

Chapter Members of:



MODEL A TORQUE

Month: Jan/Feb 2022

Issue Number: 2022/1

Season: Summer



Garry stirring up the dust at Lochinver Station

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 2022 - page 2
- Something for everyone in this edition.....

Visit our website www.modelafordclub.co.nz for new events, articles & updates.

North Island Model A Ford Club Upcoming Event Planner 2022

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

Date	Day	Thoughts and upcoming Events		Status
13 th March	Sun	Jimz & Janz Club Car Run & BBQ	Jim & Jan	confirmed
9 th April	Sat/Sun	Northland Car Run	Ross Bolton	TBC
13 th April	Wed	Tech Night	Terry Costello	TBC
18 th May	Wed	Tech Night	Steve Driver	TBC
29 th May	Sun	Run, Cars & Coffee	Terry Costello	TBC
19 th June	Sun	Tech Night	Dave Mossman	TBC
2 nd July	Sat	Ryders Theatre & Dinner		TBC
16 th -17 July	Sat/Sun	Car Run	Steve Driver	TBC
25 th -28 th Oct	Tue-Fri	North Island Model A Ford Club 50 th Anniversary	Details on Website	In progress
26 th Oct	Wed	NIMAFC AGM during 50 th at Taupo		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 below – Non-North Island Model A Ford Club Events 2021/2022

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

Date	Day	Event
25 th March	Fri	Legends of Speed Hampton Downs
10 th April	Sun	Oogah Rodders Swanson
14 th – 15 th May	Sat - Sun	Performance & Auto Swap Meet Pukekohe
9 th – 10 th July	Sat - Sun	Rotorua Swap meet
4 th – 10 th March 2023		16 th National Model A Rally Methven Christchurch

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

Captain's Comment – January February 2022

To all our Members and Fellow Enthusiasts

A Happy New Year to everyone.

A remarkable start to our new year. Sunshine galore as we headed to Onehunga Bay for the first get together of the month, our annual bbq at Onehunga Bay, to enjoying the tranquil environment on the noisy city fringe with Mangere Mountain standing majestically on our shoulder and over the placid waters of the inner harbour. There are so many hidden gems amongst the watered volcanic environ that we live in that the Club still has to explore.

Omana Regional Reserve was another great visit after the Round-a-bout Tour, but situated on the other coast, deserving of a Club breakfast to celebrate a sun rise as opposed to lamenting the setting sun. Now is the time to place forward ideas and suggestions of where we might share moments and stories, experience our outdoors and exercise our faithful runners, the trusted and true Ford Model A.

Although we have great intentions, impediments continue to hinder any return to Life's normality. If it is not covid, reactions to covid must remain at the front of our approach to Club activities. Frustrating to say the least, as the Ellerslie Car Show is postponed for 12 months; Swap meets cancelled; Air shows cancelled; Even Art Deco curtailed.

The opportunity for an AGM loomed, notice was going to be short and many members were already booked to be away. In the end it was not realistic to hold one currently as it could not represent the whole club, allow for a free and fair election of a new committee nor allow for balanced discussion on the Club's operation during covid. Accordingly, it is proposed to hold an Annual General Meeting at the Sun Court Motel during our 50th celebrations in Taupo. In addition, our last year's financial accounts have been audited and are due to be filed with MBIE by the 7th March 2022. Thank you once again Marty for completing this necessary club responsibility. A copy of the audited accounts will be available to all members and will be published in the newsletter.

Covid is continuing to test us in all daily activities but hope is now on the horizon as we look about the world. Challenging as it has been, we are still moving forward with events and gatherings, improvements to the club administration and web site. Fees have been kept at current levels during a period of one sharp rise in inflationary pressures.

A reminder to those people still pondering the 50th Anniversary Celebrations in Taupo. The Sun Court Motel in Taupo is ready to take your October booking now, on our special Group booking ID 14805. Their phone number is +64 7 378 8265.

There is still some way to when daylight saving and the sunshine ends so let's make the most of it. Remember, enjoy, stay safe Love your family and friends.

Cheers,

Hewy

Onehunga Bay BBQ

Anne-Marie Hulse

The weather was perfect for our annual bbq at Onehunga Bay on Thursday 6th January. No need to hunker down in the lee of the foreshore bushes this year and with sunshine a plenty a great evening was enjoyed by all. Held a little earlier than usual due to the many events on the club calendar, we sported our best member turnout ever in this little piece of paradise amongst the bustle and noise of the city. Everyone seemed to take advantage of the environment enjoying the setting while making their own noise and catching up with each other after all the Christmas / New Year excitement.

It was great to see some of our out of towners and occasional visitors join us for this event. Lovely to have the company of Tony and Pam Mannington, Ross Bellamy and others who had braved the rush hour traffic to cross town for what is really a few fleeting moments of real time. Our club gas bbq was once again put to great use and thank you Bruce for getting it there. With an abundance of Drury Butcher sausages and other goodies being cooked by Chef Hewy I am sure that no one went home hungry.

All in all a lovely relaxed, enjoyable evening was had by everyone.



Handy tips

It was pointed out to me by a few of our members to me that the front spring on my A van had lost most of its set. I am living in Waiuku now and thought I would check if there was a local spring shop. Phoned Archers auto springs in Takanini. Straight away knew I was on a winner as lady who answered phone said, it's a transverse spring, isn't it? Took spring to them and had it back all tidied up with a new 2nd leaf (with nice, rounded ends) new centre bolt and coat of paint within a week. Great to see there is still an old school spring manufacturing shop still in business. What they charged was so reasonable I still struggle to believe. Bottom line is that if you need spring work done, I recommend Archers springs in Takanini.

Happy motoring, David Heilbron

Car Video's, Tip's & Links

RICHARD HAMMOND SELLS SOME OF HIS CARS AND BIKES TO BUILD A WORKSHOP. See link below.

https://youtu.be/l6oF3_x4WQs

Hi Fiona

The following YouTube video has some interesting information on thread identification.

Stuart Jordan responded to my sharing the video, with some helpful comments related to head studs in Model A engine blocks. I checked with Stuart who says he's happy if I send his comments on to you, for inclusion in the newsletter.

Cheers, Ralph Levinson

<https://youtu.be/fhrBYBiSFKQ>

Hello Ralph, yes very good video.

An interesting part is where he explains, using a stretchy rubber bolt, that a fastener is a very stiff spring. For Model A head studs, this has an interesting application. Original studs were about grade 5 (Ford made their own bolts long before SAE grades were invented).

One constantly hears that grade 8 are better. However, the tiny elastic stretch that 55 lb-ft torque puts into the stud is greater for grade 5 than grade 8, which is stiffer, harder, more brittle and tougher. So when settlement of a new head gasket takes place, some of the spring stretch in the stud is lost. The grade 5 stud, with more residual stretch left in it, will keep the gasket joint tighter than the grade 8 before (and if!) they are re-tightened.

Expansion and contraction with heat is met with the same factors. The grade 5 has more stretch tension and leeway than the grade 8, if the fit loosens as things heat up. Whether or not things loosen or tighten with heat, depends on the relative expansion rates of the threaded and unthreaded clamped parts and is very relevant where aluminium and iron parts are mated.

Lastly, a BEST graphite head gasket squashes less than a copper composite one. For copper composites, grade 5 with more elastic stretch is safer than grade 8. For graphite, grade 8 is ok, but there is much more chance of pulling the softer cast iron threads out of the block, with grade 8 than grade 5.

There are other factors in favour of grade 5 than grade 8 on original blocks too.

Stuart Jordan

Ford Model A Meander

To

Omana Regional Park

On Sunday, January 30th, Auckland Anniversary weekend, around ten Model A club vehicles met at 9:30 am at the Nathan Homestead, Manurewa.

After the usual catch up and chin wag, engines were fired up and we all set off towards Alfriston, then on to Brookby. Turning right at Brookby we encountered a hill climb and passing over the summit we all had a wonderful view of the Clevedon valley ahead.

I was following Steve Driver in his Race a Bout, and he certainly was motoring well on this perfect open car day.

Then it was turn left to drive on through Clevedon township before entering Twilight Road and driving the scenic route to Whitford. Passing through Whitford village we all carried on past the Beachlands turn off before entering Omana Regional Park.

We then drove to the top of the hill and were fortunate to gain access to the paddock, with lovely shady trees.

These trees were essential as it was another extremely hot sunny day and far too hot to sit put in the open.

We dragged a large table over to the shade and set ourselves up for our picnic lunches. It proved to be an excellent location with a nice sea breeze, and a view of all the boats on the bright blue sea all the way to Waiheke.

This turned out to be a great social occasion for those who attended, and it was great to get out, and catch up with everyone after our big city lockdowns.

After a very enjoyable afternoon we travelled home around the coastline of Maraetai and Beachlands, and observing the number of people, and the lack of parking at the beaches, Captain Hugh made the right decision to visit Omana.

Brian Hosking.



An interesting read to say the least!

A TRUE COPY OF A LETTER WRITTEN TO HIS INSURANCE COMPANY BY THE MASTER OF AN UNFORTUNATE BRITISH MERCHANT SHIP.

Dear Sir,

It is with regret and with haste that I write this letter to you. Regret, that such a small misunderstanding could lead to the following circumstances, and haste, in order that you will get this report before you form preconceived opinions from reports in the world press, for I am sure they will tend to over-dramatise the affair.

We had just picked up the Pilot for our entry into harbour when the Bosun's mate returned from changing the "G" flag for the "H" and, it being his first trip, was having difficulty in properly folding the flag. I therefore proceeded to show him how. Coming to the last step, I told him to "Let Go". The lad, although willing, is not too bright, necessitating my having to repeat the order in a sharper tone.

At this moment, the First Mate appeared from the Bridge wing, where he had been checking that all was ready for entry to port, and, thinking it was the anchor being referred to, repeated the order "Let Go" to the Third Mate, who was in charge of the cable party on the forecastle. Being a capable officer, the Third Mate had already prepared the port anchor for letting go and that anchor was released with impressive efficiency. The effect of letting go the anchor with the ship still proceeding at 12 knots proved too much for the windlass brake and, therefore, the entire length of the port cable was pulled out "by the roots". I fear that the damage to the chain locker may be extensive. The braking effect of the port anchor naturally caused the vessel to sheer. Unfortunately, this was directly towards the swing bridge that spans a tributary to the river up which we were proceeding. The swing bridge operator showed great presence of mind by opening the bridge for my vessel. Unfortunately, he did not think to stop the vehicular traffic with the result that a Volkswagen, two cyclists and a cattle truck were deposited on the forecastle. My ship's company are at present rounding up the contents of the latter which, from the noise, I would say are pigs.

In his efforts to stop the progress of the ship, the third Mate Let Go the starboard anchor – too late to be of any practical use – for it fell onto the swing bridge operator's cabin. After the Port anchor was Let Go and the ship began to sheer, I ordered "Full Astern" and personally rang the engine room to confirm that the order was being carried out. I was informed that sea water temperature was 58 degrees fahrenheit and asked which movie was scheduled for tonight. My reply would not add constructively to this report.

Up until now I have confined my report to the activities at the forward end of the ship. Back aft they were having their own difficulties. At the moment the Port anchor was Let Go, the Second Mate, on the quarterdeck, was supervising the making fast of the tug and was lowering a ship's hawser to it. The sudden braking effect of the port anchor caused the tug to run in under the stern of the ship just as the propellor was responding to the "Full Astern" order. The prompt action of the Second Mate, in securing the inboard end of the tug hawser, delayed the Tug's sinking by some minutes, thereby allowing the safe abandonment of that vessel.

Coincidence is a strange thing for, shortly after Letting Go the Port anchor, there was a power interruption ashore, blacking out the entire city. The fact that we were passing over a "Cable Area" at the time might suggest that the anchor touched something on the river bed, although any claims that my ship may be responsible for this are very premature. However, in the event, it is perhaps lucky that the high tension cables brought down by the ship's foremast were not live although, owing again to the blackout, it is not yet possible to say where the pylons fell.

It never fails to amaze me, the actions and behaviour of foreigners during moments of minor crisis. The Pilot, for example, is, at this moment sitting on the deck in my cabin alternatively crooning to himself and crying, having consumed a bottle of Scotch in a time that is worthy of inclusion in the Guinness book of records. The Tug Captain, on the other hand, had to be forcibly restrained by the Master at Arms and is handcuffed in the sick bay, where he is suggesting that I do impossible things with my ship and crew.

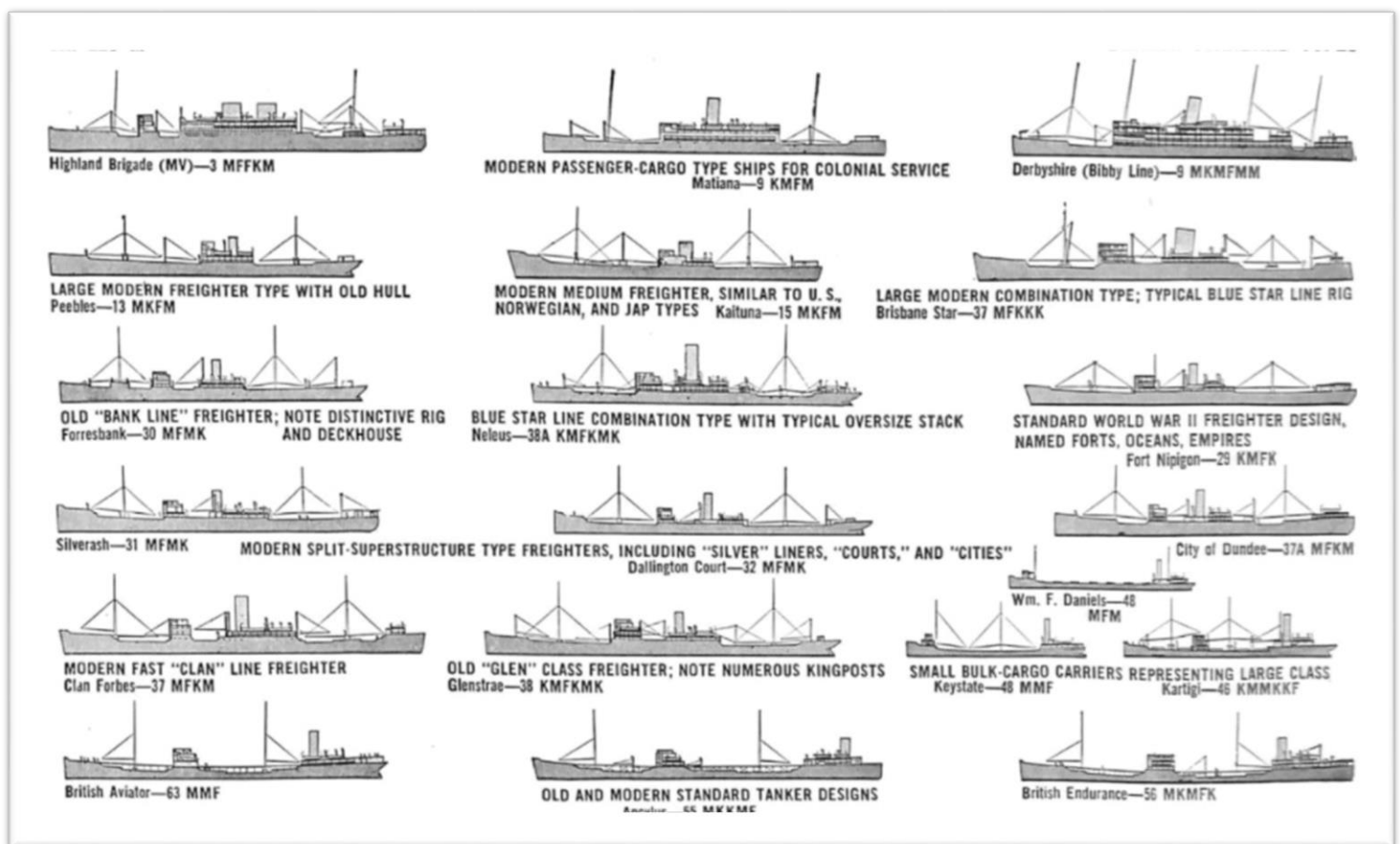
I enclose the names and addresses of the drivers, and insurance companies of the vehicles, which the Third Mate collected after his, somewhat hurried, evacuation of the forecastle area. These particulars may enable you to claim for the damage these vehicles caused to our vessel.

I close this report now, as it is difficult to concentrate with the howl of Police sirens, their flashing lights, and the squealing of Pigs in the background, My final thought is, however, that it is sad to think that, had the Bosun's Mate realised that there is no need to fly Pilot flags after sunset, none of this would have happened.

Your Servant Sir,

Ship's Master

(Name withheld)



British type Merchant Ships.

We can't see any Model A's in this picture!

Art Deco to Pumice and Hangi

While this year's Art deco was reduced in size, Kay and I were happy to attend with the keen Art Deco fans. Some events we booked were cancelled so we had to make our own fun. Anywhere a vintage car had special entry gates opened up for us. The Fordor seen here parked up outside the Masonic Hotel on Marine Parade with the dancing girls dressed in their bright coloured dance uniforms.



Later that day we caught up with Tom & Helen White with the Hawkes Bay Model A Ford Club under the Pohutukawa Trees by the Fountain. Later we enjoyed an evening Meal at the Mission Estate Winery sipping on a glass of bubbles dressed in our art deco attire.

With Art Deco finished another adventure began. On Monday morning, we met at Lochinver Station east of Taupo with 2 Model T's, 6 Model A's and a Sunbeam. A short briefing then off into the middle of the Station taking in the sites and history of the amazing farm. Our journey was off the main road onto a one lane pumice track looking like only fit for modern 4-wheel drives. Up and down the dusty pumice track through fresh water Fords and tussock.



Our guides Tom & Liz had a hunting Whare and tents set up for our arrival. We were treated with a lovely array of club sandwiches for lunch, and a platter including crackers & cheeses with drinks.

After lunch we set the fire and laid the Hangi. (Yes, that's me in the maroon shirt)



Some wondered off to the water fall for a photo shoot and being chased by the local wild baby pigs. *(Quick jump on the table, I'll climb the tree)*



Thanks Terry & Joss (pictured sitting at the waterfall) for inviting us on this lovely nature adventure. After the trying walk and eating more snacks we unearthed the Hangi. *Sorry Garry we need to share what's cooked under here, your plate is too big*



After we filled our bellies, sipping on our fresh spring water chilled beers & wine off for a good night's sleep to contemplate the drive out to re-join civilisation.

All vehicles and personnel made it back in one piece with no pig bites or broken vehicles, finishing off with a little Minties moment loading the A on the trailer to test our team's comradeship to finish off a great adventure. Thanks to our hosts Tom and Liz

Stephen & Kay Upson, North Island Model A Ford Club & Tauranga VCC

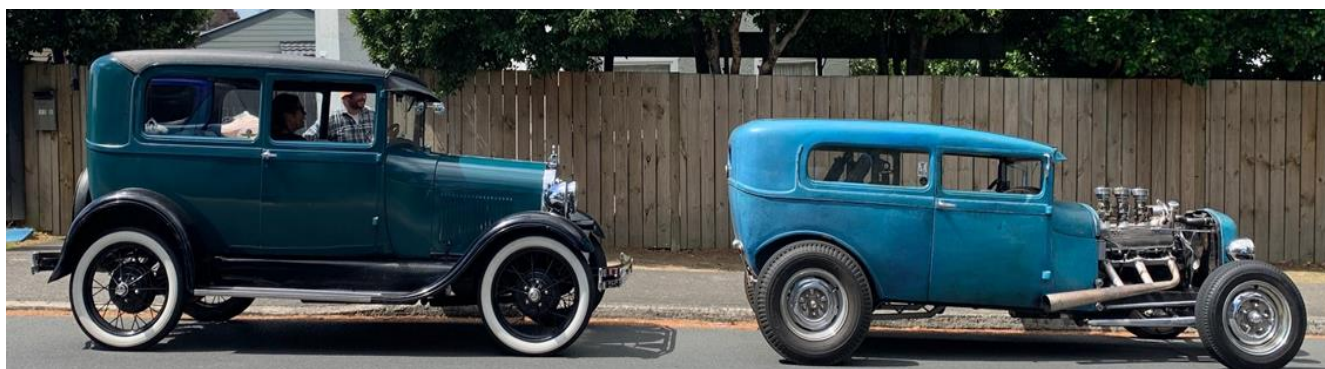
Model A Day 2022

By Greg Stokes

Organised by Chris Hornblow (and his partner Raewyn) and Shane Adlington (and Troublebound), the annual Model A Day (MAD) was another great success. Held at Chris & Raewyn's lovely property since 2019, the Saturday afternoon/evening event has gone from strength to strength. The format is simple, the event is a word-of-mouth deal open to all Model A's and Model A powered cars and it is BYO BBQ food and refreshments and be prepared for a laidback and most enjoyable time.

This year, 56 vehicles were in attendance ranging from barn finds to restored stockers, imports from the USA to NZ new, specials and hot rods to drag cars and even one Model A powered Model T. While Covid has taken out a lot of larger public events, it is days like Model A Day which give all an opportunity to informally catch up. With people appearing from the South Island, Bay of Plenty, all over Auckland and Northland, it sure was a diverse mix of cars and people and it was all enjoyed by ALL.

Merging the vintage guys with hot rodders is certainly no problem either. No drama, no ego, no prizes, and no worries. Other entertainment included some great background live music, Troublebound's BBQ feast and also Troublebound's Mini Bike paddock racing. Be sure to get along to next year's Model A Day, there were even some "moderns" in the other stuff parking.





The Great Escape swap meet (cancelled) tour

The October 2021 Christchurch Swap meet tour organised by John Castle, now had eleven keen swappers ready to escape the Auckland lockdown. As the weeks and months passed by in this Covid world, the now revised swap meet date of the 11th -12th February was also cancelled.

John Castle and Ross Bolton had also pre organised visits to Vintage and Classic car collections and places of interest as well as the now cancelled VCC swap meet.

As the airfares and accommodation was pre booked, the decision was to grab our vax passes, put on our masks and go.

Due to the covid times, the eleven original swappers had now been reduced to only four, Terry & Andrew Costello, Ross Bolton and myself.

Our mid-day departure from Auckland had us in our Motel in Christchurch by 2.30pm, and then off to visit George and Andrew Spriggs at Antique Ford Parts to view their Model A restorations.

Friday morning 11th we had a visit to Moorehouse Muscle Cars, but big money, six figures plus.

Most of Friday afternoon was spent viewing Daniel Smith's extensive collection of Veteran and Vintage to late model collectable Holdens, as well as six full size helicopters suspended from the roof, this was an amazing collection.

Saturday 12th we were off to an early start to a VCC boot sale at the Canterbury Club room's at

Cutler Park, also to visit their extensive parts shed, and of course some Model A parts were purchased.

Saturday afternoon was a visit to Garth Moore's shed to view his collection of mostly veteran cars, one was an American "Austin" V12, a very rare vintage car and the only one known to exist worldwide.

Sunday 13th we woke to steady rain, but as we had some spare to time before our flight home, we headed out to visit our 2023 Rally destination in Methven, we also checkout the town and surrounding countryside, and we are looking forward to our return trip for the Rally.

The afternoon return flight home was delayed by three hours due to the severe weather over Auckland.

It was a fantastic trip with three great travelling companions, special thanks to Terry Costello for his superb driving and navigating skills and looking forward to the VCC swap meet later this year.

Bruce Stratton



The Lochinver Station / Ford wilderness adventure.

When. Monday the 21st to Tuesday the 22nd February.

NOTE. Two stories were written re this Tour. We are publishing both. Thankyou to both authors.

Every now and then, a chance to do something different is offered to you. When this happens, you have no choice but to take up the offer, as you never know if that offer will come your way again.

Well, that chance popped up for the owners of eight Model A's, 2 model T's and a token Sunbeam, which really wants to be a Ford. This was a chance to travel through the iconic Lochinver station on the Taupo Napier highway. Originally nearly 70,000 acres of farm, now with approx. 35,000 acres of land being worked on it.

We all arranged our attendance through Ian and Jacqui Goldingham, with the tour guides being Tom Loughlin and Liz Cato.



All of us lucky adventurers, with our A's, T's and the Token Sunbeam / Ford under our feet turned up at the designated time. 10.00am on the 21st Feb, at the entrance to the station. We received the health and safety and history of the farm briefings, then we were straight into it. The owners started their engines and lead by Tom and Liz, were escorted through Lochinver station. We stopped at numerous beautiful locations and listened to the history of the station through the passionate story telling of our host.





Our back road adventure then took us to a wilderness block at the southern end of the station. A beautiful unspoiled block being looked after by Tom and a Trust. The roads were primarily pumice which were originally laid down when Lake Taupo erupted 30,000 years ago. A few thousand corrugations with the odd stream crossing thrown in for variation. A couple of the cars had a few minor struggles getting up a few of the steeper exits from the streams, however sheer determination and Ford power prevailed.

A unique photo opportunity arose at a very large rock that flew 30kms from Lake Taupo and landed at the block.



The roads continued for approx. 30kms into our campsite for the evening. A gorgeous, very quiet and isolated place with absolutely no Auckland Traffic noise. Tom and Liz, Ian and Jacqui provided the history, and Tom with a few volunteers started the oven and prepared the dinner meal. A good old fashioned hangi. The group listened to the history, took walks over the hills, to waterfalls and were allocated their bunks or clamping tents. The cars enjoyed being under the stars for the evening and appreciated the clean air being drawn into their combustion chambers, albeit with a bit of back country road dust in the mix.



The hangi was lifted and we all enjoyed a beautiful feast. Tom encouraged each group member to say a few thoughts, and a few beers and wines may have been consumed.



It's always special to go somewhere and enjoy the company of people with similar interests and for a moment of two forget the worlds current problems. As we hit the sack, no one really noticed the snorers as they drifted off to sleep. We just pretended that they were the sounds of a Model A engine idling away (roughly). We arose to an overcast morning that quickly cleared and exposed the valleys beyond. Wild Deer were seen and heard, and we even managed to have a couple of semi tame wild pigs follow us into the camp from our walk. Quickly nicknamed bacon and Ham, they were exceptionally lucky, as breakfast had already been prepared. We then restarted our engines and left this piece of paradise, which for some of us city dwellers was very hard to do. Imagine the thought of having to go back to a city full of noise and too many people.



We followed the lead vehicle and battled the streams and steep corrugated roads once again, taking many more photos and enjoying the morning air. I once again have to say that the very steep hills were no match for the Fords. Henry, you did a great job.



Even our children were well behaved. Tessa (Fiona and Garry's dog,) and Bracken (Tom and Liz's dog,) entertained the dog lovers in the group with their endless ability to play fetch. Both were spoilt and Tessa made the most of her back seat in the Phaeton.





We arrived back at the station office for our departure from our overnight tour. Cars were loaded up, and people said their temporary good by's to their fellow adventurers. A minor hiccup was had by one adventurer whilst loading his car on to the trailer, however with the unrelenting help from the rest of the group, they managed to put the car back where it belonged. Guess who is holding on to the handbrake award? **NOTE:** No harm was done to any Model A in the making of this adventure.



In summing up our adventure, it's always a pleasure to be allowed into some ones back yard and be shown the beautiful side of our gorgeous country. The passionate people who take the time to show the rest of us what is out there and provide the stories that go with our land.

Thank you, Ian and Jacqui, for organising the Tour. Thank you, Tom and Liz, for showing us their back yard. Thank you, Terry and Joss, for asking us to be part of this great adventure. Another adventure added to the many, that we as historic vehicle owners get to participate in.

Garry (NIMAFC)

PS. Take every opportunity you are given to do something special, as our cars do not like sitting around in a garage. They were made to be driven and enjoyed.

(I bet you thought I was going to say, life is short. That too.)

Some more photos from our Lochinver Station Wilderness tour you will enjoy.





Alex and Daphne's Run.
Sunday 27th February 2022

What an interesting run, perfect weather, a nice group of people and fourteen great Model A's, a Riley and a modern. The starting point was at Alex and Daphne's residents, plenty of parking and a lovely garden for all to admire. The first stop after having driven via Patumahoe, an interesting and scenic route on its own, was at Darren and Sheridan Swifts property.

Wow the "Shakespeare Arabian" horses were a sight to behold but of course the real horsepower was lurking in the shed, certainly no shortage of muscle cars in here. For us, our pick had to be the T Bird but any of them would have looked nice parked in our driveway.

The Machine Gun Carrier and the Armoured Personal Carrier whilst lacking the beauty of the muscle cars, certainly made up their lack of bling and horsepower by the extreme amount of gas these two brutes could consume.

The MGC with its flat head V8 drank 1 imp gallon per mile, whilst the 6 cyl jaguar powered armoured personnel carrier only managed 1.6km per Litre, imagine how much fuel they would have guzzled on our run.

Next, we visited Fleur's Garden "The Hedges Estate" what a perfect setting for functions. It is an amazing location and of course Grant's collection of MG's is most impressive.

The day finished with a BBQ at the Costello's home and garden. The ladies were given a tour of Marlene's beautiful garden. We are sure that everyone would have enjoyed a great day out in their Model A, even the ones that had to endure a road side seminar but we all got home safely.

Thanks to Alex and Daphne's work and planning we all had such an interesting run and thanks also to Andrew and Marlene for putting on a yummy BBQ.

Keith and Margaret







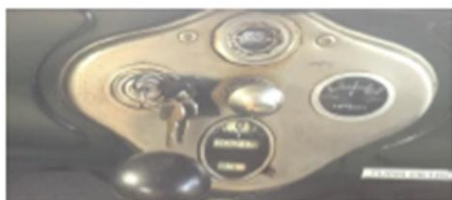
This Model A is also listed for sale on the Model A website.

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.

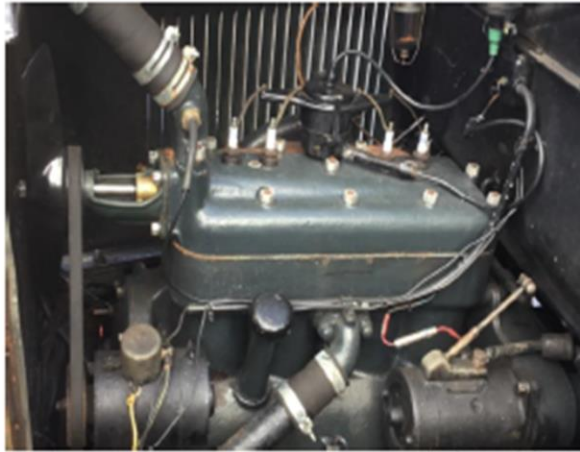


During that time, we have done (at least) the following:

- 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, rodged 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.

Also includes:

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



For Sale - 1923 Model T Roadster.

For more details & photos contact Michael Garrod Ph: 022-0117690 or email mrandsagarrod@gmail.com

Wanted To Buy

1929 Tudor, body only.

Phone Albert Gordge Ph: 0278588072 or email albiemax@hotmail.com.

Thank you, Maxine & Albert Gordge

Sharing Henry Ford – “Quotes.”

"Anyone who stops learning is old, whether at twenty or eighty. Anyone who keeps learning stays young. The greatest thing in life is to keep your mind young." ~ Henry Ford

"If money is your hope for independence, you will never have it. The only real security that a man will have in this world is a reserve of knowledge, experience, and ability." ~ Henry Ford

"If you don't think of the future, you won't have one." ~ Henry Ford



“Remember if you haven’t paid your subs and are still wanting to be a member of the club, this is a good time to get your subs paid”



NORTH ISLAND MODEL A FORD CLUB INC

Website: *modelafordclub.co.nz*
Facebook: *North Island Model A Ford Club*

Membership Subs are 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.

NIMAFC current committee

FOR YOUR INFORMATION

The NIMAFC no longer has a PO Box address. If you need to post something to the club that can not be sent by email, please contact the club secretary.

Our thoughts & condolences are extended to Paul Smith & family after the passing of his father Colin Smith. Colin Smith had been a member of the North Island Model A Club for 35 years and reached the milestone of being in his 90th year.



Committee contacts:

- **Club Captain** Hugh Hulse 021599981
nimafc.captain@gmail.com
- **Vice - Captain** Andrew Costello 021943063
nimafc.vicecaptain@gmail.com
- **Secretary** Wade Alexander 0272722130
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- **Treasurer** Kay Palmer 0210731542
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- **Committee** Bruce Stratton 0274853634
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- **Committee** Stephen Upson 0274887721
stephen.nimafc@hotmail.co.nz

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

FROM YOUR COMMITTEE.

Vaccination passes and masks.

A reminder to have your vaccination pass and your mask on hand when attending club events. We are required to check your passes at organised events to ensure everyone's wellbeing.

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CONTACT: Greg Stokes ph 021 955 459
or email gregstokes1932@gmail.com - North West Auckland

Just recently we were contacted by a mother and daughter about our website. I have attached their email below.

I'm just reaching out to let The North Island Model A Ford Club know your Model A Links page was a big help to my daughter MaryAnne and a school project I'm helping her with for her history class! Her teacher assigned a 'Decades Project' as a fun timeline of US history. Each week, her class has been going through the decades and learning about important historical events, fashion, music, and culture during those years. I'll admit it's been a really fun project - for both of us!

We're on the 1920s right now and learning how the age of the automobile impacted society! Your page led us to some great classic car websites to check out, so MaryAnne and I wanted to make sure we thanked you!

I was also hoping you could add a suggestion from MaryAnne to your page? She found this automobile timeline that I was very impressed with! See new link added to the View Articles tab them Model A Links.

I'd love to show MaryAnne and her teacher! Perhaps MaryAnne will even get some extra credit? Brownie points would be great with the next round of report cards coming out shortly!

The project is due on Monday if you get a chance to include it over the weekend. I know life can be hectic though, so if you're busy, whenever you get a chance to add it is great! I really appreciate it :)

Thanks again,
Michelle and MaryAnne Bass

The link was added on the Sunday in time for the project which was due on the Monday.

Check out the website, the last two new links added on the Model A Links under View Articles tab on the website. More interesting new things about to be added to the website regarding the history and achievements within the club.

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.

Thank you.

Kind regards

Fiona Learmonth (NIMAFC Newsletter/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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