

Chapter Members of:



# MODEL A TORQUE

Month: July 2023

Issue Number: 2023//5



## Have you driven a Ford...lately?

Dave Howell's Roadster at the American Deep Freeze Base Christchurch

### 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](http://www.modelafordclub.co.nz) for new events, articles & updates.**

## North Island Model A Ford Club Upcoming Event Planner 2023

Date	Day	Event	Details
12 <sup>th</sup> July	Wednesday	Tech Night	To come
15 <sup>th</sup> July	Saturday	Movie Night	Cancelled. Venue not open yet after flooding.
23 <sup>rd</sup> July	Sunday	Club Run	Waikato River Run
20 <sup>th</sup> August	Sunday	Club Run	Bombay to Paeroa
17 <sup>th</sup> September	Sunday	Club Run	Arranged by Ralph and Jenny Levinson

*The committee are working on events for the upcoming year. Please keep a watch on the website [www.modelafordclub.co.nz](http://www.modelafordclub.co.nz) for any recent updates.*

### **FYI below – *Non-North* Island Model A Ford Club Events 2023**

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

Date	Day	Event
1 <sup>st</sup> -2 <sup>nd</sup> July	Sat-Sun	VCC Winter Woolies Run
9th July	Sunday	Rotorua Swapmeet

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

**North Island Model 'A' Ford Club 'Run', Sunday 23<sup>rd</sup> July 2023.**



**Meeting Place:** BP Services on Motorway south of Papakura 9.30 for prompt 10.00 start.

**Distance:** About 55 miles (Model A odometers are in miles)

**Destination:** Corner Stone Café, 26 SH25, Mangatarata for lunch.

Route notes provided on the day.

**Organizers:** Bruce Stratton 0274 853 634 and Rae Emus 021 774 382

**Please call Bruce to say if you are coming on the run, Café needs to know numbers.**

## Club Captain

Well I have not attended any club events this month apart from a committee meeting which we held in person. We are having our next committee meeting by zoom next week bringing us back in line with the first Tuesday of the month. Please contact your committee members if you have anything you need discussed.

We have a person from the club that has been appointed as treasurer, as they have put themselves forward. More details to follow to allow for a transition from Fiona Learmonth who has done a wonderful job which I extend the clubs gratitude to her with thanks.

Trust everyone is keeping well and those still been affected by weather, our thoughts are with you..

I will be sending an email out to you all shortly, asking that if you don't want your name, phone number and area you live in shared with other members you must reply asking not to be included. This is to cover aspect by privacy commission that it would be prudent to recheck with members.

Hopefully then at end of July we can send out a contact list

Anyway that's it from me for this month apart for fact AGM will be coming up in a few months time.

Leave you with this

If a car's chasing you, you'll definitely get tired.

But if you chase cars, you'll get exhausted

All the best

Wade Alexander

Club captain





## Almost 50 years Ago

While our Historian Paul Smith is away travelling the world, this piece of history is offered by Keith Humphreys.

Back in 1975, the North Shore Branch of the VCC held a hillclimb at Marshalls Road, opposite Ron Roycrofts home at Glen Murray on 15<sup>th</sup> March 1975



Two Model A's competed, the Roadster Pickup of Harold Kidd and the Phaeton of Keith Humphreys.

Fastest time of the day, not surprisingly went to Ron Roycroft in his Bugatti at 40.6 seconds. Harold Kidd's best time was 50.00 seconds and Keith Humphreys' best was 51.1 seconds

This was one of the earliest speed events organized by the North Shore Branch, currently celebrating its 50<sup>th</sup> anniversary

Keith Humphreys



And from the editor, a club outing to Devonport in the early 1980's. And yes, we took our now 40 something year old children along for the ride.

## The Bolton Overdrive

I started making overdrives during the restoration of my roadster. My other MA at the time was a low mileage Town Sedan with a Laycock OD already fitted, I loved the extra gear which I used as a gear splitter as well as a 5th gear.

I went to the internet and found pictures of how others had built theirs. I purchased a Laycock unit on Trade Me and using some of my own ideas I built my first overdrive and installed it in my unfinished Roadster chassis. The only problem was no way to test it properly on the road.

I also had two other problems, someone to do machining of splines, keyways and special welding etc. and someone to profile cut steel components.

I was lucky I found both on my doorstep, splines etc. Redline Engineering (Murray Bowden) in Mangawhai, and profile cutting Northland Steel Products in Waipu, they have a plasma cutting machine that cuts steel with a smooth finish and no need for trimming.

The word got out in the Model A world and I became a busy boy searching on Trade Me swap meets and word of mouth for J type Laycock OD units to build overdrives for the Model A.

The other two Stooges, Steve (Curly) and Terry (Moe) stepped in to help and have given great assistance to the old man.

I have supplied 50 OD units from Fox Glacier to Whangarei, unfortunately the supply of good J type units is drying up so business is slow. I have met some great people over the last 9 years mostly from the vintage car world--upset a couple too.

Cheers Ross (Larry) (Bolton)



## "Looking for a Model A in the Model A World"

My late grandfather Mr Isaac Mannington arrived in New Zealand in 1925 and leased a farm on School Rd, Manawaru.

On the 27th of June 1935 the lease of the farm was expiring and a clearing sale was held and included in the sale was,

1 Ford A 1931 Touring Car in first class condition (done under 18,000 miles). It carried the family of 10 and possibly taking the milk cans the factory.

"Where is it now?"

We believe Grandfather supplied milk to the NZ CO - OP. Dairy Co Ltd at Manawaru, Est in 1928.

The old Dairy Factory has been restored and is now run as Cafe 77 and includes on site a climbing wall, onsite Motorhome camping and local Museum.

We stopped off at Cafe 77 in late May to start the process of tracking down the Model A and discovered a photo on the wall of the Cafe of a 1931 Model A Tourer and it appears to be unloading milk cans in 1935, possibly this is the car? Very grainy photo and no Registration number we can read. We intend heading back to Manawaru to check the Museum at the Dairy Factory when it's open, usually only in the weekend's

Who knows where this car may be today. It would be wonderful to see it. The Mannington family arrived in NZ in 1925 and in 2025 the family is planning a 100th year reunion of all the descendants.

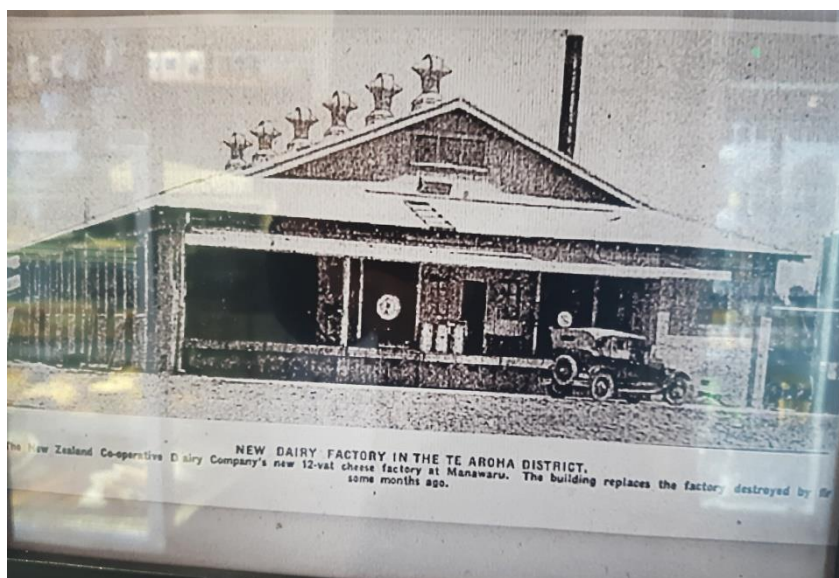
If there is anyone out there that can help with a Model A that was registered to a Mr Isaac Mannington prior to 1935 we love hear from you.

When we brought our Tudor, we were very lucky it included all the history of the precious owner back to the first owner and it had been owned by many people.

Cheers, Tony Mannington,

0274942445

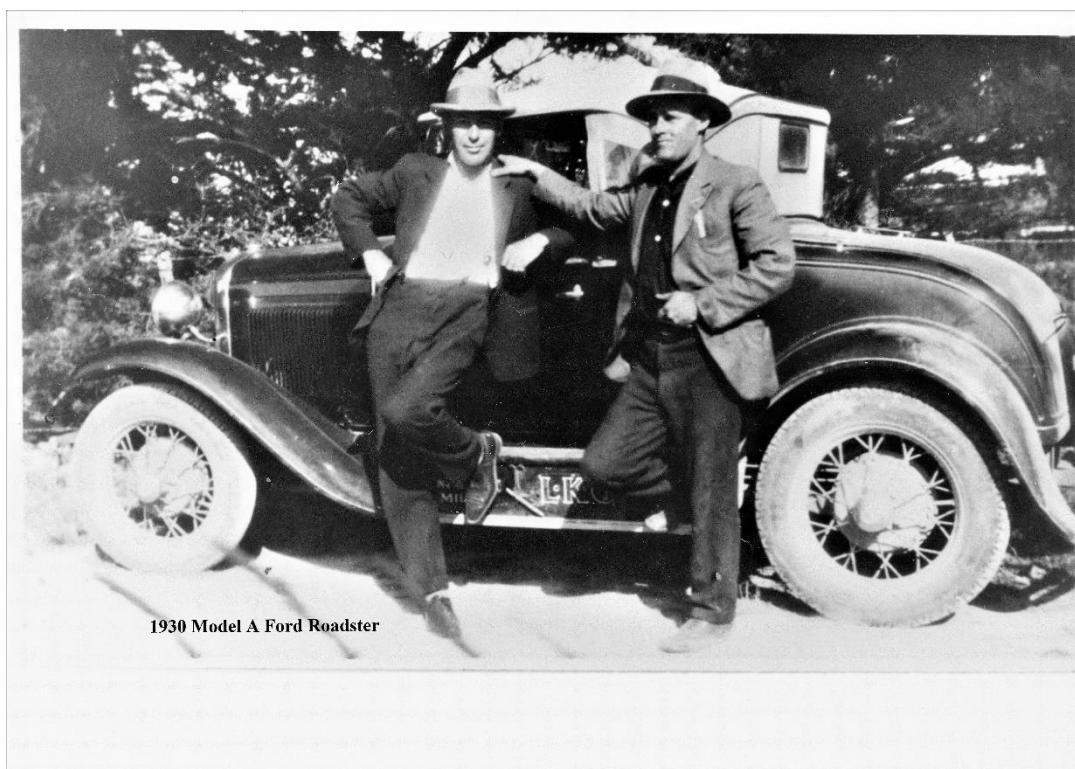
or [tony.mannington@xtra.co.nz](mailto:tony.mannington@xtra.co.nz)





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## Classified Advertisements

### Hubley for Sale

After much searching and negotiating with multiple vendors and authorities I am able to offer –

For Sale - New & still wrapped in its' box - a Model A Roadster Hubley

For Sale – New & still wrapped in its' box – a Model A Phaeton Hubley

These un- assembled kits are possibly capable of running under 6 seconds on the track

Show your assembly skills and artistry! Build a winner!!

Priced to reflect the times

Call Steve on 0274949905



### Trailer For Sale

Trailer built to transport a Model T and ideal for big loads

Length 3.4m

Width 1.8m

Contact Tom and Helen White on 06 8758055 or Mob 027 2323225



### Wheels for Sale

The tires in the photo below came off my old trailer. The trailer was built by my father 45 years ago and the tires came off a Model A Ford?? or so he told me. They were galvanised 30 odd years ago and appear to be in good nick. If they are any good to someone, they can call me on 0275772763

kind regards Jim Roskvist



**Editor's Note,** These are 15 inch tyres by the sound of it, so not Model A wheels. The owner is however interested in knowing what they came off and keen to pass them on. Please call him if you can help.



## Parts for Sale

**Warwick Woolams** of Keri Keri has a range of parts available as in the photos. Ph 021 648235 or email [w.woolams@gmail.com](mailto:w.woolams@gmail.com)





## Cylinder Head Markings and Rough Diamonds

Going through a dozen cylinder heads to find one with the most above piston depth, I found there was a variety of markings and water jacket configurations. Three with only a W1 or W2 marking are early and do not have the centre oval opening to the water jacket. Apparently these are marginally higher compression ratio. My guess is that the W1 or 2 refers to the foundry.



During October 1929 the centre oval opening to the water jacket was added for better cooling. Heads 4, 5 and 6 like this are all marked with W1. The one on the left is cracked through the three holes in the centre.

Seven and eight above have a shorter oval opening in the centre plus a long slot on the left. This slot does not coincide with a water jacket opening on any of my 1928-30 engine blocks. What is it for? These two heads have the



W1 mark, Ford script and a number.



Heads 9, 10 and 11 have the diamond mark. This mark is found on castings made in the Ford factory for spare parts and industrial engines for some years after Model A production ceased. Legend has it that these are stronger parts, but according to [www.fordgarage.com](http://www.fordgarage.com) (well worth a visit) the only advantage is that they were built to the latest design at the time and are just that bit younger.



The diamond mark is on the underside of the water pump and the

manufacturing date on top. In this case 26<sup>th</sup> Feb 1946. The best looking of the diamond heads was a disappointment because both the front to back and side to side alignment of piston recess is out

by enough to make a good gasket seal between cylinders questionable. Graphite and copper gaskets tried with same result.



Number 12 is another aftermarket head and has a longer oval opening at centre.



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Please send articles/reports/photos **to the Editor by 20<sup>th</sup> 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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