

NORTH ISLAND MODEL A FORD CLUB INC. - NEW ZEALAND

Chapter Members of:



MODEL A TORQUE

Month: July 2024

Issue Number: 2024/6



I really wanted a front bumper

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.

Model A Ford Club Upcoming Event Planner 2024

Date	Day	Event	Details
17 th July	Wednesday	Tech Night	Hugh Hulse 39 East St Papakura
21 st July	Sunday	Club Run	Jim and Jan Corbett
14 th August	Wednesday	Tech Night	Dean Perkins Shed Pukekohe
24 th August	Saturday	Dinner and Movie	Ryders cinema rescheduled
18 th August	Sunday	Club Run	Errol McAlpine
11 th Sept.	Wednesday	Tech Night	Martin Rees Intake Manifolds
15 th Sept.	Sunday	Club Run	Motat, Ralph and Jenny Levinson
5 th October	Saturday	AGM	Remuera Club
16 th October	Wednesday	Hubley practice	Bruce Stratton workshop
20 th October	Sunday	Swap Meet	Bruce Stratton Workshop
8-9-10 Nov.	Weekend	Hubley Racing	Taupo Cosmopolitan Club
13 th Nov.	Wednesday	Tech Night	Details to come
23 th Nov.	Saturday	Club Run North	Russel and Jocelyn McAlpine
8 th December	Sunday	Christmas in the park	Ralph and Jenny Levinson
8 th January	Wednesday	BBQ Picnic	Onehunga Beach

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 2024

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 July	Tuesday	Henry Ford's Birthday
25 th August	Sunday	VCC Daffodil Run
10-12 th October	Weekend	McLeans Island swapmeet
17 th November	Sunday	Cambridge swapmeet

17th National Model A Ford Rally 23rd-28th February 2025

MASTERTON

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

Club Run Sunday July 21st

The Circumnavigation



Meet in the car park at the South end of Mega Mitre 10 from 9.30am. This is opposite Bargain Chemist and above Costco Fuel **Westgate**. Starbucks coffee within 100m

There will be a breakfast meeting of the Mid Street Rods club at Columbus coffee within Mitre 10, so there will be American pre 1973 vehicles to see in the carpark.

Depart for the circumnavigation at 10.30am. Lunch at Westbrook Winery around 12 noon. There will be a shared lunch at \$27 to \$29 per head. Platters, cheese boards and hot pizzas. Drinks at extra cost.

After lunch, a short drive to 32a Koraha Rd Kumeu for a fun quiz and afternoon tea. Please bring something to share for afternoon tea

Contact details for booking accommodation at the

Copthorne Solway Hotel

246 High Street

Masterton

www.millenniumhotels.com

Conference organisers

E: vikki@solway.co.nz

E: caitlin@solway.co.nz

Phone numbers

+64 6 370 0500 **or** +64 6 370 0505 **or** +64 6 370 0510

Booking Reference: Model A Ford Club, Invoice 71380. Booking for 23 to 28 Feb 2025

Club Night Wednesday 14th August

Thanks for letting us host a Model A tech night .

Our address is 142 Parker Lane, Pukekohe

This is just up the road from the Pukekohe race track heading to Tuakau , look for the blue gates

We hope we have something that will make the night a bit more interesting

Something for everyone ...

Dean & Jane Perkins



Dean was a V8 Supercar driver and as the invitation says, there should be something for everyone.

7pm start and bring the usual something to share for supper.

Club Captain's Report

I hope this all finds you well

I don't have much to report this month as we have been gallivanting around the countryside again. Possibly the only thing was a trip down to the Wairarapa with the organising committee for the 2025 Model A Ford National Rally plus the usual monthly committee meeting held by zoom, as far as Model A club goes. On our own trip we managed to catch up with Gary and Fiona Learmonth, it was great seeing them again and seeing how busy they are with their time landscaping , renovating their accommodation and building a house which are all wonderful and some great ideas.

I have enclosed a piece from John Trumbo in the states that some of you will have met.

Thora, Joy, and I took our 1931 Model A Ford roadster on a weekend adventure with other Model A's from four regional clubs. We traveled 500 miles on May 31-June 2 into Idaho. Basing out of Clarkston, Washington, on the Snake River, we headed into the panhandle region of northern Idaho. Thora did a great job driving about half of those miles. Great scenery, gravel roads, very steep (up and down) rural areas, and discovery of out-of-the-way tiny communities where we ate great homemade vittles. My truck had a few problems, one of which was a plugged in-line fuel filter. Someone had a replacement, but the repair required an additional bit of fuel line, which I also didn't have. Thankfully someone had extra line of the correct size, but that meant a few more hose clamps were needed. The whole ordeal required bits and pieces from several Model A medics who were on the journey. Once that problem was corrected, my vehicle was plagued by an odd problem involving camshaft "walking." This is when the plunger and spring installed at the forward end of the camshaft fails to keep rearward tension on the camshaft. But in my case, the engine builder decided to remove the plunger and spring from where it is located in a pocket inside the front timing gear cover. This is where that bump protrudes on the cover next to the timing pin. The engine builder drilled a hole on the bump and threaded it for a bolt long enough to reach the end of the camshaft, making the spring and plunger unnecessary. In my set-up, the counterclockwise direction of the camshaft in contact with the bolt tended to unscrew it. The result was no tension and the camshaft started walking back and forth. In addition to a very noticeable knocking sound, the beveled gears in this setup (camshaft gears, and intermediate gear on the cam that drives the oil pump and distributor) affected the



timing itself, which became more erratic Result: poor idling and weak acceleration. Eventually a locknut with a plastic insert and a lock washer combined with the adjusting bolt got me home. Moral of the story. I am going back to Ford's original idea -- a proper timing cover with the original plunger and spring. John Trumbo

These alterations on our vehicles can come back to haunt us, as some will of seen on facebook my Tudor has finally got out of the shed and had its first clean in 19 years. However it is back in shed with sump off as I have a drain system from the back end running to the sump to take excess oil from there, and it was leaking , to much to put down to just a Model A leak, I have the original motor which at time of purchased was been overhauled and this is when this piece was added Just needed to be tightened more but of course could not get at with sump on car so by time new gasket arrives it will be all sweet.

Club Captain

Wade Alexander



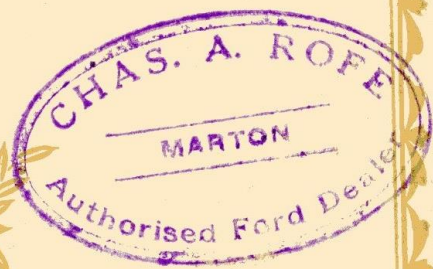
The NEW CAR

All that engineers have learned, all that millions of owners have experienced in nearly a quarter of a century, have made possible this car which is today as far ahead of its time as was the famous Model T in 1908.

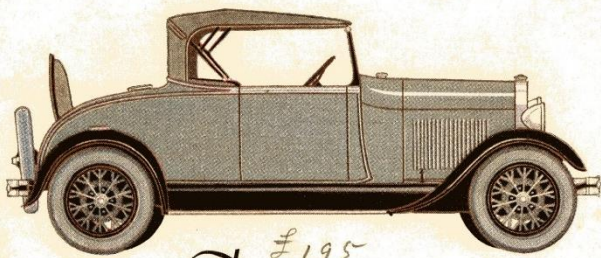
It marks a new epoch in automotive engineering in point of inbuilt quality—niceties of mechanical design, lavish use of the finer metals, precision in delicate machining processes. Nowhere in its construction has there been slighting of either major essentials or minor details.

This entirely new car surpasses the accepted standards of light car accomplishment; sweeps aside all boundaries of price class; establishes a new standard of acceleration, speed, power and smoothness that heretofore has marked only expensive cars as fine cars.

Yet the incomparable Ford genius for precision in large scale production puts this car within the reach of every purse.



23 YEARS OF PUBLIC PREFERENCE

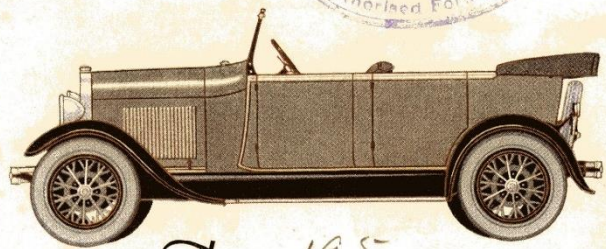


£195
7207
The NEW ROADSTER

Opened to the sun or closed to the rain, weather changes make little difference to this model. In good weather fold down the top, or take it off completely. In wet weather, snap on the snugly fitting storm curtains. Smart, steel-spoked wheels and the glint of heavily nicked trimming set off the choice colour combinations. The rear deck contains more than the usual luggage space. Rumble seat optional at slight extra cost.



23 YEARS OF PUBLIC PREFERENCE

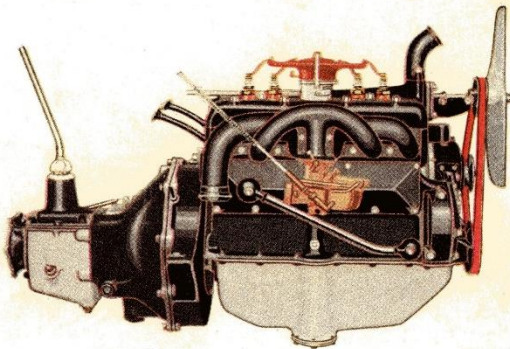


195
The NEW PHAETON

Skillful body design stresses every inch of this model's length. Its low lines suggest speed and stability. Behind the neat wheel one acquires a new relish for the day-long drive. Seat cushions are built for adequate leg support, and back cushions are moulded for the body. Heavy, clear vision storm curtains give complete protection from inclement weather.



23 YEARS OF PUBLIC PREFERENCE

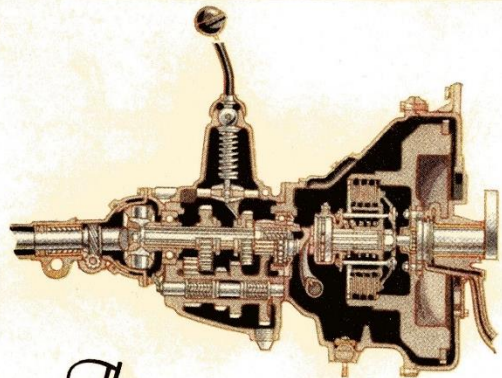


The NEW MOTOR

At 2200 revolutions per minute, the new Ford four-cylinder motor develops 40 H. P. This revolution speed is low for such power and sets an entirely new standard for light car speed and acceleration, enduring quality and operating economy. The bore is $3\frac{1}{8}$ " and the stroke $4\frac{1}{4}$ ". R. A. C. rating for license purposes, 24.03 H. P.



23 YEARS OF PUBLIC PREFERENCE



The NEW CLUTCH AND TRANSMISSION

Patterned after the famous Lincoln, these units give an operating ease never before found in moderate priced cars. The nine plate multiple dry disc clutch and the transmission are designed to make shifting of gears remarkably easy. Getaway is unexcelled by any car made today. Three speeds forward and one reverse. All gears are made of heat-treated chrome alloy steel. The only light car in which transmission shafts are mounted on ball and roller bearings.



23 YEARS OF PUBLIC PREFERENCE

The NEW CAR SPECIFICATIONS

MOTOR

4 cylinders
Unit construction.
Pump and Thermo-Syphon cooling.
Pump and splash lubrication.
Single coil distributor ignition.
Sliding gear (3 speed) transmission.
Multiple 9 plate dry disc clutch.
Dynamically balanced crankshaft.
High and low speed jet carburettor.
(Hot spot manifold.)
Aluminium pistons.
Oil indicator.
Two blade aeroplane type fan.
Carbon chrome nickel alloy valves.
Bakelized fabric timing gear.
R. A. C. rating 24.03 H. P.
Actual developed H. P. 40. at 2200
R. P. M.

CHASSIS

4-wheel brakes—internal expanding.
Brake equalizer, mechanical type.
Springs—transverse semi-elliptic.
Drive—Torque tube.
Gears—Spiral bevel
Rear axle three-quarter floating.
Full crown one piece fenders.
Gravity feed fuel tank.
Ignition wires enclosed in flexible
steel tubing.
Steering gear—irreversible worm
and sector type.
5 one piece spoked wheels.

17½-inch steering wheel.
Acorn design, nickel plated head-
lights.
Alemite-Zerk chassis lubrication.
Body and Chassis insulated to pre-
vent noise.
Wheelbase 103½ inches. *Wgt*

EQUIPMENT

Starter.
Foot accelerator.
One piece windshield.
Automatic windshield wiper (closed
cars).
Rear view mirror.
Speedometer.
Dash light.
Petrol gauge.
Ammeter.
Motor driven horn.
Combination tail and stop light.
Sun visor.
Thief proof ignition lock.
4 hydraulic shock absorbers.
Wide range of colour options.
Complete set of tools.

PERFORMANCE

60 miles per hour.
40 miles per hour in second gear.
Acceleration—5 to 25 M. P. H. in
8½ seconds.
30 miles per gallon petrol con-
sumption. *American*



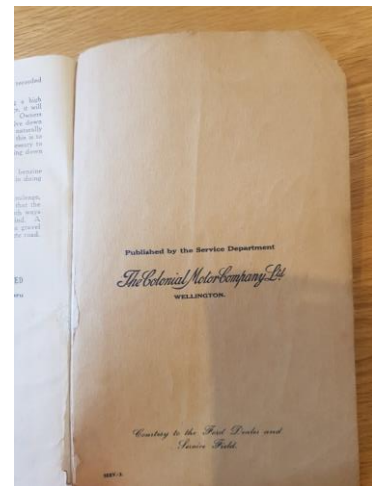
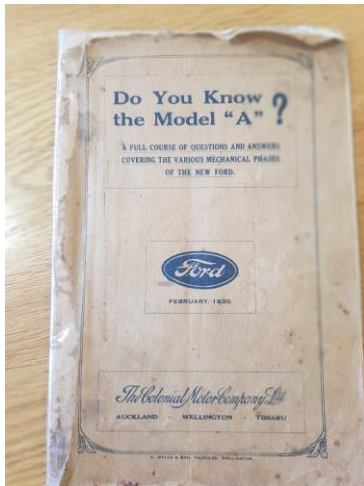
PRINTED IN CANADA

AD. 801 O.S.

23 YEARS OF PUBLIC PREFERENCE

An item from "A FORD SCRIPT" the newsletter of the Canterbury chapter of MAFCA

André Kraenzlin has been diligently copying out pages from the following book for members enjoyment. There will be a few Q & As each month. Thank you for this André.



DO YOU KNOW THE MODEL "A"?

A Course of Questions with Detailed Answers Covering
Various Mechanical Phases of the NEW FORD.

ARTICLE 2

THE FRONT AXLE.

Question 9. Do new Model A front radius rods inter-fere with removal of crank case?

Answer 9. The new Model A FORD front radius rods are so designed as to permit the easy removal of the oil pan from the engine by dropping it down between the radius rods, without the necessity of first removing the rods themselves. This is an advantage in servicing the car.

Question 10. How is the front radius rod ball socket lubricated?

Answer 10. The front radius rod ball socket is automatically lubricated through a hole in the clutch housing, where a felt washer absorbs waste oil from the transmission case.

Question 11. Is front radius rod ball cap held by studs or bolts? Explain advantages of this construction.

Answer 11. The front radius rod ball cap is held by through bolts, which eliminate any possibility of stripping the threads, and make easy the replacement of worn parts.

Question 12. Explain how front radius rod ball socket is replaced.

Answer 12. After removing the nuts which hold the front radius ball cap in position, we slip off the two sleeves (which cover the bolts and protect them from the chafing and wear of ball cap). Then we can remove, if necessary, the two bolts which hold ball cap in place. These bolts are held in place by a slender bolt, extending through clutch housing, which passes through the slots in the heads of both ball socket bolts. We can then work through opening in bottom of clutch housing to replace the ball socket bolts.

Question 13. How many leaves, how wide are leaves, and of what kind of steel is new Model A front spring? How does it differ from Model T spring?

Answer 13. The front spring of the Model A FORD has ten leaves, of thin, flexible section, and of Chrome steel. They are $1\frac{3}{4}$ Inches wide. The new Model A front spring also differs from the Model T spring in having less arch or camber.

Committee Contacts

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1930's fashion by Junette Coutts, a talented amateur artist who had a short part time job with a large Australian department store in the late 1930's. Junette also happened to be Jenny Levinson's mother.



Hewy's Tech night and restoration visit experience. 17th July 24

I thought that it was going to be a working night, with the sounds of machinery and the smell of wood dust, sweet in the air, as we made wooden nuts for the National Rally car bumper plaques. An economy measure to help minimise the rally entry costs as the simple items could become very expensive. But no!

A surprise visit to RB Fabrications premises next door and a lengthy tour and explanations by Greg left us all amazed at the remarkable work that they could accomplish there. Restoration of the classic Cadillac was a prime example of the meticulous effort and care in ensuring accuracy of dimension and shape maintenance. The installing of jig frames and the use of computer profiling for mould shaping prior to panel positioning and patching, simple in principle but complex never the less.



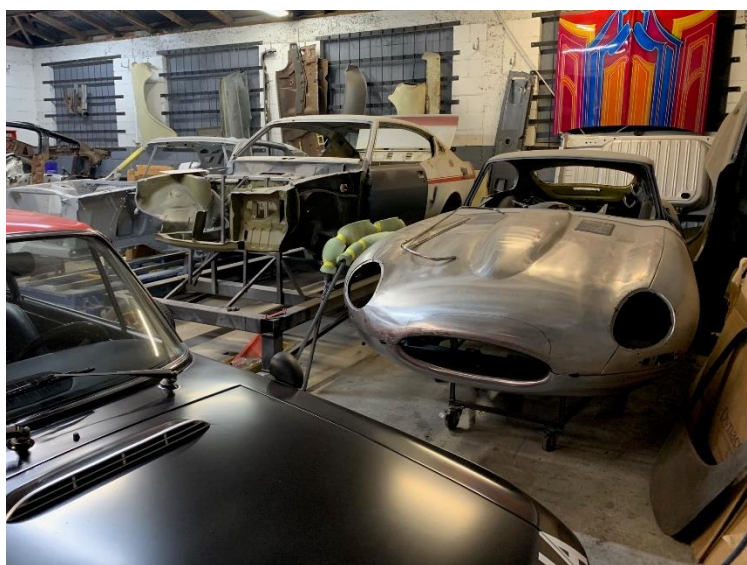
Mesmerised by the workmanship

Some sixteen odd projects (all classics in their own realm) on the go at once, each with its own individual programme to completion invariably taking years in some cases. While sourcing panels and parts often from the USA for example, every effort is made to retain as much originality in the vehicles as possible. Rust and filler are unacceptable where perfection plays.

There was no doubt, the club members retiring back to Hewy's garage were intrigued, wondering, questioning and realising that being a panel expert as these guys were was a fascinating, exciting underwritten occupation. I wish that I could have done that, a few said.

Supper, shared by all, was more jovial banter and some serious admiration for the achievements of the guys next door. Thankyou Greg for a wonderful and informative time.

Yes, you are right, we were too busy to make any wooden nuts.



For Sale

1929 Model A Ford Phaeton (Tourer).

Advertising on behalf deceased estate. Contact Murray for more information and pictures. email anneandmurrayashby@gmail.com

Number plate EP 3156, engine number CAW 8224 (built between Nov 1929 and Feb 1930), no papers, no registration.

Seems to be complete body on chassis with all running gear on wheels but no tyres, engine is in place, carburettor in a box, too. Both front and rear seat frames are there, front has been repaired, rear is new: no seat springs, no upholstery. Two of: headlight bars, dash panels, bonnets (hoods).

All four mudguards (fenders) present, maybe repaired, running boards appear new, valences in very good order have "humps", the doors have external handles

Hood-bows present but appear incomplete, but old hood fabric is there. Looks like a reconditioned radiator, and there is another used one. New windscreen surround, but we did not see windscreen stanchions.

A lot of new bits including radiator surround, headlamps, bumpers, hubcaps, horn, with many new smaller items in plastic bags. Many spares; wheels, axles and housings with more in the pit under the car which we are yet to see.



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.

53 years of restoration tips and advise.

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.

Four 205R16 radials \$80 each with the wheels.

Contact Dugald Hoyland 027 493 2691 or

dughoyland@xtra.co.nz Can be picked up in Auckland



For a great Model A story, search “classic and sports car model a ford” or “reliving an epic 12000 mile journey. Having done this in a 65 Kombi and a late 60’s Hiace, the Model A seems to come out on top.



Photo from Classic and Sports Car internet article

- ** Note to coming events. Ryders dinner and movie rescheduled for Saturday 24th August.
- ** There will be a quiz at this Sundays run, and there is a competitive events cup to be won this year.
- ** At Motat on Sunday 15th August cars will be judged for this year’s prize-giving. Get your Judging Standards and polish out for this.
- ** The November Run is now on Saturday 23rd
- ** Committee has not planned anything for Henry’s Birthday this year, but plans are afoot for next year.

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).

The views and articles expressed in this Newsletter are the views of the authors and may be reprinted provided acknowledgement is given. Where articles have been reprinted, the NIMAFC recognises those authors and thanks them for allowing their article to be used in our Club Newsletter.

Thank you to all contributors to this newsletter

17th NATIONAL

MODEL A FORD

Rally



**23-28 FEBRUARY
2025**

Rally based at Copthorne Solway Hotel and Solway Showgrounds, Masterton, Wairarapa.

To receive newsletters and make an 'Early-bird' registration (\$40), contact Martin Rees on email: nimafc.secretary@gmail.com
Registration document available August 2024.



FOR MORE INFORMATION VISIT:
www.modelafordclub.co.nz

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