

NORTH ISLAND MODEL A FORD CLUB INC. - NEW ZEALAND

Chapter Members of:



MODEL A TORQUE

Month: November 2023

Issue Number: 2023//9



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
29 th November	Wednesday	Tech Night by Martin Rees	Air Cleaners and snorkels
10 th December	Sunday	Christmas in the Park	See below
10 th January	Wednesday	Onehunga Beach BBQ	Details to come
17 th January	Wednesday	Tech Night	Details to come
20 th January	Saturday	Kumeu Car Show	Club has space reserved
27 th January	Saturday	Wings and Wheels Thames	wingsandwheelsthames.com
23-25 February	Fri. Sat. Sunday	Trip to Coromandel	See emailed Flyer

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 2023

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

Date	Day	Event
2 nd December	Saturday	Saints Hill Climb Glenbrook see earlier flyer
11 th Feb	Sunday	Ellerslie Concours d'Elegance

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

Christmas in the Park

Save the date: Sunday 10 December

Cornwall Park (near the cherry trees)

Bring children and grandchildren.

Mastermind Quiz (we've been collecting interesting questions all year), prizes, games. And yes, Santa will be there, with presents. We just need your presence! The final Club event for the year.

Annual subs Membership Fees

If not already paid then these are now overdue

If you have paid and not had a receipt, please contact Treasurer

SAINTS *Hill Climb*

Cars must be pre 40s, hot rodged, stripped down, modified racers, competition style race vehicles, speed equipment, Flathead V8s, bangers, OHV conversions, early Inlines.
Running gear must be period to the vehicle.

Bikes are to be pre 60s. Race bikes preferably. The idea is to recreate the look and feel of bikes that would be racing in the 40s

All entries are to be submitted to the email:

saintshillclimbnz@yahoo.com

Please include a high-resolution image of your vehicle with a brief description, including the make/model, motor running gear and history. This year there will also be an area for display vehicles that will not be running in the demonstration's

**EVENT DETAILS WILL BE EMAILED TO ACCEPTED
ENTRANTS CLOSER TO THE EVENT**

2rd DECEMBER 2023

GLENBROOK SOUTH AUCKLAND

BROUGHT TO YOU BY FRANKLIN SPEED SHOP & THE PUKEKOHE HOT ROD CLUB



Wings & Wheels

THAMES



Adults \$15
Children
under 12
FREE

**SAT 27
JAN
2024**

10AM - 3PM
SIR KEITH PARK MEMORIAL AIRFIELD
AIRCRAFT AND VEHICLE DISPLAY
FOOD STALLS | ENTERTAINMENT
PLUS! \$5K CASH GIVEAWAY!

DISPLAY CRAFT AND VEHICLES:

No charge for display vehicle, driver and 1 x passenger.

Additional passengers \$15 each.

Display vehicles must be on field by 9:30am.

For more information visit wingsandwheelsthames.com

KUMEU CLASSIC CAR & HOT ROD FESTIVAL

BRING YOUR MODEL A FORD TO THE NIMAFc STAND AND JOIN US FOR A
BBQ ON SATURDAY 20TH JANUARY 7am TO 6pm

Google <https://www.kumeuhotrodfestival.co.nz/general-info/>

1.

2. The Repco Classic Car & Hot Rod Festival 2024 will be held on the 20 January 2024.

The NZ family owned and operated Event offers over 1000+ Classic Cars/Hot Rods, Over 100 Trade Sites (including: Specialty Tools, Car Parts, Project help, Memorabilia, Retro Clothing, Antiques, Classic Car Importers and much much more...), Over 350 Swap Sites, Retro Caravan display (sponsored by [Very Vintage Day Out](#) & [Caravans & Classics](#)), Slot Cars, Very Vintage Mini Market (Vintage/Retro Shopping), Camping, Retro Beauty Pageants (Sponsored by the [Very Vintage Day Out](#)), Drag Car Start Ups, Kids Hot Rod Racing (Sponsored by [Auto Magic](#)), a variety of Food Stalls, Live Music and so much more....

Whether you are a collector or simply share a passion for the classics then the Repco Classic Car & Hot Rod Festival is for you! This three day Festival is where the Classic Car and Hot Rod community come together to celebrate all things Classic Car/Hot Rod related or to just catch up with their mates while enjoying the rumbling of the Cars and adding one or two to their wish list.

Kumeu Christmas Parade Friday 1st December

Organisers are looking for vintage cars for this parade. Meet 4.30pm for a 6pm start.

Contact Shane Wilson at shane@motorsportcommunications.co.nz if you can help.

Captain's Report

Well I have travelled many miles since the last report, with three weeks in Australia but not much in a Model A.

The first week to Perth to see my brother Scott, who some of you longer serving members will remember. It was good to see his latest collection of rust and more rust but then amongst all that he has a couple of nice model a's and Chryslers.

Life is hectic with a few hiccups in my calendar with clashes happening. I have found out that i will not be attending the Club's annual Xmas party as will be in Dunedin, but I know you will have a good time with Ralph and Jenny Levinson organising it. I will be there in spirit as there will be Xmas cake again and there will be a spirit in it or two.

Please keep an eye on your newsletters and the website <https://www.modelafordclub.co.nz> for events happening and if you need more details don't hesitate to ask your committee.

As I said not many miles in a Model A since my last report so not much to say, I did attend the Hubley weekend in Taupo this past weekend , and thoroughly enjoyed the companionship of those who attended and I think they would all agree it was a good weekend. Thanks to the organisers. No doubt there will be reports about this and other events that have happened from others in this newsletter.

I wish to convey messages of merriment and best wishes for Xmas and the New Year.

Stay safe and be careful out there

Catch up with you in the new year.

Wade Alexander--

Club Captain



Countryside Ramble to Paeroa.

Andrew and Marlene Costello planned a Model A run through the back roads to Paeroa, for October the 15th.

Kay and I, along with others, met up at the BP service centre on the motorway at Drury. Terry was busy listening to the big rugby final on his smart phone, and with the score so close, he reckoned it was the longest last minute he had ever experienced.

After further communication via Terrys phone we found Andrew and others had met up at the Bombay Z station, so we headed south and all got together there. Then it was off down the motorway to meet up with others at Te Kauwhata, also a good toilet stop. There we were joined by Graham and Ollie from the Waikato.

After all the experts looked over Stuart Jordans car, which did not want to start, it was given a push down the road, burst into life, and we all carried on.

This was a very nice scenic tour, skirting the shoreline of lake Waikare, and trying to answer numerous questions as we headed towards Waiterimu and Tahuna. This lead us on to the Paeroa - Tahuna road, taking us to Paeroa.

There was then the option of a diversion down to the Karangahake Gorge Reserve, where one could walk over a couple of bridges. (I was informed that there were no takers for the walking option)

Then it was back to Paeroa for lunch and drinks at the ONE2ONE cafe, where the question papers were marked, and the Prizes awarded.

Somehow, Kay and I got first place, even though we missed spotting the Matahuru - Waiterimu Hall. It must have been big enough to see?

Following lunch it was time to check out the Antique shops before heading home. All in all another great Model A adventure.

Brian & Kay.



Interclub Hubley Challenge.

The weekend of the 17th/18th November 2023, Taupo became the venue of choice, the centre of the Island, was set for the Interclub Hubley Challenge between the North Island Model A Ford Club and Hawkes Bay Model A Club. Gathering at the Cossie Club on Friday night for mix and mingle and staying on for dinner.

Unfortunately the weather gods didn't play their part for the weekend and therefore our planned picnic lunch at the lake on Saturday didn't happen, instead we opened our home for those that wanted to lunch together. It was a tight squeeze but all enjoyed our picnic lunch indoors. Thanks to Wade and kitchen team that helped out with our lunch.

Now it was time to head down and do what we came here to do Hubley Racing. Our venue the Taupo Cossie Club provided a lounge that allowed Bruce's track to fit with room to spare.

With the track now set up and ready to roll, Hubley cars were doing some practice runs. Included in our Hubley cars were some cars with interesting backgrounds, some being around for over 30 years. Awarded a prize for the best patina. Great to see we had 22 Hubley's entered for our Interclub Challenge, unfortunately once again 2 Hubleys didn't make it due to Cook Strait ferries.

Our guest speaker, Steve Comber for the Taupo Scout's Group gave us a very interesting and informative talk on how they built and race Pinewood Derby racers, using a similar track to ours and same timing system. Each year the Scouts are given a block of pine, 180mm x75mm and they must shape their own designed car and weigh no more than 142 grams. On practice they were running quicker than our Hubleys.

After every Hubley doing their required 3 runs we came up with the winning entrant.

No 1 Bruce Stratton NIMAFC

No 2 Peter McCool HBMAC

No 3 Steve Driver NIMAFC

Hopefully we will be able to advise individual results in the future. As always computer systems have little people inside them and they don't always agree with our input. Our Club would welcome suitable people that have an interest in computers to assist. Andrew and his team did a great job on the keyboard, but it would be nice to have people that are willing to help as backup. Call Andrew for a chat.



With racing and prize giving over it was time to relax over drink and discuss why my car didn't go as fast as yours. We again dined at the Cossie Club to finish off a great weekend.

Special thanks to all who attended, especially Terry Hart for motivating our Hawkes Bay members. As we all know it takes time and effort to get these Club events off the ground and Pam and I

are very happy and pleased with the way it all came together. Weather didn't help, but we just have to suck it up.

The event was fully funded by the participants due to the generosity of voluntary donations by those present to cover room hire.

Plans are under way for next year, please put these suggested dates in your Diarys now 8/9/10 November 2024. Final tune up before National Rally 2025.

Thankyou for support.

Cheers

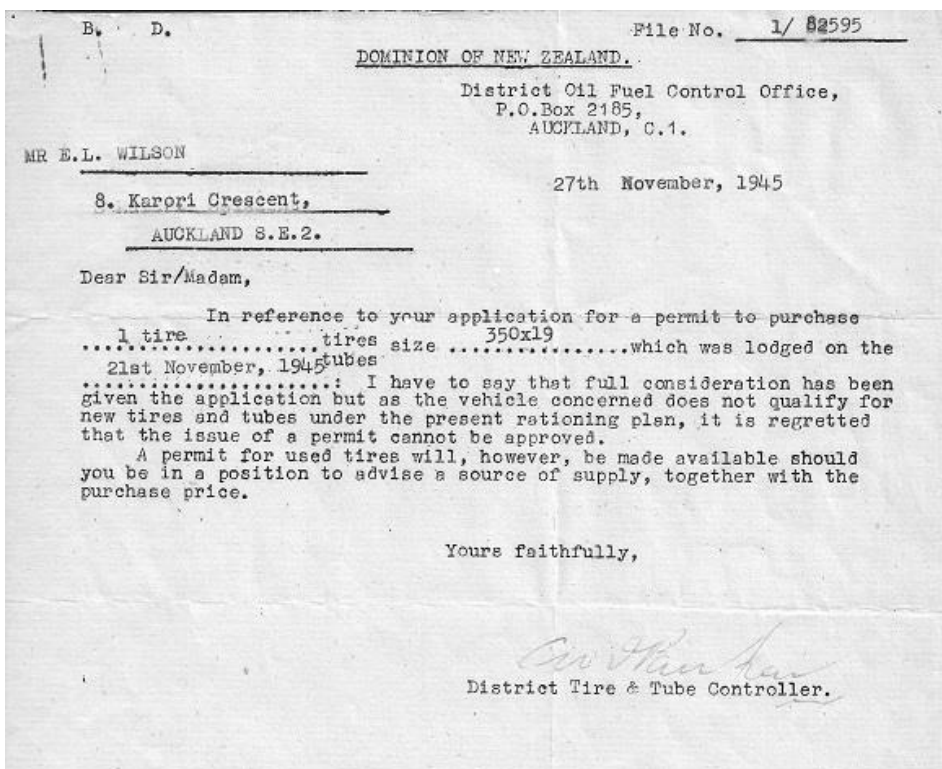
Tony and Pam Mannington



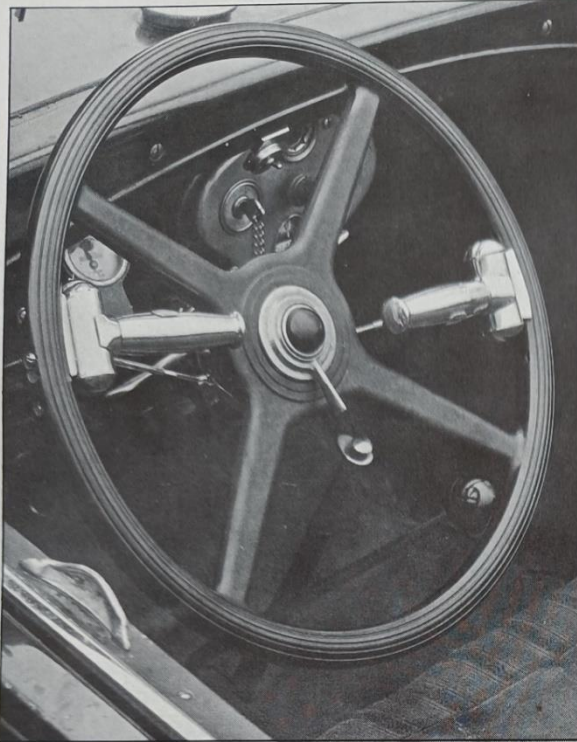
From the Archives



Paul Smith (Club Historian & Life Member)



And Ralph Levinson has been trying to purchase a tyre for Millie.



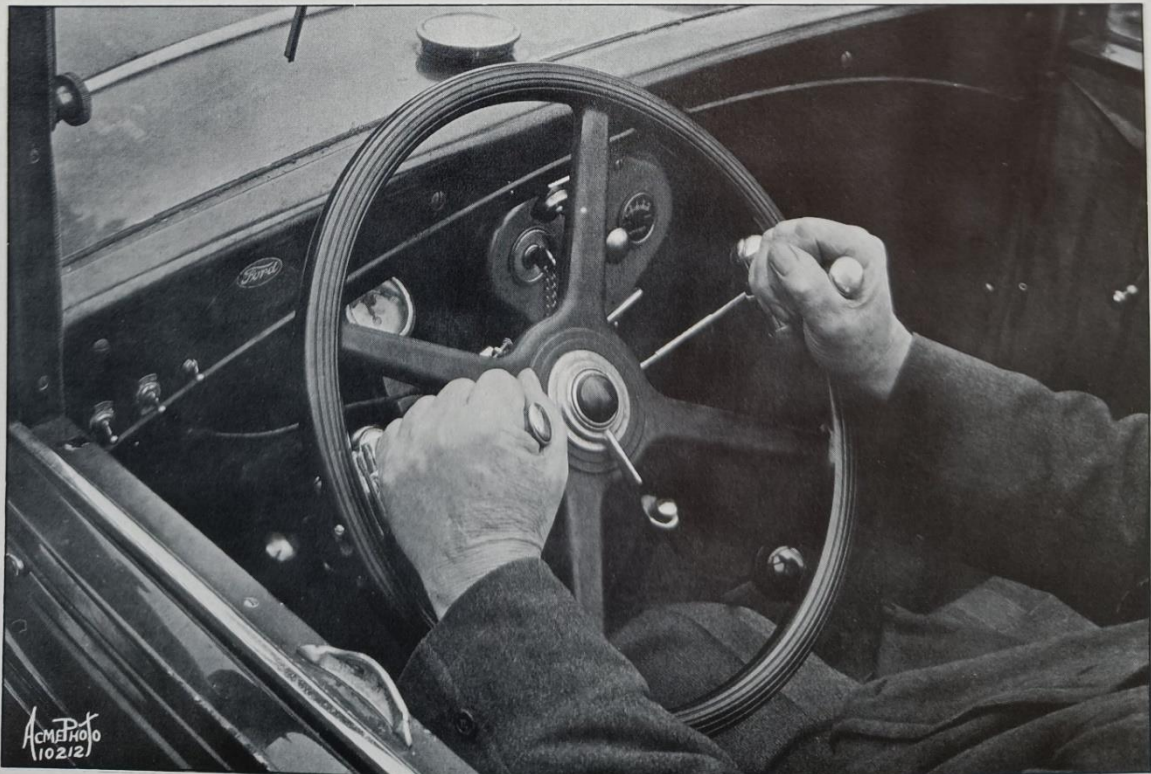
The Claridge Hand-Warmer

REMEDY FOR COLD HANDS

... Naturally, the heat and cold evoked mechanical suggestions. Nothing could be much colder than clutching an icy steering wheel of a Model T as it moved over the wintry prairies of the Midwest. Hot-air heaters were often attached to the exhaust manifold, but these were inadequate, especially in touring cars. Hands numbed by cold might let a car get out of control. One [farmer] suggested the steering wheel be hollow so it could be filled like a hot water bottle. Another thought an electric wire running through the wheel might act as a heater. A Dakota farmer wrote, [the Company] "You know Mr. Ford, when I drive through blizzards on the way home from town, my hands are all bundled up with three pairs of mittens, but they still freeze. Why don't you run the exhaust pipe up the steering column so I can warm my goll-darn hands. . ." Henry Ford and Grass-Roots America, by Reynold M. Wik.

Such were the suggestions sent in by letter to Henry Ford during the era of his breezy open coupes and tourings. Cold hands on the steering wheel were complaint enough that a Portland, Oregon, gentleman by the name of Claridge sought to remedy the situation and make his fortune. He is shown in the photo below January 6, 1933, seated at the wheel of his 1930 Model A Ford Cabriolet. His hand-warmer invention was two electrically heated grips which kept the pinkies warm while steering at normal speeds. Mr. Ford phased out his drafty, side curtained, open cars by the late thirties and so went Mr. Claridge's well-intentioned comfort device.

Delano Photographics



Ford Life for September-October 1973

Found by our Roving reporters in Mangawhai and Mairangi Bay

Canadian Model A. Left hand or Right Hand drive. [By a Canadian Ford Barn contributor](#)

The Canadian Model A Ford was made as both Right hand and left hand drive vehicles. RHD vehicles were shipped to overseas destinations where RHD was the norm. Both LHD and RHD Fords were also made for the Canadian market. Most of Canada used LHD vehicles but Newfoundland was still RHD. Later Newfoundland would adopt the use of LHD vehicles. To build both left and right hand cars, Ford Canada simplified this somewhat by having parts made interchangeable that fit both left and right. Holes for both sides were put on the same part, the appropriate holes used while leaving the other holes empty. One of the major parts to take on this ambidextrous concept was the chassis. Most chassis that Canada built, accepted both LHD and RHD use. This can be quickly spotted by the vacant holes opposite a part already mounted which the opposite hand part would have used. Chassis were built by the National Steel Car Company of Canada in Hamilton Ontario, and is still operating today. They are known for making steel railway cars mostly, but back then, they produced chassis for many car manufacturers including Ford Canada. Having large presses available made it a good fit.

Some parts were hand specific, such as the tail light bracket, made in only one style, either on the LHD or RHD. Ford Motor Company of Canada offered a right fender bracket to add a second tail light on LHD cars in November 1931. These lights gave more visibility. Oddly they were known to mount some left hand brackets to the right fender instead of the right bracket, leaving two lefts. This issue can still be noticed if you look for it. Although both left and right brackets were produced, it was difficult to notice the difference. Now, even as both are reproduced, cars are still falling into the same trap. If your car has both left hand brackets, it doesn't mean it is a Canadian car as Americans make the odd mistake now also.

When looking at LHD and RHD Model a Fords, there doesn't seem to be much of a difference. If you were to attempt converting from LHD to RHD or RHD to LHD that's where you may be faced with more than you bargained for. Some different parts that are not evident are the steering column, gas tank, draglink, pitman and steering arms, gear shift tower, hand brake lever, wiring harness, bell housing, starter bracket, intake manifold, brake cross shaft...you get the idea!

*Until January 1929 the distinctive dark blue radiator shell emblem that looked almost black was also used on RHD cars. In keeping with the right hand, left hand theme, there was talk of making it more of an off white by Henry Ford to oppose the dark blue. He was told by Ford Canada's president that he had no say in Ford Canada, or its decisions on the makeup of the Canadian Model a Ford. Henry was described as being very agitated, and was noticed leaving Ford Canada's boardroom carrying a couple of boxes of Robertson screws just peeking from his pants pocket, along with a Robertson screwdriver in his lapel and a few Ford Canada colour charts inside his jacket. Edsel Ford was nice enough to return them as they left the building.

There were many more LHD than RHD Canadian vehicles made. Ford Canada's all time export of RHD cars totaled 33,000**, these going to the British Commonwealth countries. By March 1931, their total combination of RHD and LHD vehicles had reached 1,000,000. Obviously switching over from RHD to LHD there would be more parts available to pick from. Going from LHD to RHD would be a more difficult undertaking. I have driven RHC cars in our LHD atmosphere and didn't have any issues. It is actually a fun novelty that attracts everyone's attention. Personally I wouldn't convert RHD or LHD, just enjoy them as they were built

Right hand drive Model A Fords were also produced in the USA but were not the same as Canadian RHD. We still had our unique differences associated with all Canadian Model a fords and we shared it with everyone that got one of these special cars. *could be fictitious ** seems low (Editor)

Robertson Screws



SLOT



PHILLIPS



ROBERTSON



FREARSON

There are hundreds of patents for “improved screw head.” Perhaps the best was filed by a Canadian, Peter Lymburner Robertson, in 1907. In 1908 he improved his patented square-drive screw head by calculating the precise angle of inner slope that would allow the deep square depression to be cold-formed and manufactured in millions. It was an enormous success, given a special boost by Henry Ford. The Robertson screw adapted well to power drivers. Ford’s Fisher Body plant in Walkerville, Ontario, built the wooden cabins for the Model T Ford. By using more than 700 Robertson screws in each Model T, Ford saved about \$3.70, not insignificant in a car that retailed for a little over \$400. Ford tried to buy Robertson out and produce the screws in the United States, but Robertson felt he could make his product an international staple. And he might have; World War I and the Russian Revolution sank his global plans.

In 1933 John P. Thompson invented a cruciform screw head and then a screwdriver for it. He sold the patent to Henry Frank Phillips, who introduced it to manufacturers as a modern alternative, easier to use and adaptable to power drivers. In 1936, General Motors’ Cadillac was produced with Phillips-head screws, which became part of the automotive and aircraft industry to the point that most vehicles and aircraft in World War II were fastened by Phillips-head screws.

Which is better? Probably the Robertson, which stays on the driver more securely, responds more readily to unscrewing after being painted, and has more driving power. The difficulty is the Canadian border. The

majority of woodworking screws in Canada are Robertsons, but they are little-known in the United States. This is changing. Robertsons are becoming available.

Are there even better driver patterns? A Phillips lookalike, the “Frearson,” or “Reed & Prince” head, resists driving force better than a Phillips head, so it is a popular choice for marine fastenings. Although the two configurations are similar, they have different geometry: substituting a Phillips drive for a Frearson, and visa-versa, will likely result in screw-head damage. Drive style is a matter of craftsman preference.)

Driving a screw is a two-handed job, because the angle directly into the screw, small, requires concentration.
Jan Adkins is a contributing editor for WoodenBoat.



Want to Learn More?

WoodenBoat’s membership site, Mastering Skills, is a treasury of videos, books, and articles dedicated to teaching—and inspiring—the use, care, and enjoyment of wooden boats. Readers of this magazine are invited to view, for free, a portion of our video *Common Boat Fastenings* (69 minutes). To view this, scan the QR code above; or visit skills.woodenboat.com/skills-101-boat-fastenings/.

Morton (Mort) Jordan: Obituary

Ralph Levinson

The NIMAFRC sends condolences to the family of Morton Jordan who passed away in September, aged 86.

Morton once told me about his many early trips from Auckland to Paekakariki with his wife Nancy, in their 1928 Model A Phaeton. Nancy had grown up in Paekakariki – the Model A trips were to visit her mother. Nancy's father was Capt. Ernest (Val) Sanderson, who founded Forest & Bird 100 years ago this year.

Morton said his A had an appetite for oil – frequent after hours stops were made en route to locate drums holding waste oil behind workshops.

The Phaeton spent many subsequent years in a shed awaiting restoration. Pete Donaldson made a fine job of the restoration several years ago and Morton's daughter-in-law, the upholstery. If I remember correctly, Morton was awarded the Restoration Cup at the 2019 Awards Dinner. Pete Donaldson was awarded a certificate recognising the high standard of his workmanship.

Morton trained as an architect in the 1950s and specialised in domestic architecture. He was an early promotor of pole houses, invented Laddershelving and a prefabricated water storage system, Timber Tanks. With a pilot's licence and plane, he flew himself to tank construction sites. The business continues today, run by his son, Justin.

Justin sent the following story about the family's return travels from Auckland to Paekakariki last summer, a rerun of those early journeys several decades earlier. It's too good a story to abbreviate.



We did this trip last summer and the weather was perfect for us. The travellers were Mort, sons Giles and Justin, daughter-in-law Rohmana and two dogs. We hired a campervan which had a toilet and bed for whenever Mort needed it. Mort has been like an old dog always sleeping in the sun.

The day of leaving, Giles collected Mort from the Grace Jail (Grace Joel) Retirement Village. Mort's words. It took 3 x 20min rests to get to Tuakau, where we were waiting with the campervan. The coil seemed to be heating up stopping the motor. We kicked off later than planned and drove over the Tuakau Bridge to Rangiriri. Had dinner at the pub. We drove down the western side of the Waikato River rather than the state highway, as it's a nice road.

We had planned to drive to Ohakune where my daughter lives. Mort grew up in Ohakune as the doctor's son in the late 1930s, 1940s and 1950s. We ended up staying at a friend of my brothers on Mt Pirongia. We arrived at 10pm and we were meet warmly. We all slept in the camper for the whole trip.

The next day we made it to Ohakune, but the battery was not charging. We tried to start the car that afternoon to do a trip up Mt Ruapehu, but there was not enough charge for a spark. The next day we tied a piece of timber across the Model A back bumper. We could now bump start the car with the campervan.

We got the car going and headed to Raetihi, 15mins away. We didn't make it that far. We used the camper to push the car through roadworks on to the Raetihi main street. The lollipop man's mouth was wide open. Here we phoned Colin at Horopito Motors for help. We set camp and waited for Colin. A few hours later Colin trailed the car to Horopito. We set camp out the front of Horopito Motors for the day. We were very comfortable with food, drinks, etc. The car needed a good battery charge, so Colin set out to collect other break-downs needing his attention, while the battery gathered strength. Mort went to primary school with the Horopito Motors family in the 1940s. A handful of hours later Colin returned. We also needed another generator, which he took from one of his cars. It worked out the carburettor float valve nut had dropped to

hold the float down as well. Once this was fixed, we were go. It was 6pm so we had time to get down the Parapara to Whanganui, before sun set at 9pm. We arrived at the Dickson's home, old friends of Mort. They gave us a wonderful meal and we slept on their berm.

In Whanganui we bought a 6V battery charger. Next, we were off to Raumatī South with a stop in Foxton for lunch. There at the dump station in a large paddock, Mort drove the Model A around the paddock. His eyes were not good enough for the road. Mort thought his driving was terrible, I thought it was great. He was doing it. (See photo).

We ended up driving though Levin at rush hour. The Model A's battery was still not strong and stopping for the traffic lights, we stalled the motor halfway across the intersection. The many onlookers saw an old car stop, then a tourist campervan cruise up behind it and give it a bump start push, complete with big backfires - that got everyone's attention!

We stayed that night with Rodger, a 93-year-old full of life living in his large home. He has since passed away. Rodger gave us a great dinner and we slept in his driveway. The Model A got a solid night's battery charge on the new charger.

The next day we headed to Paekakariki, my mother's childhood home. The house is unchanged other than the trees growing huge. This is the house that Capt. Sanderson built. We had lunch in the lovely Queen Elizabeth II Park. The car's full battery gave us problem free running.

We then drove to the "Chelty" being the Cheltenham Hotel to stay with Paula and Dave; great food and country atmosphere in a favourite haunt.

The next day we drove up through KIWITEA, Kimbolton for a very good pie, then on to Mangaweka. This is a great country road with straight runs and winding hills. Perfect for cruising through the countryside. The finish is the huge siltstone cliffs and suspension bridge crossing the Manawatu River. We had lunch at the campground down by the river.

We made our way to Ohakune, staying the night in the excellent Top 10 Camp ground. The next day we drove to National Park and turned towards Tongariro. Had lunch at Lake Rotoaira. Drove down to Turangi, then on up the Old Taupo Rd, a favourite road to drive. Mort was getting a bit tired with all the travelling, but the car was running without problem. That night we stayed at the Matamata hot pools camp ground. The next day we travelled up the quiet roads to Te Aroha and Paeroa. It was beautiful. I drove this section with my wife who was happy to cruise at 35 mph. The car would do 50 mph but it was a bit of a gallop. We arrived back at my home on the Bombay Hills. Giles and Mort travelled back to their homes in Auckland. I removed the campervan front number plate to straighten it, before we returned the van. Mort had spent 90% of the journey in the car. We had a very successful trip and ticked off a bucket list listing.

A trip to always remember, even the breakdowns were not a problem. We look forward to more road trips this summer and will make an effort to attend some Club runs. We will put a bit of Mort's ashes in the car, so he keeps travelling.

Justin Jordan





International Model A Ford Day

Bay of Plenty, New Zealand

By Stephen & Kay



Model A outing BOP style, September 10th 2023 Alan and Dawn Webb along with Greg Davidson, organised another Model A run which coincided with the International Model A Day. The destination Awakeri Rail Carts. Eight Model A's met at the QE2 and headed out at 8:00am through Welcome Bay and Te Puke, down to Pikowai Reserve for morning tea at a beach side stop/ camp ground.



From there, a wee cruise through the Marawhai Valley arriving at 11:30am. Signing in with health and safety brief. Allocating to carts and off we trundled (golf carts on rail) First stop the Chooks & Goose feeding form our hands, don't worry no hands were eaten. Off again on the rickety tracks (old train tracks tick-ity tick, tick-ity tick) Next stop a walk through the White wood forest and gum boot fence. Seeing the very tall Tawa trees and bird life.



Back on the rail carts to our BBQ lunch stop.

Where we were entertained by our host with storytelling and jokes. We all enjoyed a wonderful 3-and-a-half-hour return trip about 20km of laughter and comradery. Unfortunately, at the end of our trip the weather turned a bit wet, for one vehicle had its hood down which meant a wet b... However, it did not take the shine off the day.

Kay and I headed back to Papamoa as we had a 3-hour drive back to Auckland. The others met at TePuke for drinks and dinner, ending off a fantastic day, where Alan was able to dry off his behind. And no its was not chicken on the menu.



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smithfordnz@gmail.com

For Sale

1928 Model A Ford Sports Coupe

A LH Drive car - imported to NZ mid 2013 from California. A fairly rare version

Subjected to NZ compliance on import and passed WOF etc with no major issues

Standard Mod A engine – 12 v electrics - fitted with a BorgWarner (US) overdrive

Earlier restoration in the USA - some mechanical history in NZ

Beavertail rear guards - soft top but not a convertible
Offered only due to health issues

Car currently in Hahei - rego on hold and will be sold with current WOF/Rego

Priced at \$30,000

Inquiries to Rob Allen 021965493





Model 'A' Ford Technical Manuals.

'The Complete Model 'A' Ford Restoration Manual' by Les. Pearson.

By far the best restoration manual on the market today on authentic restoration.

This comprehensive manual of 440 A/4 pages is your go-to guide for authentic restoration. It covers all aspects of service and repair, covering all years of production, including detailed instructions on how to disassemble, repair, finish (electroplate and paint) and assemble your vehicle. Left- and right-hand drive are fully covered with wiring diagrams included. The manual is written in clear and concise language, making it easy to follow even for those with no prior automotive experience. In addition to step-by-step instructions, the manual includes helpful diagrams, illustrations, and well over 2000 colour photographs to aid in your restoration. Whether you're a seasoned mechanic or a novice enthusiast, this manual is an essential tool for anyone looking to restore a Model 'A' Ford. Priced at \$169.00 (which includes shipping from the USA (where printed) + \$9.00 post with free repro Model 'A' handbook.

027 2245 045 or rushmoremotors@xtra.co.nz

Also available on eBay. Just search the title.

Other manuals available.

'The Beginner's Guide To The Model 'A' Ford. \$55.00 + \$9.00 postage.



'Model 'A' Ford Houdaille Hydraulic Suspension'. \$35.00 + \$9.00 postage.

FOR SALE. Gemmer 2 tooth steering box. Unrestored condition.

The Complete Model 'A' Ford Restoration Manual

From Rushmore Motors (NZ) Ltd.

Covers all years of Model 'A' Ford production. Covers left and right hand drive. Over 2000 color pictures.

This improved second edition now with 440 pages gives more insight on the 'early' cars with some close-up pictures and technical information.

This book gives detailed step by step instructions on how to completely dismantle, inspect, repair and fully authentically restore your Model 'A' Ford 1928 - 1931. Over 2000 close up and detailed color pictures and explanatory text for every step of the way. This book is ideally suited for professional restorers and beginners or for those who just like old cars. 53 years of professional restoration tips and advise. By Les. Pearson.

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

For updates on Model A events in the USA, go to www.mafca.com or www.model-a-ford.org

Some NIMAFC frequently participate in national meets of the Model A Ford Club of America and the Model A Restorers Club

Editor email rtmgbrown@xtra.co.nz

Please send articles/reports/photos to the Editor by 20th 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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The “Handbrake” changes hands in Taupo

And is this a 1:1 scale Hubley?





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