

NORTH ISLAND MODEL A FORD CLUB INC. - NEW ZEALAND

Chapter Members of:



MODEL A TORQUE

Month: November 2024

Issue Number: 2024/10



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
8-9-10 Nov.	Weekend	Hublely Racing	Taupo Cosmopolitan Club
13 th Nov.	Wednesday	Tech Night	Keith Munro Collection Massey
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
18 th January	Saturday	Kumeu Car Show	Club Display
23 rd February	Week	National Rally	Masterton
12 th March	Wednesday	Tech Night	Safety Belts with Steve Cropp

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
17 th November	Sunday	Cambridge swapmeet
9 th February	Sunday	Ellerslie Concours
15-21 st March 2026	week	Vero International Festival of Motoring

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.**

Tech night Nov 13th

6.30pm at Keith Munro’s collection 32 Red Hills Rd Massey Bring a plate and a chair

Terry Costello
0274920642



The 2024 Inter Club Hubley Challenge Taupo

Friday November 8th and Saturday 9th

The NIMAFC Club extend an invitation to all Club members and visiting Model A Clubs to take part in our annual Hubley Racing Challenge at Taupo Cossie Club on Saturday the 9th of November from 2.30pm.

A brief outline of our program,

Arrive Friday the 8th of November and check into your preferred accommodation. Please note this is your responsibility, plenty of variety of accommodation available in and around Taupo. Some members have already booked into the Chevron Motel.

"Watch this space" Get together on Friday night for a happy hour and stay on for dinner, if you wish. After much debate and sampling, Pam and I have decided that we should give the Finns Bistro and Beer Garden a go. 10 Tuwharetoa Street, Taupo. Just around the corner from Cobb & Co.

There's plenty of room for everybody and if it a nice evening we can sit out in the Covered Beer garden. Happy Hour from 5.30 to 6.30 and then order a meal. Friday night's meal special when we went was Fish & Chips for \$20, good value.

Saturday 9th November. Ladies "Enjoy" Taupo Cafes and shopping. Us men folk might be able to visit a couple of car collectors. Those that wish to check out Car Collections possibly 2, meet at Taupo VCC Club Room, opposite AC Baths, AC Baths Ave at 10.00am

Meet up for a picnic lunch or have a sandwich in your motel room.

Meet up at the Taupo Cossie Club at 2.30 pm to set up Hubley Track and all going to plan, Racing should be under way by 3.30pm.

Happy Hour from 5.30pm.

Smorgasbord Dinner from 6.30pm. These time may differ when we finalise arrangements with the Cossie Club.

We welcome all Club members to participate in this weekend whether you bring a racer or not.

It is going to be a fun weekend. Don't forget to pack your "Hubley". Remember this will be our last trial run, to tune up your cars before heading to Masterson for the National Rally.

This is an official NIMAFC event. Travel in your Model A or just bring the modern.

We need numbers to make this weekend happen so those who register early will be in the draw for a chocolate fish.

Please register your interest with Tony and Pam Mannington,

tony.mannington@xtra.co.nz or 0274942445



WARKWORTH VENTURE – SATURDAY 23RD NOVEMBER

Start - Massey Domain, Red Hills Road, Massey - first car away at 10am

Finish - Parry Kauri Park, Warkworth

Bring - Picnic lunch and thermos (Bakery adjacent to start)

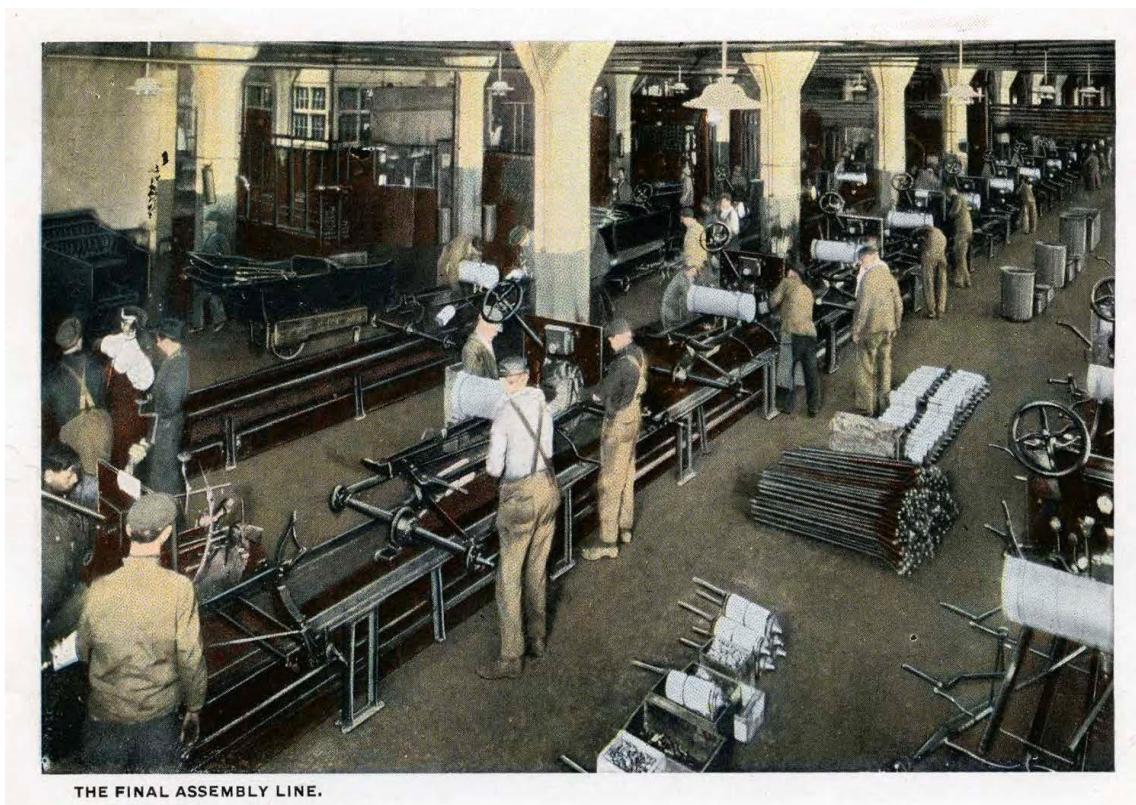
A pleasant 80km run through some lovely rural roads to Warkworth.

Under cover facilities for picnic if weather inclement.

Museum well worth a visit, (discounted entry), plus Cement Works, Kowhai Park and Warkworth Village all worth exploring.

Any queries contact Russel McAlpine 0274735451 or email

rajpmcalpine@gmail.com



Club Captain's Annual Report

This is going to be quite brief as I doubt that I have attended any club functions apart from the usual business end of the club meetings

I was going to be at some functions, but some were postponed due to members having covid. The one that I could not have made it to was Bruce Stratton's Swap meet (sorry Bruce). However, due to a family commitment we decided to stay clear. The reason is that during this last month our second grandchild, a boy, was born in Christchurch. Some of you will know that my daughter and her husband in Dunedin had lost a set of twins and a baby daughter at birth during the covid lockdowns. They went down the path of surrogacy and a good friend was the carrier of the fertile egg. So, a special child. We travelled to Christchurch to be with them and accompanied them to their residence in Dunedin a week later. Our position is supporting and now back here meals, walking the dog and getting to know our grandson.

Shortly you will receive an email about registering to have details shared with other club members. These details will just be as follows the name, phone number, email and the Town or locality the member lives in. If you are happy to share details which most members have indicated on their application forms, then you will not need to do anything. **If you do not want to share your details, then you will need to respond by email preferably to nimafc.captain@gmail.com**

Remember when doing transactions through the banking system make sure you check the account you are depositing money into the correct one i.e. club or 2025 rally. This will prevent making the committee's job harder as we are only volunteers.

If, like me, you have not completed your 2025 Model A Ford National Rally registration then it's time to complete it and send it to nimafc.secretary@gmail.com and pay the fees as explained in last rally newsletter which you should have got in the last week. If not let us know and if you know anyone interested but not getting information, share it and let your rally committee know

Hope to catch up with some of you at Taupo next weekend, on our way back from the cold south for what will be another enjoyable Hubby weekend catching up with people. Again, thanks to Pam and Tony Mannington for organizing.

Being new to the practice of running my carb dry at the end of the day, I left my ignition key on. In the morning I found my battery dead.

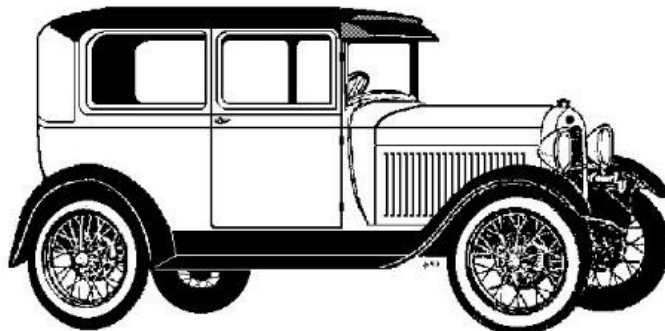
I then had to get out my battery charger and charge the battery.

Wasn't that RE-VOLTING (Lee(Ford Barn))

Kind regards

Club Captain

Wade Alexander



First running of my Burtz engine with its 5 main-bearing crankshaft. By Martin Rees

I have had a long hiatus from purchasing this engine from David Mossman and the Australasian agent Dean Roberts in October 2021 to finally getting it assembled then 'fired-up'. The day it came to life was 21st August 2024, some 34 months since arriving as boxes of bits.

I started engine assembly after having the larger 1+3/4 inch inlet valves installed by Drury Engine Reconditioners, well before Christmas 2023. Having purchased a Model T Ford and a Jag XK150 as further 'projects' to keep me amused in my retirement, in Nov 2023, I got side tracked in getting both cars up to real warrantable standard. Both cars are now running well and have their new WOFs. Being involved with the 17th National Model A Ford Rally Committee with several trips to Masterton has taken up a lot of 'shed time' that could otherwise have been spent on restoring my Tudor (that is going to get the Burtz engine) and assembling the engine itself.



Bruce Stratton alerted me to the fact that the new 1 +3/4" diameter inlet valves come very close to the edge of the combustion chamber in the 6:1 higher compression heads for the Burtz engine. I put some plasticine thinly around the inside of the combustion chambers on the inlet side then put the head on lying there under its own weight, as I rotated the crankshaft four revolutions, with a standard head gasket in place. Removing the head showed the imprints of the inlet valves into the plasticine, showing a 14 thou clearance for two of the valves and 20 thou for the other two. Using a carbide round head burr I carefully removed enough cast iron from the inlet side of the combustion chambers to give a 25 thou clearance for a distance of 12 mm up into the head to accommodate valve lift. Re-checking with plasticine, again, showed the clearance to be OK.

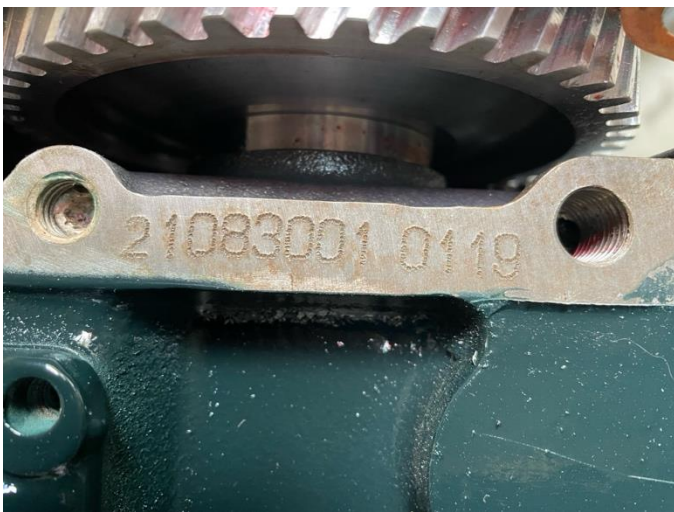
A burst of activity got the engine finished by mid-August 24 and once Dave had returned from family time in Gisborne we set about installing the engine on Steve Driver's engine stand at Dave's shed in Princes St, Onehunga.

We first had to remove another Burtz engine DM had built and 'commissioned' for another customer. This one looked good with its finned alloy head and downdraft Stromberg carburettor. We switched to my engine (No 21083001-0119) joining the hoses to the radiator, connecting the fuel line and filling the engine with Penrite 10-60 high zinc motor oil for the 'run in'. Dave's external oil pressure gauge was attached and he pressurized the oil system to make sure there was plenty of oil in all the bearings before starting the engine. We used a 12-volt battery to turn the 6 volt



starter motor with plenty of enthusiasm, needed for the tight engine. We set up the distributor and a standard Zenith Carb and inlet manifold. After setting the timing pin into the notch in the camshaft gear to get No1 'top-dead-centre' we used a NuRex timing gauge to set the static timing to 4 degrees after TDC, having already set the contact breaker and spark plug gaps to factory spec.

Upon attempting to start the motor we got lots of back-firing and blown exhaust gaskets and smoke but not a running engine. Stuart Jordan arrived about this time. With his help we set the timing with a light as the points were about to open, then checked the NuRex timing gauge on the distributor to find we had taken our measurements from the wrong edge of the of its alignment 'handle' for want of a better word. This meant the timing was 20 degrees too retarded. Correcting this error (there was no mention in the instruction about which edge of the 'handle' to calibrate from) meant the engine fired perfectly on the next attempt to start it. What a relief! The motor ran very smoothly with temperatures for each cylinder being all the same as the others. No backfiring this time.



Oil pressure was at 40psi with only a tiny leak at the oil filter outlet going into the timing cover chamber. This has been fixed with extra thread sealant.

I had installed cheap fibre exhaust gaskets as I had not intended to use the stock inlet/exhaust manifolds for long term use. I'm going to use a Weber down-draft carburettor set up and use the copper gaskets instead.

Terry Costello arrived shortly after the engine had burst into life. He kindly helped me and Dave remove the engine from Steve's engine stand and load the engine back into the tray of my pick-up truck. As I was driving out of DM's shed going over a bump across the footpath onto the road the truck came to a sudden halt, electrically dead! My wife Alayne answered the call to come and get me, with a view to my coming back the next day to sort out the cause of the stoppage. We discovered (on Sunday morning) the low tension wire to the ignition had come apart behind the dashboard.

A new inline wire connector had the problem solved. All I have to do now is assemble the Mitchell overdrive to my Tudor's back axle, install the gearbox with its new synchro 2nd gear and get the Burtz engine into the car. All the new brake parts, new brake drums and wheel bearings and suspension bushings etc are all ready and waiting for final assembly. I hope to be finished by Christmas so the car can be road tested and ready for the Masterton Rally in February. Many thanks to David, Bruce, Stuart, Terry, Steve and Alayne for your help and support. What a great Club to be in!

Martin Rees



The first Peking to Paris Race (1907) ... and the Russian-built near-exact copies of the Ford Model A & AA

Ralph Levinson

It's 22 October. I'm waiting for a WoF for "Millie" the Model A, so passing time writing about a subject dear to our hearts – the Ford Model A.

I'm deviating here, but co-incidentally I've been reading *The Race to the Future*, by Kassia St Clair. In 1907 the French newspaper, *Le Matin*, proposed an automotive race across 2 continents, setting off from Peking (now Beijing), covering 8000 miles (yes, 8000 miles!), finishing in Paris. Even today, a daunting prospect, let alone when automobiles were in their infancy. Petrol would sometimes be almost impossible to locate. Derring-do drivers would cope with terrible conditions

... flooded rivers, torrential rain, choking dust, narrow mountain passes, steep inclines, the arid Gobi Desert. "Roads" were often mere tracks used by donkeys, horses, carts and people on foot – frequently ankle to knee-deep in mud and covered in assorted debris. Perilous and unpredictable. Imagine!

Interestingly, part way through the book, the author pauses to discuss a 1929 joint venture deal struck between the Soviets and the Ford Motor Company. The plan was to build Russian factories producing trucks, cars, motorcycles, tractors and farm implements. The results, as can be imagined, weren't always favourable and quality was often compromised. The truck and car factory, based in Nizhny Novgorod, 260

miles east of Moscow, was known as the Nizhegorodskiy Avtomobilny Zavod (NAZ), translating to the Nizhny Novgorod Automobile Plant. Based on near-exact copies of the Ford Model A & AA, the first automobiles produced in Nizhny Novgorod were known as NAZ-A and NAZ-AA. They began rolling off assembly lines in December 1932, frequently under huge banners of Stalin (see photo). Locals nicknamed them "Gaziks".

Subsequently (1933), the Soviets renamed Nizhny Novgorod, Gorky, after the writer Maxim Gorky and the plant became the Gorkovskiy Avtomobilny Zavod (GAZ), or Gorky Automobile Plant. Henceforth, the vehicles became known as GAZ-A and GAZ-AA.

The NAZ-AA/GAZ-AA, a 1.5t truck based on the Ford Model AA, was built 1932-1948 – one source says a remarkable 829,808 were manufactured. The NAZ-A/GAZ-A, a 4-door Phaeton based on a 1930 Ford Model A, was built 1932 – 36. 41,917 were made – this was Russia's first passenger car (source, Wikipedia).



The GAZ-A was succeeded by the GAZ-M1, based largely on the 4-cylinder version of the Ford Model B (produced 1936-42).

Today, the GAZ Group, headquartered at 95 Lenin Avenue, Nizhny Novgorod (reverting from Gorky in 1990 on the dissolution of the Soviet Union), produces a wide range of vehicles, including commercial trucks, buses, vans and SUVs.

What happened to the first Peking to Paris Race? Of the 5 starters in the event departing Peking on 10 June 1907, the first to arrive in Paris was the 7-litre Itala driven by the Italian, Prince Scipione Borghese and his chauffeur, Ettore Guizzardi. They arrived in Paris two months later on 10 August, to huge crowds of wildly enthusiastic well-wishers. The second car to arrive in Paris was the Dutch-made Spyker driven by Charles Godard, who was charged with fraud towards the end of the race and replaced with another driver. Two French-made De Dion-Boutons, driven by Georges Cormier and Victor Collignon, arrived in Paris on 30 August. The fifth car, a three-wheeled Contal Mototri, failed soon after leaving Peking.

Some Ford context here - the very next year after the race, 1908, Ford began production of the Model T.



With apologies to Ralph, one of the "top contributors" to this newsletter, the editor has added the last three images.



North Island Model A Ford Club

Minutes of Annual General meeting

Date 5-10-24 Time 4.00 pm

Venue: Remuera Club, 27-33 Ohinerau St.

Club Captain's Welcome remarks and Annual Report: Wade Alexander. Wade's Annual Report was emailed to all members prior to the AGM, it will not be recorded again, here.

Committee members present: 6

Wade Alexander, Andrew Costello, Hugh Hulse, Terry Costello, Rob Brown, Martin Rees.

Apologies from Committee members: 1

Kirsten Courtney.

General Club members present: 33. Total members at AGM = 39

Trish Alexander, Teresa Anderson & Don Windley, Trish Brown, John Castle, Jim & Jan Corbett, Marlene Costello, Joss Costello, Steve & Letitia Driver, Rae Emus, Bill & Sherrill Hulse, Anne-Marie Hulse, Keith & Dee Humphries, Graham & Mary Jones, Ralph & Jenny Levinson, Tony & Pam Mannington, Marty & Ann Perkinson, Alayne Rees, Bruce Stratton, Graham & Ollie Thompson, Steve & Kay Upson, Noel Wordsworth.

Other apologies received: 24

Murray Ashby, Rodger and Val Ball, Tony Bartlett, Bill and Carmela Beard, Mark and Megan Corbett, David & Sonja Heilbron, Brian and Kay Hosking, Svante Johansson, Diane and Stuart Jordan, Dave Mossman, Lionel & Mary Rogers, Paul Smith, Karen Thomas, Vicki Thompson, Warren and Marylin Thorburn, Antone Wilton.

Obituaries: 5

Andrew Costello led the one minute's silence to remember our Club members recently departed: Kim Blackwell, Roy London, John Smyth, Zoe Upson, Colin Wilson.

Resignations: 20

John & Raewyn Anderson, Ian Campbell, Sam & Diane Gill,

Eric & Kerry Drabble, Bruce & Trish Jefferies, Giles Jordan, Kevin & Ngaire Lambarth, Brian & Kay Pates, Jason & Liz Roberts, Bruce Sommerville, Grant Taylor, Carl & Carol Vessey.

New members: 20

David Allen, Brooke Costello, Ella Costello, Alex Disher, Haydn & Suzanne Green, Greg Haines, Phil & Suzanne Halligan, Shane Hegg, Svante Johansson, Andrew Honeyfield, Kim & Francis Munden, Grant Murray, Dean & Jane Perkins, Brett & Leigh Plue, Neil Stott, Warwick Tombleson, Alan Wright.

Current membership:

282 individuals, 109 couples, 64 singles.

Previous Minutes read: Yes

Corrections/alterations to Minutes needed: None required.

Motion passed that Minutes be accepted as an accurate record.

Nominated : Ralph Levinson **Seconded:** Terry Costello

Matters arising from minutes of 2023 AGM: None.

Vice Captains Report:

Andrew Costello.

Andrew gave a quote from Henry Ford: “if there is any great secret of success in life, it lies in the ability to put yourself in the other person’s place and to see things from his point of view- as well as your own”

He commented on the very full year of events he and Terry and others had organized this year (in contrast to the paucity of events during the Covid Lockdown period and then Cyclone Gabrielle) and that there were many more events in the ‘pipeline’ for next year. Getting event planning 3-6 months in advance helps with the organization. He asked for people to come forward with offers of organizing ‘runs’ or Tech nights. He has taken over the role of Website manager with help and tuition from Fiona Learmonth, whom he thanked for her previous sterling efforts in maintaining the Club website. He also mentioned the problem of ‘clashes’ with other car club activities so he keeps a close eye on the VCC calendar and advertisements for events in ‘Beaded Wheels’ and ‘Petrolhead’ newspaper.

Treasurers Report:

Delivered by **Marty Perkinson** because Kirsten Courtney our Treasurer, was unable to attend. Marty presented the full annual accounts for both the Club and the 17th Rally Accounts. The Club is custodian of the funds in the 17th Rally account. Financial reports were in the October newsletter.

A copy of the Annual Financial Report will be sent to the Companies Office by Wade Alexander, who has the online access code to do this.

Matters arising from Treasurer’s Report:

Some discussion was had about the benefits of the Xero accounting system, the principal advantage from MP’s point of view was that it provided a framework for monitoring income/expenditure, keeping track of membership dues and thirdly providing a large degree of ‘protection’ for the Treasurer and Committee from inappropriate accounting methods. He emphasized that all the 17th Rally funds were kept in a completely separate bank account and were audited separately to the various Club accounts.

Motion passed that the financial report be accepted:

Nominated: Jan Corbett **Seconded:** Andrew Costello

Election of Club officers.

Kirsten Courtney our Treasurer is wanting to step down from this role as she has too many other commitments in her life to do the job justice. She has offered to stay in the role until a replacement can be found. Rob Brown will put a notice in the next news-letter to say the Club is seeking a volunteer to become our next Treasurer. Kay Upson volunteered to help Kirsten with aspects of Xero she may be unfamiliar with.

All other committee members offer themselves for re-election in their current positions. No other nominations were received by the Secretary prior to the AGM and no further nominations for an 'office-bearer' position were received from the members present, so Jim Corbett moved that the members present vote to re-elect the present Committee, Seconded by Ralph Levinson, Carried by unanimous show of hands.

Terry Costello nominated Graham Thompson to become a general Committee member. The nomination form was signed by both TC and GT, seconded by Martin Rees, passed by unanimous show of hands.

New/other General Business:

1. Rob Brown moved that the Rally Committee be allowed by the Club Committee and membership to spend up to \$2K of Club funds to compensate for the lack of sponsorship money available for the 17th National Rally to cover general Rally expenses.

There was a lot of favourable discussion around this 'motion' and Dee Humphries modified the 'motion' to say that the Rally Committee be allowed to access between \$2K to \$5K of Club funds to support the 17th Rally and any of this 'draw-down' of Club funds that does not need to be spent, be returned to the Club Account. *

More discussion ensued. Terry Costello said the only sponsorship money he (or anyone else) had obtained was from Peter Thompson CEO of Barfoot & Thompson Real Estate Agents. This was from Peters own personal Charitable Fund in recognition of the excellent performance Terry had put in over many years selling Real Estate for B&T.

Martin Rees mentioned that Rally expenses so far were close to \$10K and we had the custody of \$3500 which was passed on to us from the Methven 16th National Rally as a 'seeding' fund. We as a Club have a 'moral obligation' to hand on a similar sum to the 'Top of the South Model A Club' as a seeding fund for the 18th National Rally being held in the Nelson/Marlborough area in 2027, whether or not we make a profit, loss or break-even with the 17th Rally.

The amended motion * was put to the vote and was passed unanimously by vocal approval with no dissenters!

2. Presentation of the proposed **changes** to the '**Club Rules**' to become a '**Constitution**' to comply with the requirements of the new Incorporated Societies Act 2023: **Wade Alexander**, Club Captain. Wade had already sent out his proposed amendments via email to all Club members before the AGM plus a list of explanatory notes. These two documents were made available to the members at the AGM and they were displayed on the TV screen. Wade read out each amendment and asked for the members present to vote to adopt each amendment line by line. This occurred until #7 of 14 major amendments had been discussed and approved by voting.

Then Tony Mannington moved that all the remaining amendments be accepted 'en-mass' by a vote from the members present on the basis that Wade and the Committee had already put a lot of time and effort into making the new wording meet the requirements of the new 'Act' and that the members should accept the wording as presented in the documents. Ralph Levinson said he had given Martin and Wade his revised version in simple plain English, for consideration. We have till about February next year to do any 'fine-tuning' of the wording before presenting the new 'Constitution' to the Registrar of Incorporated Societies and the Companies office.

Much of the new wording has been handed to us by the Registrar of Incorporated Societies to be included in the 'Constitution' 'as is' despite being somewhat cumbersome. The section on disputes resolution procedures will now occupy about one third of the new 'Constitution' document! Marty Perkinson commented that under the amendment #7 on Wades list the intention is that an auditor can ask for information from a Club Office bearer when auditing the Club accounts, whereas the way it is currently written it says the auditor may audit any Club officer! Wade will make a correction.

Further discussion ensued then Tony's motion was put to the vote after being seconded by Dee Humphries. Motion passed unanimously, with no dissenters!.

3. Update on 17th National Rally in Masterton, 23-28th Feb, 2025.

Martin showed pictures of the Solway Showgrounds with the assembly areas for the four colour groups for the four different 'runs' being driven each day.

Printed copies of the new Rally logo were circulated and a sample of the new 17th Rally badge was passed around for members to see.

Pictures of the front and back covers of the Rally brochure were shown.

We now have 124 cars registered for the Rally. However only 35 couples have made the final Formal Registration and paid their money! Entries close on 10th November 2024 so we have time to get the printing of the Rally Brochures done before Christmas.

The relevant Rally Registration documents are available on the Club website or by emailing nimafc.secretary@gmail.com

4. Remits:

1. No further action has been taken on Martin's remit (at the 2023 AGM) to explore the possibility of having a National Model Ford Club as an 'umbrella' organization. MR will try and get input from the regional Secretaries and bring up the subject at the meeting of all Model A Clubs in Masterton to discuss the 18th and 19th National Rallies.

2. Remit presented by Hugh Hulse and Martin Rees.

'The Club Committee is empowered by its Club members to set a reasonable Club membership fee each year and advise the membership of the amount of the Fee at the AGM and by email to members not present at the AGM. The membership fee is to represent the fair cost of running the Club on behalf of its members'

Nominated: Hugh Hulse. Seconded Dee Humphries Passed by unanimous show of hands.

3. Remit presented by Graham Thompson.

‘that the NIMAFC membership list should be made available to all Club members by email. The list should include the name, phone number, email and the Town or locality the member lives in.’

(Note: A member’s actual address is not provided, for security reasons. If a member has trouble with his/her car and wishes to seek assistance from a nearby other Club member then a phone call, text or email could be sent to establish communication. It is then up to the member from whom help is being requested to divulge his/her address if appropriate).

After some discussion the remit was put to the vote. Nominated: Wade Alexander. Seconded Jim Corbett. Passed without dissent.

An email will be sent to all members giving them the option to ‘opt out’ of having their contact details sent to all other members.

4. **Other Club Business:** No other matters raised by members in attendance.

5. **Meeting finish time:** 1815 hrs. Dinner served at 1830 hrs

6. **Awards Presentation:**

1. **20, 30 & 50 year badges**

A. 20 year badges: Steve and Letitia Driver, Terry and Joss Costello

B. 30 year badges: Tony & Lynsey Bartlett, Darcy & Trish Sterling

C. 50 year badge: Con Page

2. **Cup & Trophy Awards:**

- | | |
|---|-----------------------|
| 1. Royan Attendance Cup | G & O Thompson |
| 2. Amateur Restorer Cup | Noel Wordsworth |
| 3. Ladies Cup | Alayne Rees |
| 4. Marteen Westerwoudt Endeavour Trophy | Steve Driver |
| 5. Hawaiian Trophy | Steve Upson |
| 6. Pride of Ownership | Bruce Stratton |
| 7. Elegance Award | Peter Crowley |
| 8. Aubrey Bateman Trophy | Kay Upson |
| 9. Ron Griffen Trophy | Tony & Pam Mannington |

Christmas in the Park



Sunday, 8 December 2024



- When** 10.00am – 2.00pm (arrive/depart as you wish).
If seriously wet, we will postpone to Sunday 15 December.
- Where** Cornwall Park, Greenlane (in our usual spot).
- Directions** From Greenlane West (opposite Puriri Drive), turn into Cornwall Park (Pohutukawa Drive), then right at the first roundabout into the carpark (adjacent to the Cherry Tree Grove).
- Bring** Model A or modern, picnic lunch + drinks, chairs, sun umbrella (optional), sunscreen, children/grandchildren/family. Wear something Christmassy – hat, socks, whatever! Feel free to decorate your Model A. Prizes!
- Quiz** Ralph’s annual Club Mastermind Quiz. This year, anyone can win – it’s all multichoice! Bring a pen. More prizes!
- Santa** Yes, Santa is coming! If you’re bringing children (we hope you will), please bring a small wrapped gift for each child, clearly showing their name. And ... all adults at **Christmas in the Park** will receive a gift from Santa.
- Hey kids!** Fun competition with prizes! Still working on this. Ideas welcome.
- Enquiries** Ralph & Jenny Levinson
021 1727 637 (Ralph)
027 2848 666 (Jenny)



Committee Contacts

- **Club Captain** Wade Alexander 0272722130
nimafc.captain@gmail.com
- **Vice - Captain** Andrew Costello 021943063
nimafc.vicecaptain@gmail.com
- **Secretary** Martin Rees 0274964200
nimafc.secretary@gmail.com
- **Treasurer** Kirsten Courtney
nimafc.treasurer@gmail.com
- **Newsletter** Rob Brown 0274745726
nimafc.editor@gmail.com
- **Website** Fiona Learmonth 0275748748
fiona_garry@xtra.co.nz
- **Committee** Hugh Hulse 021599981
gatlandpark@xtra.co.nz
Gary Learmonth 0272680421
gfllearmonth@gmail.com
Terry Costello 0274920642
tcmodelanz@gmail.com
- **Historian:** Paul Smith 027-485-2234
smithfordnz@gmail.com

For Sale

1930 Town Sedan

Restored around 1980 by the current owner and the car is perfect body wise. Doors simply go click – click. The motor was rebuilt but the mains were not touched. Currently needs a little tune up to improve running but this is a great example of a restoration, love and dedication project.

Has a current WOF. Price \$34,000 No tyre kickers please.

Hugh Hulse is handling the sale of this car Ph 021 599981



Model A sedan Front Windscreen – Laminated – fresh cut Safety Glass, not framed \$240.00

Model A Coupe Hubley – still in the box – not assembled \$140.00

Call Steve 0274949905

URGENT SALE PRESENT OFFERS

Excellent 1930 Model A coupe. Ph Terry Costello 0274920642 tcmodelanz@gmail.com



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

53 years of restoration tips and advice.

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 advice. By Les. Pearson.



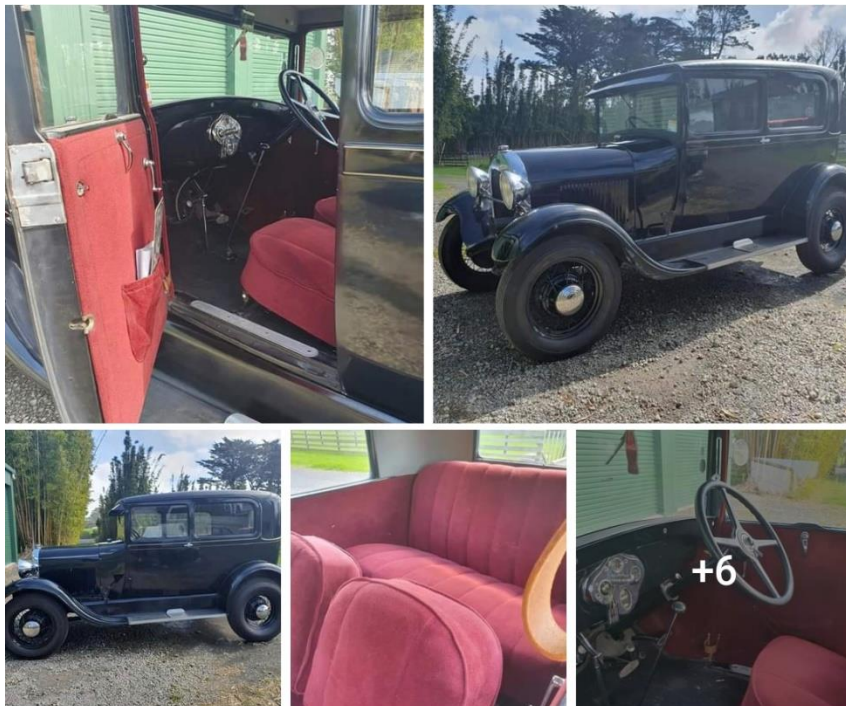
1928 Tudor.

New Tyres. 525-17 and 650-16. Excellent condition, new wof and rego. No bumpers or spare wheels. \$32500

Contact Bruce Swallow

021 954 129

themoonman@xtra.co.nz



Wanted

Rear Bumpers in good (or reasonable) condition for a 1928 Tudor. Contact Graeme Jones 022 081 9435

An original round centre bumper clamp badge for 1928 Tudor. Happy to swap for one that says, "Ford Made in USA" which is a Model T part. Contact Rob Brown rtmgbrown@xtra.co.nz

[Newsletter Editor/Website corner-www.modelaford.co.nz](http://www.modelaford.co.nz)

From another interest of mine, I can report that the steam tug William C Daldy is back from the brink. After 2 weeks on the slipway for enough maintenance and repair work to remain in survey, she is back in the water. As well as crew training on Saturday there was a charter by a group of Australian railway enthusiasts.



FROM OLD HANDS, LEARN NEW SKILLS

They said it couldn't be done, but a group of volunteers has managed to keep the William C. Daldy in service again. These are seasoned hands, with decades of unique and valuable experience behind them. Nowhere else in the World offers the hands-on learning experience that the William C. Daldy does — this ship is literally unique. One of the strongest reasons for maintaining the ship is the opportunity to pass on the learnings and skills of our volunteers. Join our crew, learn something new, and maybe one day you'll pass your knowledge and understanding on too.

On Saturday 2 November 2024 we're having an orientation day — a chance to see how you can apply what you know, or learn what you don't know. Email: john@nr8media.com today!

nimafc.editor@gmail.com

**** When making payments for the 17th National Rally, please use the suffix 51 bank account.**

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 NIM AFC 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

Veteran AND Vintage

Spares and Repairs Ltd

RESTORATION SUPPLIES
TYRES & BODY PANELS

Specialist | Model T & Model A 1907-1931
16" Tyres black and white wall

Errol & Linda McAlpine
P 09 832 9818 | M 0274 543 983
E vet.vin@xtra.co.nz | www.veteranvintagecars.co.nz
1127 Scenic Drive, Swanson, Waitakere, Auckland

AUCKLAND CAMS

Henry van Vugt

251 Don Buck Road, Massey
Auckland, New Zealand
Mobile: 0274 860 400
www.aucklandcams.co.nz

COMPETITION • RACE • RALLY • PERFORMANCE CAMSHAFTS

WHITEWALL TYRE CLEANER

- Effortless spray on and wipe off
- Restores Whitewall tyres
- Non abrasive
- Eco-friendly
- Available in quart or litre sizes



GMS
HOT RODS
STANCE | STYLE | QUALITY

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