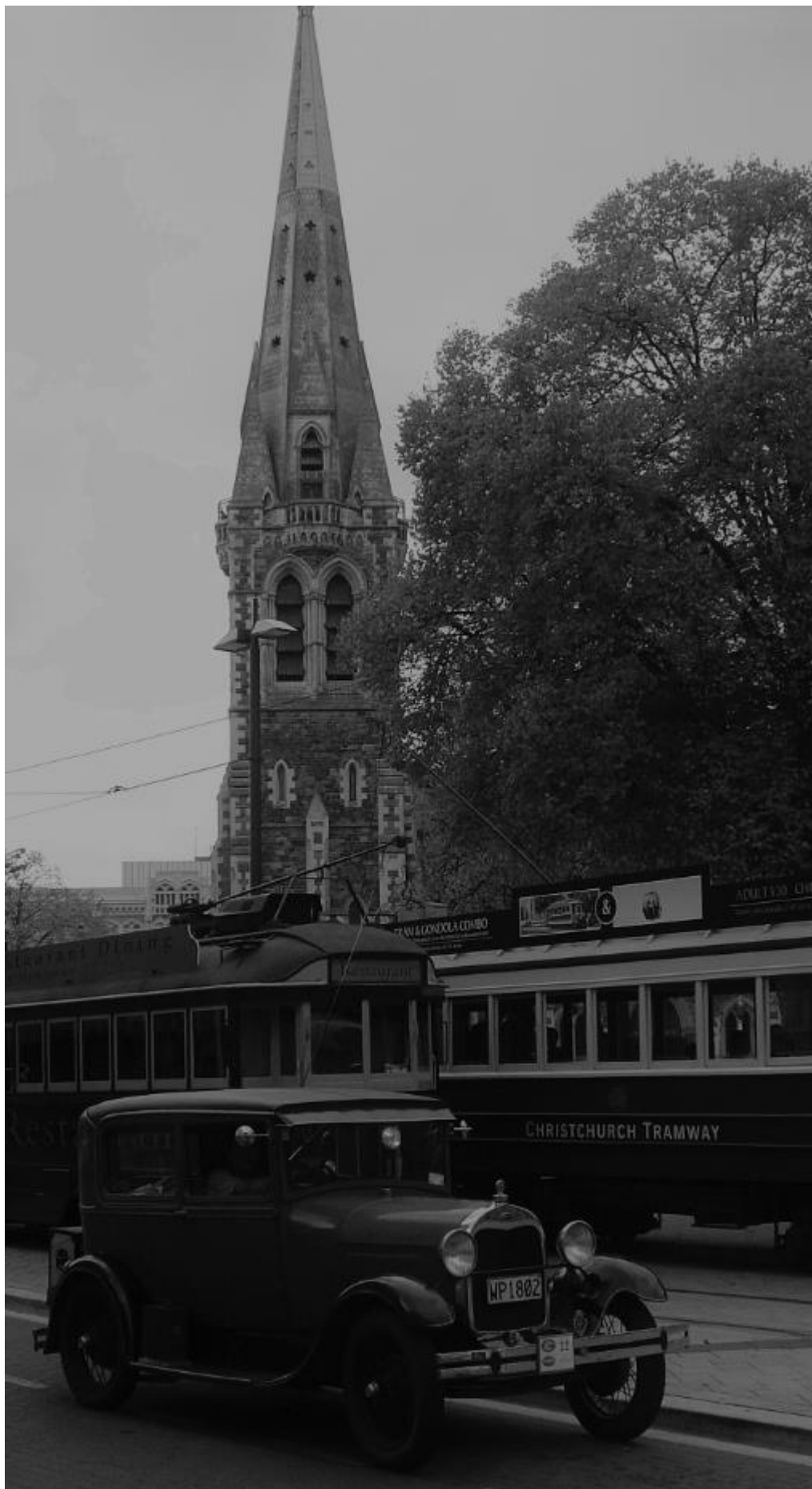


Photo from the past, I'm sure everyone knows where this is.



Your Model A club needs your story.

Information for Newsletter articles required.

Good day fellow NIMAFC members. An appeal to you all.

As you all know, we require information and articles to put together the Club Newsletter, otherwise it becomes difficult to produce something out of nothing. We all know that this Covid pandemic has drastically reduced our get together's and outings, so no new stories are making it to the news desk.

In the past, the newsletter has run articles about members and their cars. This was so we could share their stories and the relationship with their car/s, with the other members of the NIMAFC, who are interested and enjoy your car stories.

Due to this Covid "**Pain in the A__e**" thing, we have not received a lot of stories or photos from members recently. I realise that some people are busy, or some may not believe that they could write a story, or email us a story or photo, however **I HAVE FAITH IN YOU ALL.**

I therefore request that anyone with a spare hour or so put together a reply to the Editor and provide us with a story. People want to read about you. If you have started a story, then PLEASE finish it.

What we need.

*Two or more photos of your car/s, with you in at least one of the photos. (smiling).

*A story, containing a few points of interest. IE: Name, contact details, the area in which you live, type of car/s you have, how long have you owned it, why did you buy this car, the best thing you like about your car. (I like the beautiful curves of the headlights over the 1928 front guards.) Did you buy it, restore it, steal it? Were you given it? Runs and places you have been in it. An adventure that you had in it. (The time you picked up some crazy hitch hiker, who kidnapped you and the missus !!!!!) etc etc.

*Once you have drafted your awesome story / notes, then please email it to the editor. If you cannot email it, then post it to the clubs PO Box. We will then contact you to confirm details. I will even type the final draft from your story / notes to go in the newsletter and obtain your approval before your story goes out to the world. The editor will then be able to use your story to enlighten, entertain or just impress others with your achievement or passion for your Model A.

That is, it. This is all we need to assist us with the production of the Newsletter.

We would also like to use the photograph of your vehicle on the NIMAFC Website.

I now await the influx of your interesting stories and photos.

I would like to thank all those who have sent in articles, quotes and funny stories for us to share with our members. It is greatly appreciated.

Thank you,

Garry Learmonth

FROM YOUR COMMITTEE.

Just to let you all know that your committee is meeting regularly (via Zoom video meetings,) to organize events and runs. We unfortunately, also have to meet to postpone events due to a certain Pandemic that we are sick of hearing about. However, we, like the rest of the NIMAFC members, wish to get out there and enjoy the company of our fellow club members. We all have bearings, axles, steering boxes, and knee joints that need lubricating.

Rest assured; we want things to happen.

Regards

Your smiling committee.



Please note that Fiona Learmonth, and John Ross are not shown above, however are in the background.

A Vaccination's reminder.

As most people will be aware, the talk around town is that, if you wish to visit a restaurant or bar or shop in the future, you may require a vaccination certificate to show that you are double vaccinated.

This requirement may also become a requirement at organised events, which may include NIMAFC events and runs.

Considering this, we encourage you all to obtain a Double vaccination certificate, as we do not wish to miss out on your fine company at these events or, be put in a position that the club has to make a decision to cancel events due to the Club not being able to meet these requirements.

Please remember that the club does not have the wish to battle the government over a rule that the government creates. The club just wants us to enjoy our cars and the company of others without risking anyone's safety or health.

If you wish to obtain a Vaccination certificate, then use the information below. They will be available late November, however you can apply now.

Regards

NIMAFC Committee.

Online: go to www.health.govt.nz -- my covid record -- Covid 19: Requesting proof of vaccination -- Request a vaccination certificate letter -- online vaccination form. Then follow the instructions and fill out the form.

Via post: Send your request for a certificate to

Privacy Request,

National Contact Centre,

Ministry of health,

PO Box 3015,

Whanganui 4501.

Include your full name, date of birth, Address, Phone number, NHI number if known. You will find these on most invoices you receive from your doctor. Normally three letters followed by 4 to 5 numbers. You do not have to give a reason for your request.

The Ministry of health will take approximately ten days to provide this certificate depending on the number of applications they receive.

Remember. **“Freedom comes to those that do something”.**

Apply now.

Model A For Sale

Ford Model A 1929

We've owned the car since 2012. This car is quite original and solid. It's not perfect, but totally usable and a nice car to drive. We've not had any trouble with it, but have done a lot of work to get it comfortable and reliable. Most of the modified items are easy to put back to original, but are either safety or comfort improvements. The story goes: it was originally owned by 2 spinster sisters in Ashburton, then a farmer who eventually parked it up in a barn. It was then purchased (ex-estate) and put it back on the road in 1979 and was in a small collection. When the collector downsized, his daughter purchased the car and she sold it to us in 2012 at about 98000 miles. The car currently shows about 220 miles on the odometer after we passed 99,999 miles in 2017. We've only done about 2200 miles in it in the 9 years.



During that time, we have done (at least) the following:

Overhaul Transmission: rollers, seals, bearings, gaskets, gearsets and shafts. Rebuilt shift tower. Fitted an oil dipstick kit.

New Clutch plate, pressure plate, release and spigot bearings.

New Driveshaft Coupling/Universal.

New battery and isolation switch.

Radiator dismantled, rodded out and re-assembled.

New leakless waterpump, Hoses, inline thermostat, temperature gauge, aluminium fan and new belt.

Head planed with new copper Head gasket and copper spray.

New aluminium timing gear.

Sump gaskets and crank rope seals (also "Rear Main Janitor" to catch oil drips), cleaned out sump.

New Carburettor kit and Fuel tap seals

Flat Head Ted brake floaters and new shoes (This car brakes very well!)

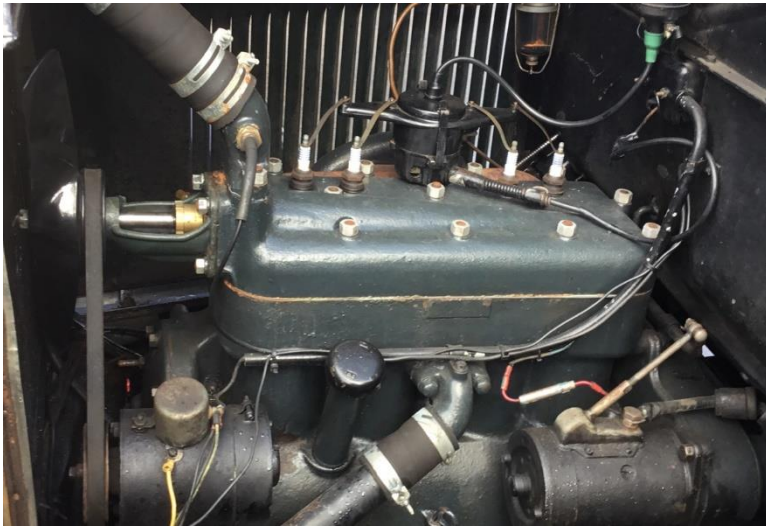
New Front wheel bearings and seals

Overhauled Steering box and fitted new one-piece shortened pitman arm (lighter steering)

Front and Rear indicators fitted and 2 rear stop/tails - using a pair of original style rear lights and vintage looking driving lights up front.

Slim high mount LED brake light in rear window.

Original 21" wheels and a set of 16" wheels with new Bridgestone 205x16 radials and new



hubcaps (nicer for long trips than the 21's)

Rear wooden trunk

Various tools and extra parts (horn rebuild kit, tie rod and drag link kits, points etc)

small case with some old receipts and paperwork.

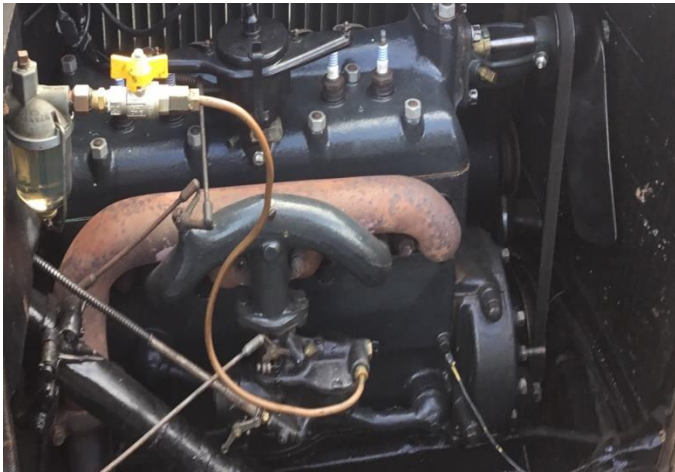
Hinge mounted side mirrors.

Contact: Dave & Denise

09-436 1268 or 021 232 6998

email:

deniseanz@hotmail.com



Merchandise

The committee is currently working through the feasibility of obtaining and holding stocks of merchandise. A good idea is to design something for the Clubs 50th Anniversary coming up in 2022. We are looking at simplifying what merchandise may be purchased to try and meet our member's requirements. Any suggestions, please email Wade, the NIMAFC secretary nimafc.secretary@gmail.com with any thoughts about this. Thank you.

Newsletter Editor/Website Corner www.modelaford.co.nz

Ok, so we haven't had any events of late due to Covid & lockdown. However, if you have something of interest you would like to share, please email the editor.

Remember when attending a club event take some photos and write an article for the newsletter. If you have something of interest to share with other members, please let the editor know by email. Details are below.

If you have something you would like to sell or buy to go in the newsletter or website, please provide a description of the item, photos, price and contact details so people interested can call you directly.

Hope you all are safe and avoiding the Delta variant.

Those members that wish to answer the questions in the newsletter relating to where the photos are taken, please email your answers to Fiona nimafc.editor@gmail.com or text Garry on 027 268 0421.

Thank you.

Kind regards

Fiona Learmonth (NIMAFC Newsletter Editor/Website)

Editor email nimafc.editor@gmail.com

Please send articles/reports/photos to the Editor by 15th of the month (or earlier if you can).

In Microsoft Word or directly into an email (Editor can format to publish in the Newsletter).

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