

Chapter Members of:



MODEL A TORQUE

Month: March 2023 Issue Number: 2023/2



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.

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

North Island Model A Ford Club Upcoming Event Planner 2023

Date	Day	Thoughts and upcoming Events	Status
12 th April	Wednesday	Jack Crabtree, round the world in a Model A	Terrys Shed Onehunga
16 th April	Sunday	Beaches of Whangaparoa Meet 10.30am ParknRide Silverdale	Confirmed. Flyer to come
23 rd April	Sunday	Ellerslie Concours	Club Display arranged
17 th May	Wednesday	Tech night	
20 th May	Special General Meeting	Law changes for Incorporated Societies	Details to come
28 th May	Sunday	Drury and South To Truck Museum	Details to come
14 th June	Wednesday	Tech night	

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 2022

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

Date	Day	Event
30 th April	Sunday	Steel n Wheels Waiuku

17th National Rally Wairarapa 23rd-28th February 2025

Early Bird Registration

Please deposit \$40 per member/couple by online banking to ASB

17th National Model A Ford Rally 12 3068 0187485 51

“Reference” your surname and “code” 17thRally

Then please send a short email to Martin Rees, nimafc.secretary@gmail.com

Giving your name/s, email, mobile phone number, Model A body style and rego number and \$40 paid. Martin will email you a receipt and the \$40 will be deducted from final registration fee in late 2024. Early Bird registration will close in September 2023. We would like as many people as possible to ‘pre-register’ so we get a good idea of numbers coming and have a fund for the 17th Rally.

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

Captain's Comment –March 2023

Hope all are managing to dry out after the wet weather events.

Those that went to the Methven rally, hope you enjoyed mostly sunshine, I believe you got a bit of rain.

I also trust your cars went well, I know sometimes the little things can be the most frustrating. Recently having done all my wiring on my Oogah, only to discover it was still blowing fuses. In the end I had to isolate everything till I got to the brake switch and found it had a short. So it has now been fixed. Hopefully in the next couple of weeks will be all back together, washed, motor run, head tightened and WOF as the rego. hold ends next month and I want to have back on road. Anyway trust you had a good time and have enjoyable memories.

You will see in the Newsletter that your club is hosting the Model A Ford National 2025 Rally. To be held in Wairarapa based at Masterton. Details are in there so you can look and make your early bird registration .It will be a reminder for me to get on with doing mine.

On 12th April there is a tech night to be held at Terry Costello's shed. Jack Crabtree from the States did a tour with others in 1980 following the 1930ish tour by Model A s Around the world. So he is going to do a presentation for us as he is visiting NZ. It will be interesting to see if their experiences were much different from the earlier one. A flyer will come out next week but book the date.

Also book in the date for this club run-16th April 2023 – North of Auckland Bridge Car Run. Details to come.

We are arranging a Special General meeting in May to discuss membership fees as any changes have to be approved (voted upon by any proposals) by the Club members to be acted upon at the next Annual General Meeting. Again, details will come out soon.

We are asking someone to join the committee and take on the treasurer's role, your club needs volunteers so don't be shy. We have a Xero accounting package so mainly just inputting and retrieving reports. Experience in Xero would be handy, but Fiona will mentor anyone into this position and she does a great job.

I would like to thank the committee for the work that they do for the club as they put a lot into it and to you all for your involvement to make it successful. Also any suggestions for tech nights, club runs or anything else you think might be of interest to Club members let us know. Committee are always after ideas.

What happens when Kermit the Frog's car breaks down? *It gets toad.*

-Kind regards

Wade

Wade Alexander-

Club Captain

nimafc.captain@gmail.com

50 years ago in the club (August – November 1972)

50 years ago in the Club (March 1973)

From Newsletter Volume 1 Number 7, March 1973.

It is reported that the establishment of a new Club is a slow and painful process. The call for a Special general Meeting netted just 3 members!

Stan Ayling was appointed Secretary, and Bob Comer to Newsletter Editor.

An informal discussion was held to think of ways to boost enthusiasm and membership. The meeting was held at Stan Ayling's place, with beer and nibbles provided by Stan and his wife. It was resolved to print off small cards and membership application forms, and these be given to each member to distribute. A further meeting was to be held to review the outcome.

A handsome Concours Trophy was presented to the Club by Bob Pipe on his departure to see the wide world.

Details for the Model A Restorers Club in ACT Australia were published, and it was reported that the club has 24 members with approximately 30 Model A's. Most of these are early A's imported from Canada, with assembly carried out in the Ford Plant at Geelong Victoria.

The Roaring 20's part on March 3rd was a great success, with goof food, music and great company.

The Model A Club in Christchurch now has a membership of 62.

Member Profile – Bob Pipe:- (Deceased 2022)

I was born 24 years ago in Auckland, and left school early and served as a plumbing apprentice. I am now a Registered Plumber.

In 1969 my wife and I travelled England and worked to save for a Trip across Europe. We travelled as far as Istanbul where we were caught in the Cholera Epidemic for a month. We then flew to New York and Toronto, and drove a car across Canada to Vancouver.

Work wants available so we returned to New Zealand in July 1971. I always had an interest in a Model A and found a Roadster Pickup. It was taken off the road and stripped down, but the call of travel was very strong and it was sold to fund a trip to Australia in 1973.

From the Minutes Book:- The minutes book shows no meetings for March 1973

Paul Smith (Club Historian & Life Member)

16th National Model A Rally; Methven, 4 – 10 March 2023

Ralph Levinson



As for each Model A Rally Jenny & I have had the good fortune to attend, Methven was a memorable week. 120+ Model A's and 220+ Rally participants. Top marks to Rally Secretary, Lyn Miles and Chairman/Treasurer, Brent Miles. Supported by committee members Lindsay & Annette Painter, John Olliver, Glenn Birnie, Kevin Mercer, David Dacombe, Graham & Anne Evans. Their matching jackets and hats ensured the organisers were always "hi-viz".

Methven suited being a hub and spoke base; distant high-country sheep and cattle stations, Mt Hutt ski areas, Ashburton, Geraldine, Mt Somers, etc. And always the towering Southern Alps to the west. The Rally programme began with **Saturday** registration and evening welcome at the Mt Hutt Function Centre, in Methven.

Sunday Concours judging, at the huge South Pacific Seeds warehouse. Today is best described as extremely damp. The Gala Day at the Methven Racecourse (display of cars, gymkhana and assembly challenge) was neatly slid to the following Wednesday – previously a free day. This evening a catered dinner with the popular Hubley Challenge, featuring Bruce Stratton's cutting-edge, superb carbon-fibre racetrack. Live timings appeared on a large screen on the stage – this excellent idea ensured everyone was literally "in the picture" and helped engender enthusiastic cheering. Overall winner, Bruce Stratton; runner up, Steve Driver.

Monday morning meeting to confirm the 2025 North Island Rally in Masterton and the 2027 Rally in Nelson. It's good to have central locations for attendees from both South and North Islands. Lunchtime highlight visit today to Bruce McIlroy's world-class business, exclusively restoring and servicing Bentley and Rolls-Royce cars, 1907 to present day. Technicians, of which there seemed to be a number, are Crewe trained (Rolls-Royce base, UK). The large purpose-built, state-of-the-art workshop in Ashburton – complete with heated concrete floor – has space for up to 12 cars, with separate areas for cleaning, engineering, office, etc. I gawped for several minutes at an immense Phantom II, undergoing a ground-up restoration for an American client. Our A's all lined up in the surrounding park-like grounds – perfect backdrop for picnic lunches in the sun.



Next, to nearby Winchmore Gardens, home of Bob & Margaret Verrall. The 1.8ha gardens surrounding their home include roses, buxus hedging, conifers, extensive woodlands, running streams and bridges. Some of the massive Wellingtonias (giant redwoods) and oaks were planted 150 years ago – Don Connew and I looked at these immense trees and tried to visualize their planting so many years ago. Rural Women NZ hosted Rally guests – many in era dress – to high tea. Anne Ashby won today's ladies era dress, with Marlene Costello runner up. Roger Devlin from Greymouth won the men's era dress, with Brent Miles runner up.

Tuesday morning, Model A's lined up at the Methven Racecourse for the competitive rally. Instructions were provided for a scenic run to historic Terrace Station at Hororata, with questions to be answered en route. I notice Terrace Station's website mentions our visit, with photos. The attractive homestead has evolved from a pre-cut 3-bedroomed building imported in the 1850s from Australia, to a now substantial 550 sq metre property with shingled roof. It's still occupied by descendants of the original owners, Sir John Hall and his wife Rose.

This evening a 1960s/70s themed night with catered dinner, live music and excellent humorous skits by 2 groups of Rally participants. MC, 4th generation North Canterbury farmer Andy Fox, told us an intriguing story – I hope I've got the facts right here – of taking his 1922 Rolls-Royce Silver Ghost on a 2013 re-enactment of the original (1913) Austrian Alpine Rally, an epic 2650 km journey over a series of major mountain passes. Andy also said John Kennedy from Martinborough took his Silver Ghost to the 2013 re-enactment – remarkably, he had purchased in pieces a Silver Ghost in 1986, knowing it had been driven by Englishman, James Radley in the original 1913 Alpenfahrt.

Wednesday catered for the previously cancelled Racecourse Gala Day, this time fortunately with blue skies weather. I'm light on details here as Jenny & I visited family in Timaru & Ashburton on this day.

Thursday, a non-competitive 100-mile return rally to Lake Heron Station, in the foothills of the Southern Alps. A stop en route for an interpretive visit to the DOC managed Hakatere Station (1860s), continuing on the



unsealed Hakatere Heron Road skirting Ashburton lakes, to high-country Lake Heron Station. Here, Philip & Anne Todhunter continue the 106-year, 4-generation Todhunter family ownership of the 19,600ha farm. Angus cattle and merino sheep are mustered to lower country before the winter snows arrive. Philip and Anne, experienced pilots, offer scenic flights in their Cessna 185, to guests staying in the historic station cottages. The Cessna was trundled out of its hangar, providing us with a shelter-from-the-rain picnic lunch site. Philip provided an interesting insight to high-country life. Later, I asked Anne if

remote station life ever seemed lonely. "No", she said, "If we ever want some company, we fly to the West Coast for lunch". Thinking about it – just a short hop over the Southern Alps!



This evening, a catered Awards Dinner, with live music. I'm relying here on some notes on the back of a scrunched up paper napkin (apologies for missing any winners) –

Best of Show car, Garth & Pauline Moore's 1931 Victoria. Runner up, David & Sonia Heilbron's 1929 Van.

Ladies Gymkhana winner, Fiona Learmonth. Men's Gymkhana winner, Peter Bayler.

Competitive Rally winners, Garry & Fiona Learmonth. Runners up, John & Lyn Pauling.

Steve Watson and Kevin & Judith Benson came the greatest distance (UK). Locally, Kae & Paul Bond from Kerikeri had driven the greatest distance in their 1930 Coupe.

The Canterbury team won the car assembly.

Ladies Awards Dinner era clothing was won by Collene Rillstone. Men's by Richard Muir.

The huge hand-carved wooden spoon award – originally donated by David Wight & Dugald Hoyland – for the biggest reported blunder at each Rally, was, for a change this year presented to the Rally participant who provided the greatest assistance to fellow attendees. The very popular choice for the big spoon was Bill Crooks from Arrowtown.

Friday farewell breakfast saw many fond farewells and promises to reconnect in Masterton, 2025. Numerous Ahoogas echoed around the town, as 120+ Ford Model A's began homeward journeys.

The “SSS” (Secretary’s Short Story)

I had planned to finish a functional restoration of my maroon & black 1930 Model A Tudor in time for the 17th National Model A Ford Rally in Methven, but with four weeks to go I realized this was not going to happen as I had to finish paint stripping the front half of the chassis and complete the black enamel painting of this area. I also had to assemble the Burtz five bearing crankshaft and camshaft motor I’d purchased for the car along with installing the Mitchell 33% Over-drive and synchro 2nd gear gear-box from the same manufacturer.

I’d waited several months to get a Nettles Oil pump with pressure relief valve from the USA. After a lot of emailing and phoning by Ralph Levinson and myself we managed to get two oil pumps delivered to Ralph about two weeks before the rally. He got his fitted to his new Burtz engine, (already in his Phaeton) my pump is still in its box!

I have the luxury of three Model ‘A’s. My 1930 Pick-up truck needed final prep and polish and WOF to be able to go to the Ellerslie Concours as part of our Club display which was to feature mainly pick-up trucks this year. I had ‘him’ all polished and fit for show on 12th February, the day before the Concours was postponed due to Cyclone Gabrielle, so ‘he’ is still waiting patiently in my shed for his day in the sun.... hopefully we get some on 23rd April, the new day for the Concours! I didn’t want to get the truck dirty again before the Concours so this meant getting my third ‘A’ ready for the 17th NMAF Rally!

My green 1930 Phaeton, known as ‘Eleanor’ had a tired motor that needed rebuilding. As I had the new Burtz engine for my Tudor known as ‘Dora’, her original engine that I’d had rebuilt needed to be installed in Eleanor, along with another Mitchell overdrive and 2nd gear synchro gear-box in order to get Eleanor to the Methven rally.

(I have purchased 3 of these ‘OD’s and synchro boxes, one for each car. The third one for the pick-up truck has just been finished and is sitting in GT Logistics warehouse in Los Angeles waiting for shipment). This meant I had two weeks to get Eleanor’s tired engine out and replace it and the gearbox and Overdrive and also install the new short driveshaft and set the pre-loads on the differential crown-wheel and pinion bearings. All this was achieved by 3 days before departing for the South Island, the car coming through its road test OK but with only about 15km on the odometer before the big trip. I didn’t want to be driving relatively slowly ‘running-in’ the engine on the way to Methven so hired a low-loader trailer. I managed to get a booking on the Awatere Interislander in early February so we hooked the Phaeton and trailer to the back of our LandRover Defender and set off in quiet and comfort for the 3 day trip to Methven. We overnighted in Turangi on 2nd March and enjoyed a hot swim at the Tokaanu hot springs. Our Cook Strait crossing was very calm but delayed an hour so we arrived at the Bella Vista motel in Blenheim just as it was getting dark. We had dinner on the ferry so we could go to bed early pending an early start the following day for the 400km 5-6 hour trip to Methven.

We passed many Model ‘A’s along the Kaikoura coast probably the Blenheim or Wellington groups. Watching the cars weaving all over their side of the road with the typically large amount of ‘play’ in the steering, doing 60 to 70 kph reinforced the reason we were driving in calm and comfort at 90-100kph in our Defender. We did feel very guilty passing them but gave them a friendly ‘Aoogah’ as we went by! We passed another group of Model ‘A’s on the plains running into Methven west of Christchurch. We had a ground floor unit at the Methven Motel and Apartments about midway between the Racecourse and Opuke Thermal pool, and the iSite/ Mt Hutt Memorial Hall the headquarters of the 17th NMAF Rally, we were to get to know this venue very well over the next week.

Sunday was very wet so the Concours judging was held indoors in the Seed warehouse. I was involved as many other club members were as an associate judge learning about the fine details of the MAFCA judging standards under the supervision of Murray Ashby our senior judge. The Gymkhana and engine assembly challenge in the afternoon had to be cancelled due to the heavy rain so many of us ended up at the Opuke Thermal Pools and Spa adjacent to the racecourse where the Gymkhana would have been. The Opuke Solar heated Spa is a magnificent beautifully designed facility well worth a visit! It was a very novel and relaxing experience soaking in an outdoor hot pool being pelted with rain! The engine assembly challenge and Gymkhana were postponed to Wednesday pm, our free day to visit car museums in Geraldine.

Sunday evening, while we dined on 'grazing platters' at the Memorial Hall the Hubley model car racing event was held on the high tech carbon-fibre track designed and built by Bruce Stratton. Steve Driver's car came second and Bruce won his own event, earning the Bruce Stratton Trophy!

Monday, for me started with a meeting of Club Committee members to decide on the venue for the 18th National MAFC Rally. The Nelson group offered to stage the Rally in 4 years time helped by the Blenheim/Marlborough group.

The visit to Bruce McIlroy's Bentley and Rolls-Royce restoration business saw an amazing collection of vintage RRs and some modern RRs and Bentleys with an extensive engineering workshop where they even cast their own engine blocks! This massive building like and aircraft hangar is set in beautiful gardens with fringing trees.

A great setting for a picnic lunch.

We visited the historic 150 year old Winchmore gardens on the way 'home' being treated to 'High-tea & cakes' and a walk around the beautiful gardens with many Wellingtonias, oaks and rhododendrons.

There were 123 cars registered for the Rally so Tuesday saw a big procession of Model 'A's of many varieties heading off into the hinterland below Mt Hutt. This was the 'big day' with the competitive rally to Terrace Station, Hororata, where we had a self-catered lunch in the spectacular gardens. We had an extra quiz sheet handed out there to find many unusual objects in the various historic sheds, and name them. We were also treated to three unrestored Model 'A's from 1928, two Phaetons and a pick-up truck all still in going order 'working' on the station/farm. There were several veteran Humbers and a Clement-Talbot that had a removable panel at the back end which allowed coffins to be carried in the car! Two Model 'A' wheel rims were being used in the garden acting as hose reels! Garry and Fiona Learmonth won the competitive rally. Congratulations, well done!

Whilst we had a formal dinner with a dress code theme of the 60's and 70's the 'MC' Andy Fox dressed in a Fred Flintstone suit entertained us with stories and jokes followed by two very funny 'skits' involving couples in a movie theatre and a posie of singing 'women of the night' dressed in period costume regaling us with stories of their 'conquests' and the peddling of their 'favours'!

Wednesday was 'free' for people to go to the Opuke solar powered hot pools or the Museums at Geraldine or as it happened compete in the Gymkhana and engine assembly challenge postponed from Sunday. Our team of Steve Driver, Terry and Andrew Costello and myself thought we were doing well in the engine challenge but managed to put the distributor cap on before tightening the rotor opposite No1 plug lead electrode, so the engine didn't start! We hurriedly re-timed the engine to find top-dead-centre for No 1 cylinder, set the rotor opposite No 1 electrode, then the engine fired on the second attempt. Terry had assembled the front

brake assembly by the time the engine fired 15 mins 44 seconds from the start. Another team got the engine going in 15 mins 20 seconds but then the Christchurch team had the engine running in 10 mins 12 seconds. What a thrashing we received! The record for this event is said to be 8 mins or thereabouts achieved at a previous rally. Some serious practice is needed!

The weather improved as the week moved on, so we had a fine morning for the non-competitive run to Lake Heron Station in the large valley behind Mt Hutt from where the Ashburton river emerges. We stopped at the Hakatere Historic village to see how our forebears lived back in the 1860's in what has now become the Hakatere Conservation Park. The area has many lakes, the largest being Lake Heron. The 'station' of the same name hosted us in their aircraft hangar for lunch as the rain set in for the p.m! We were able to use the high clearance of the Model 'A's to traverse some rugged farm tracks to add to the fun and get some great photo opportunities.

The day finished with our final formal dinner and the prize-giving. Fiona Learmonth received a second award for winning the women's Gymkhana, well done again!

Our Phaeton 'Eleanor' was driven fairly quietly as she was being 'run-in' during the rally but we made the mistake of taking her up the Mt Hutt road for a good view of the Canterbury plains. One car in front of us, a Fordor, boiled its radiator and about a minute later ours boiled too! (A still fairly tight new engine generating a lot of heat on the steep uphill climb!). We let the car cool down then replenished the water very slowly then retreated back down the mountain to go to our jet boat trip on the Rakaia river/gorge which was a great blast viewing lots of severely eroded shingle cliffs with many trees teetering on the brink of falling into the river/gorge but many not so lucky that had already been washed away in the last flood. Terry Costello used the 'speed App' on his cellphone to record the jet-boat doing up to 70kph... quite a blast!

The other issue we had with our car was that both the new over-drive and the new synchro 2nd gear both wanted to jump out of gear upon decelerating, great for slowing down for a corner then finding the engine revving with no traction trying to exit the corner! The solution was for the co-driver to hold both gear levers in position for as long as possible before a gear change was needed. A chat with Mitchell manufacturing is required! Anyway, on the positive side effectively having a six-speed gearbox is fantastic, 2nd high is great for hills less steep than Mt Hutt road and the 3rd over-drive is wonderful for cruising along doing 70-80 kph at 1300 to 1500 revs, making the car /engine much quieter and progress much quicker. I now know why so many people have an OD in their Model A. Whilst I am good at double-clutching down to second or first gear with a standard 'crash box' the synchro on 2nd/3rd makes driving so much easier, especially for anyone not used to rev-matching for a standard gearbox. (If anyone has the answer to the gears 'jumping-out' please let me know, mobile number below!)

We really enjoyed the fun and camaraderie with all our existing and newly made friends in the Model A fraternity. Lyn and Brent Miles and their committee did a fantastic job of organizing the rally, which will be a 'hard act' to follow for us on the committee for the 17th National Rally to be held 'back to back' with the 'Wings -over- Wairarapa Airshow from 22 to 28th Feb 2025 in Masterton. Saturday 22nd is Air-show day. Rally starts on Sunday 23-2-25. **See you there!**

Text by Martin Rees, Secretary NIMAFord Club.

Mobile 0274964200.

Some images from Methven with thanks to Martin Rees



Quarter of the line up at Heron Station



28 Pickup at Winchmore



Concentration at competitive rally briefing



Judging in Pacific Seeds shed



28 Phaeton at Winchmore Gardens



Parking for Rolls Royce visit



Murray Ashby and Brent Miles present Garth Moore with trophy for best Authentic restoration



Garry and Fiona Learmonth won the Competitive Rally



David Heilbron was second in Touring Class of judging



Some serious deliberation during the Hubley which was won by Bruce Stratton with Steve Driver coming second.



Drop the ball in the bucket



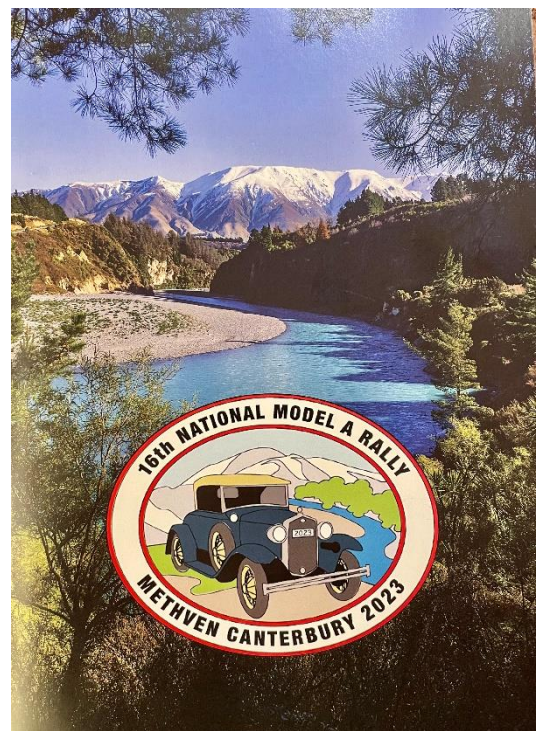
Throw bean bags in the small hole

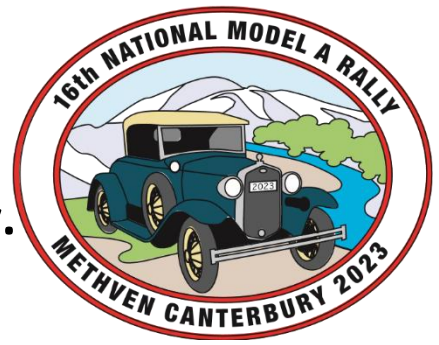


Throw five golf balls in three buckets



Spear the rings with a flexible pole





Terrace Station questions at the property.

Name _____ Rally number _____

There are 8 heritage areas here and there is at least one question per building and even more in some.



1. Who would have used this ?

_____ a Surveyor _____



2. What is this ?

_____ A letter holder _____



3. What does this make ?

_____ staples _____



1. These wires were used to
 _____ **tie hay bales**

2. In what year was the Swagger's Hut built ? _____ **1885** _____

3. How many Model A wheels are there in the garden **_2_**, and what are
 They used for **hose reels** _____

4. What was the alternative use for the Clement Talbot ? _____ **carrying coffins** _____



5. What was this used for ?
 _____ **carting crap by the night watchman**



6. What is the name of this tool ?

Mangle cutter



10. This tool was used to

_____plunge sheep into dip_____



11.What do you do with this ?

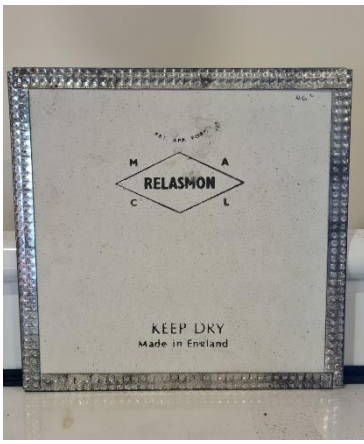
_____try to get the ball on the stand_____



12.Name this __curry comb_____

13. What would you do with it ?

_____comb horses_____



14. What would you put on this ?

_____ hot items _____



15. This is a ____ meat press _____



16. This is used to ____ dispense tea leaves _____

17. How was the Stinky – ploughman' s caravan moved ? _by horse

Terrace Station questions and answers

Fonterra signs – 37237, 37241 & 37240

Total – 111718 Divided by 9 = 12413.111

Power Poles - 41

Name Cemetery and what is not allowed – Barrhill & Dogs

Name Church and date – St. Johns Anglican & 1877

Name Farm Shop – Garrickfield

What is Caution sign for – Horses

What is the make of tractor – Fordson

How many letter boxes at 602 – 5

How long is winding road – 2km

Name farm with stone fence - Woodlands

How many crosses on hill – 3

Name Lodge – Mills Lodge

What is the name of the boat in paddock – Kea

South Malvern School dates – 1883 -1973

What's the letter box on – pushbike

Name Reserve - Joyce

Name Golf Course - Hororata

What's the number on Mini parked in garden - 1

What is sitting on track on left side of road – Coal wagon

When was Coalgate Motors established - 1965



Rakaia River before rains turned it brown

The Horopito Compulsory Stop Editorial

The compulsory stop at Horopito afflicts many Model A drivers. There is in fact a “Give Way” road sign there, but that is more about the passengers who often give way while drivers go exploring. The vast car wreckers yard known as Horopito Motors or Smash Palace was begun by Bill Cole in the mid 1940’s and is still managed by his family. Bill said that no parts would be scrapped from any car that arrived for dismantling, and the evidence of that is all about. On a recent journey north my twin engine van (VW in the front Model A in the rear) made the compulsory stop with encouragement from co-driver John Castle. Although we had both



visited before, there is always something different to be seen, and this time was no exception. There is now a car display with some Model A Fords including a replica of the Bruno Lawrence “roadster on the railway crossing.” There are still plenty of Model A parts to be found, but an early crank handle did not jump out at me.

At least five chassis were seen plus two AA type that must have recently arrived, and more as a display across the road in the “modern “area.



Two hours and we only scratched the surface, but something needs to be saved for next time.



Spot the parts competition anyone?



What is the multidisc flywheel attached to?





NORTH ISLAND MODEL A FORD CLUB INC

Website: modelafordclub.co.nz
Facebook: [North Island Model A Ford Club](https://www.facebook.com/NorthIslandModelAFordClub)

FOR YOUR INFORMATION

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

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Things Mechanical (or electrical)

While waiting on some information for my next topic here, I can recommend to you a YouTube channel called "Astra werke" The videos are produced to a high standard, by a young German man and follow his Model A ownership in an informative and often humorous manner.

Newsletter Editor/Website Corner -

www.modelaford.co.nz

Thanks to Martin Rees and Ralph Levinson for their comprehensive coverage of the Methven National Rally.

Rob Brown

(NIMAFC Newsletter)

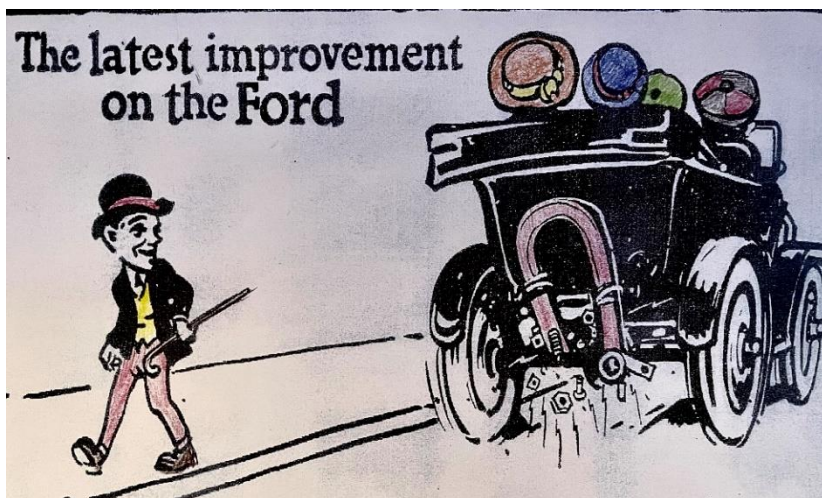
Editor email rtmgbrown@xtra.co.nz



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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Classified Advertisements



For Sale

A black rabbit fur jacket probably size 12 in excellent condition and probably not very old. Made in Korea \$100

Two pair of vintage glasses in good condition. \$Free

Contact Dianne Humphreys 02102575624



Wanted

Model A Ford Coupe in any condition for purchase

I have a 1939 Chrysler sedan in original condition with warrant and rego to trade if interested. Condition of coupe not important, but fully restored preferred.

Please contact club member Don Windley 09 4314118

Early style crank handle for 11/16 wheel nut

Contact Editor Rob Brown 0274 745 726

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