



MODEL A TORQUE

Month: June 2025

Issue Number: 2025/5



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
19 th July	Saturday	Ryders	Dinner and Movie
24 th August	Sunday	Club Run	Details to come
19-21 Sept	Weekend	Club Run	To Whitianga
5th October	Sunday	AGM and Dinner	4pm Remuera Club
7-9 Nov.	Weekend	Annual Hubley Weekend	Taupo

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
5-6 th July	weekend	Wellsford/Warkworth VCC Winter Woollies
13 th July	Sunday	Rotorua Swapmeet
24 th August	Sunday	VCC Daffodil Rally for Cancer

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



Club Captain's Report

This year, NIMAFC kept the wheels spinning and the spirits high. As custodians of the iconic Ford Model A, our members brought passion, polish, and plenty of petrol-charged camaraderie to every meet, cruise, and coffee stop along the way. From the gleam of chrome at sunrise runs to the stories shared over engine bays, 2025 has been a celebration of heritage and horsepower.

It's not just about keeping these vintage beauties road-ready - it's about the friendships, the history, and the shared joy of driving something truly special. Thanks to all who tuned carburetors and turned up with enthusiasm. Here's to many more miles, memories, and Model A magic.

We want to extend our heartfelt thoughts to those in the club who may be navigating a difficult patch at the moment. Please know that you're in our minds and we're wishing you strength, support, and brighter days ahead. May things smooth out in time and lead to a more hopeful outcome.

My patch of the woods, OOgha is slowly getting back on road, what with me doing some smaller things as well. It does take a bit of a backburner as we are still renovating with plans to move on. Something I know we need to do but my heart wants to stay here, since it has been our home for last 43 years where our family grew up. So that is why things possibly are moving slowly. I do know that without saying too much for fear of getting the "handbrake award" one should read instructions from start to finish including turning the last page. One of the problems with OOgha will have sorted itself out now that I have corrected that mistake, so that is a relief. I also do not do the cold well and find it hard working with freezing hands, come on with summer.

A reminder that our AGM is set for October 5th—committee nominations, remits, and club matters will be on the agenda.

That is it from me , take care and I leave you with the following

Why did the Model A join the All Blacks?

Because it already had a *mean boot* and could handle a bit of *rough terrain!*

Why did the Model A bring a wrench to the dinner party?

Because it heard someone mention a *nutty problem* and figured it could help tighten things up!

Wade Alexander
Club Captain, NIMAFC





Ryders Roast Dinner and Movie - Saturday 19th July

177 Riversdale Road, Avondale

6.30pm - \$50pp – bookings essential

Maximum 50 People – Bring your own drinks and glassware

Remember when you used to take your girlfriend out to the movies – well now you can relive that experience. Enjoy a scrumptious roast dinner cooked on the old coal range by Clinton and his staff. Catch up with fellow club members and relax in this warm environment.

Following your dinner you will relax with an ice-cream in an old time theatre and treated to a movie. A very nostalgic night out which brings back memories for us all. This truly is a great evening, very relaxed easy to get to along with secure off-street parking. Payment to Andrew on arrival but you must book.

Please contact Andrew Costello **NOW** by text on 021 943 063 or email him at nimafc.viccaptain@gmail.com. Seats are limited to 50 people.



Winter Woollies Wander Rally 5-6th July

We would like to invite members of the Model A club to join us for this event, whether or not they are VCC members. The event is based around Warkworth this year with the Rally dinner being held at the Warkworth RSA. Entries close 28 June. Please contact Leon 027 423 8122 or email brendda@xtra.co.nz to discuss further or obtain a registration form.

Best regards

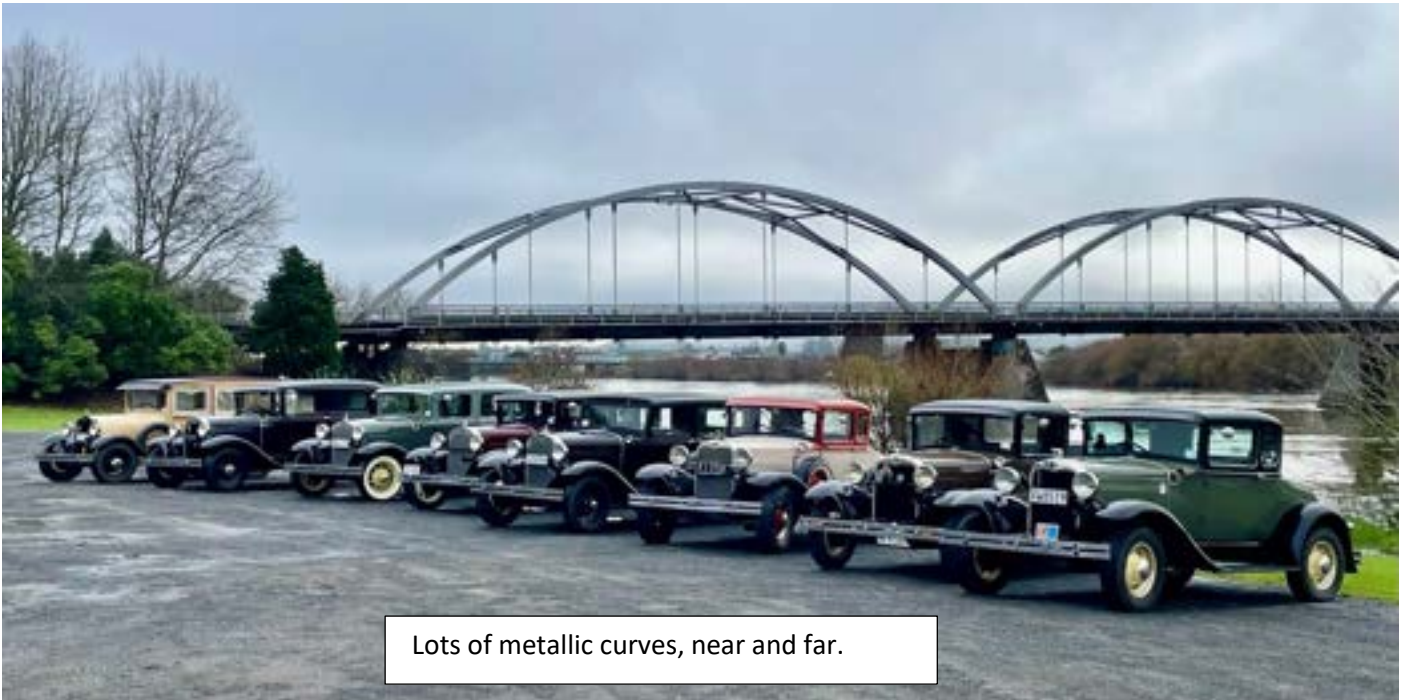
Leon Salt (NIM AFC Club Member)

Wellsford/Warkworth Vintage Car Club (Inc)

Model A members at the Putaruru Timber Museum 14 June 2025

Seven Model As assembled at the BP Services at Drury, departing at 0930 for the long run to Putaruru (151 km). To save time we spent most of the trip on SH1 but made a detour to Rangiriri for coffee and a 'pit-stop' then crossed the bridge to drive down the west bank of the Waikato river to Huntly. We went south from there a short distance to the gravel car park on the river-side so we could have the Tainui Bridge in the background, to get a nice photo of our cars. We then crossed the bridge and headed to Taupiri expecting to find a lot of Field days traffic on the Expressway but it was remarkably quiet.

On the trip south my Pick-up truck was inexplicably overheating despite having a fairly new radiator, new head-gasket and having had the thermostat removed only two weeks ago. The truck boiled on the Bombay hills and again on the long hill up to Te Kauwhata, so the radiator was refilled at Rangiriri and the 10 litre



Lots of metallic curves, near and far.

water container refilled. A further stop before the turn off to Mystery creek was needed for more water in the header tank. Bruce Stratton and Steve Upson followed closely in case more assistance was needed. The diagnosis at that stage was a blocked radiator core with a minimal flow rate of water. Keeping the car below 45 mph prevented it boiling, thus keeping the rate of heat generation below the rate the heat could be dissipated. A good lesson in thermodynamics! More on this later.

To alleviate the boredom of Expressway driving we took Hora Hora road (just south of the large roundabout where SH29 goes to Matamata and Tauranga) to drive the East bank of the Waikato river, a very scenic route. Most of the group arrived about midday at the Timber Museum where Tony and Pam Mannington from Taupo joined the group, along with Graham

and Ollie Thompson. Murray and Anne Ashby had joined us earlier at Rangiriri. The ailing Pick-up truck and I arrived about half an hour later because of the multiple stops and having to 'go slow' to avoid the dreaded boiling. More water was added at the museum and the water container was refilled ready for the later trip home.

The Timber Museum is one of those places that most of us have been guilty of driving past in a hurry in a modern car saying 'oh, we must visit the Museum sometime' but never do! When the 17th Rally Committee members drove past several times on the way to the Wairarapa we decided we had to organize a Club trip to the Museum. It is a fascinating place, needing more than the 2 hours we had to view all the exhibits after having had our lunch (lots of pies and fish & chips etc!) as closing time was 3 p.m.



The history of planting NZ's radiata pine forests and the building of the Kinleith and other mills and the establishment of Tokoroa and other towns to support the now massive timber industry makes very interesting reading, helped by lots of pictures of equipment for felling and extracting the timber. The machine shop has a huge collection of petrol powered and electric chainsaws and massive saw blades and 'four siders' and planners etc. Two massive logging trucks, Canadian Pacific 459A models from 1954 had their own shed. Interestingly, to save money the Kaingaroa Logging Company bought the trucks without engines and used GM truck motors from Army Surplus WWII military vehicles. Steve Driver said these truck/tractor units were known as 'Million Milers' they were so rugged and long lasting.



Another piece of Kiwi engineering ingenuity was the production of 'push-me-pull-you' truck chassis converted to run on railway tracks, with chain driven bogeys made from truck back axle units, for hauling logs on the rail.

The shop had a very nice collection of turned wooden bowls and other ornaments for sale. The Toy Train Museum/working display was well worth the extra \$5 to visit. They had seven different types of miniature electric locomotive brands represented, most running on direct current but one rail was for AC powered trains. The miniature towns, scenes and mountains were expertly made and very realistic. It is the largest toy railway set-up I have ever seen. It would be a great place to take one's Grandchildren for an afternoon of 'awe'!



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Note the small boy enthralled by the four sets of trains meandering around the tracks.

On the way home I decided to avoid the expressway and motorway so I could drive the Pick-up slowly to conserve water and avoid boiling if possible, so I took SH27. Driving at 40 mph was fine, only boiling once at the top of the Bombay Hills, but still with a full header tank of water. The engine cooled down on the other side of the hill and 'we' got home safely despite not being able to see much with 6-volt headlamps along the dark country roads of Whitford! On Matariki Day I decided to check the car's radiator so drained it and then removed the bottom hose/pipe that returns water to the engine.

The idea was to then flush the radiator with the garden hose on 'full-bore' to see how much water came out the bottom pipe of the radiator. I was expecting the header tank to fill quickly and have little water trickling out the lower pipe, but to my surprise two things happened. The first was there was a torrent of water coming out the bottom of the radiator (so flow was good!) and the second surprise was a large piece of thick paint was flushed out onto the ground! This had been lodged in the front hose on the lower pipe in front of where the drain valve is situated and had been lying sideways thus effectively blocking the flow of water back to the engine. The thick paint film had come off the lower pipe at some point in time and probably been left stuck inside the front rubber hose. At a subsequent removal & re-fitting of the pipe the paint film had been pushed in/forward and had come to lie transverse, blocking the flow. This will explain why, ever since I've had the truck, it has tended to run hot and consume water. On our trip to Gisborne and back we had to stop to replenish water twice each way. The problem subsequently got worse when the head gasket blew and had to be replaced, but the overheating continued if driven hard on the motorway, but not if being driven slowly at 40-45 mph. So, that's the story of a partial obstruction to the outflow of a radiator, by dried paint film!

Two photos of the culprit !



Those who attended the trip in addition to those already mentioned were Don Connew, Andrew and Marlene Costello, Terry & Joss Costello and Rae Emus with Bruce Stratton.

Many thanks to everyone for the assistance received for my Pick-up's thirsty habit!

Martin Rees.

MAFFI MINUTE – Maffi's goal is to preserve the Model A and memorabilia.

The Model A Ford Foundation Inc. (MAFFI) Trustees and Executive Director would like to send a big shout out, "THANK YOU" to all the hobbyists who have supported this expansion effort. Without you, this project wouldn't have happened; you preserved history and made it possible to have a fabulous historical learning experience available for years to come! Several Trustees, the Executive Director, the Grape A's Club, and friends of each gave up Memorial Day weekend to move cars, clean up, and set up vignettes-- to get the museum expansion one step closer to being fully finished. It's looking good, and we can't wait for the ribbon cutting in September. The expansion allows for more vignettes of the era (see the attached photos: Dustbowl vignette, school house vignette ---complete with bus in the background). There will be period correct murals on the exterior of the building (see sample attached), a working garage, and so much more. You need to come to Model A Days, September 19th & 20th to see for yourself how awesome his museum has become --thanks to all our wonderful hobbyists! Cindy Ellenbecker, MAFFI Trustee/Secretary



A BIG BREAK IN MASTERTON by Dave and Diane Rees

The Model A 2025 National Rally was a great gathering of around 150 cars. Approximately 10% of those attending had a bit of trouble, and my particular experience was a “never seen before” one that caused some head scratching.

My car is a 1930 Coupe which has had a few modifications to help it perform rather nicely. I love driving it and my wife Diane and I were looking forward to the Rally and had put a lot of time into planning our time away. We left Christchurch early on the Friday morning and easily got to the Picton Ferry without incident, then enjoyed an overnight stay in Wellington.

On Sunday it was just a short hop to Masterton and everything was going sweetly. I was happy with getting 20 miles per gallon and mostly cruising at 80-90 km per hour. We drove past the Copthorne Solway and could see lots of Model As were already there, so we looked forward to catching up with everyone once we had settled in at our friend’s house 6 miles away. We headed towards the Copthorne around 5.30pm making good time to be at the Concourse judges briefing. Then with 2 miles to go - disaster!

I was coming out of a roundabout doing about 15 km per hour, then as I accelerated away there was an almighty noise coming from the engine, it sounded like something breaking, along with dreadful rattling. I knew straight away that I was in trouble so I quickly turned the still running and rattling engine off. I had Garth Moore’s number in my phone and when I called him he suggested I ask Terry Costello for help. Terry turned up in his modern and we were soon being towed at a fairly impressive clip to join the rest of the Model A fraternity at the hotel. Much appreciated Terry, you were definitely the man of the moment! As word spread we got a lot of sympathy for our plight but still felt very sorry for ourselves after all of our planning and preparation. After getting a good deal on the ferry, great accommodation in Wellington and a smooth trip all the way it was a real let down to feel that it might mean the end of the rally for us.

On Monday morning instead of helping out with the Concourse judging, I had my head under the bonnet taking parts off the engine while a number of Model Aer’s stood around and offered a range of suggestions. Eventually Steve Driver suggested that I take the starter motor out and check the flywheel. I did that and found that the flywheel was very wobbly and loose. I later found out that the crankshaft had broken at the flange where the flywheel bolts on. Well done Steve, great diagnosing!



Obviously our car was out of action so we were very grateful when Murray and Anne Ashby offered to have us as back seat passengers for all of the runs. That was wonderful as it meant that we were able to enjoy all of the rally as planned. We really appreciated your help Murray and Anne, and certainly enjoyed our time together.

Whenever we weren’t jaunting around the Wairarapa with the Ashby’s, I was on the phone trying to sort out how to get the car (and us!) back home to Christchurch. My first port of call was the AA, as I’ve been a member for over 60 years now and I’ve also had AA+ cover ever since that started.

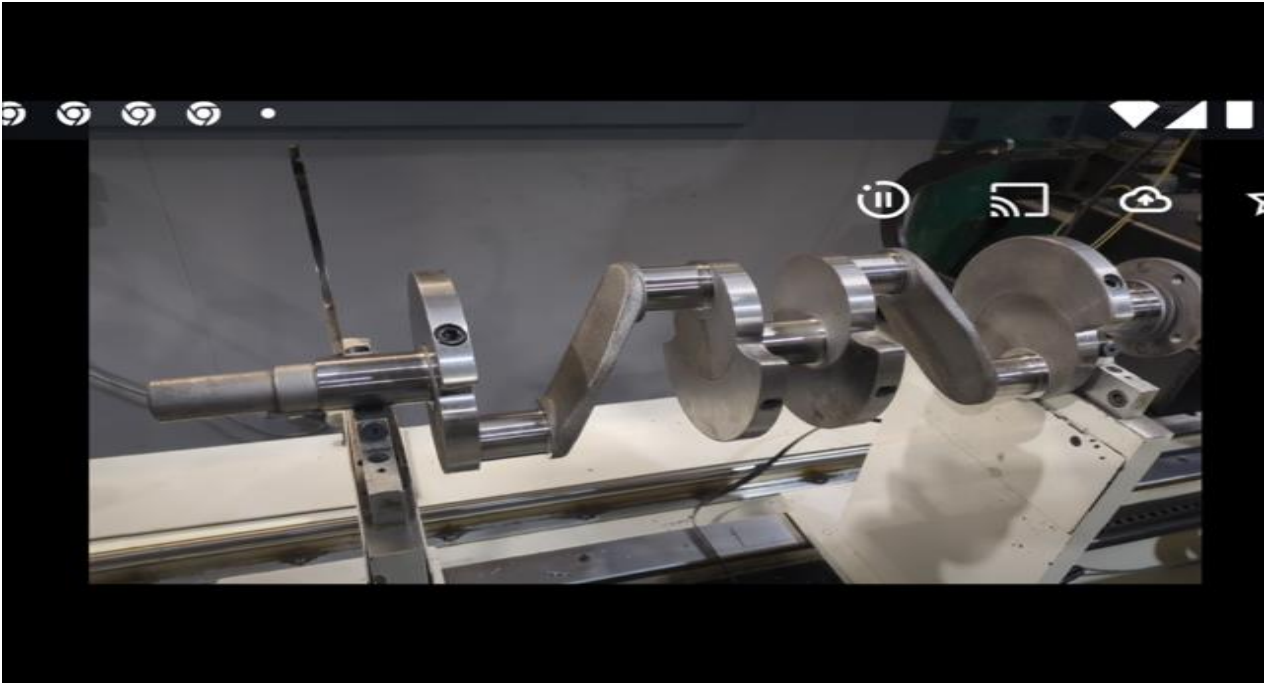
That meant that I was entitled to relocation costs up to a ceiling of \$1500 and they provided me with a couple of quotes to choose from. I accepted a quote for \$1475 to pick up the car on the Friday morning and deliver it to Christchurch a week later.

When the rally was over Diane and I caught the train to Wellington, which was free as we had our Gold Cards, then we flew home to Christchurch. Our return ferry trip was refunded and that covered our airfares so everything balanced out.

Once the car arrived back here I took the engine out, a very difficult job as the flywheel wouldn't let anything out of the bellhousing. After considerable time and effort I got the engine out, leaving the flywheel behind, and this indeed showed a broken crankshaft.



I removed the sump, unbolted the bearing journals and then had a crankshaft to replace. A number of local Model Aer's provided some for the engineer to crack test in order to find one that I could use. The replacement crankshaft that made the grade cost me \$75. However, this needed to have the mains ground to .030 so I had to get new bearings costing \$318. The original existing bearings were .020, still perfect and had only done 3000 miles! My engineer, Dirk at Precision Engineering near Rangiora did a great job of counterweighting, balancing etc etc within a couple of weeks and it came to \$2200 all up. I was delighted that he was able to get the job done so quickly.



Once I picked the engine up I had the bottom of it all assembled within a couple of days, and fitted it back in the car a day later. When I turned the key on and confidently pressed the starter, the engine would have only done half a turn before it fired into life. It's now going like a Swiss watch, it's never been better and I'm just thrilled to be driving it again.

All in all, it was an event that could have turned out much worse than it did. Diane and I will always be grateful for the willing help, interested support and genuine companionship that we experienced. Thanks everyone!

Dave and Diane Rees



Ford Model T – Owner Bruce Waterworth

Even in Alaska – Marty and Anne Perkinson



Our English friends recently holidayed in Alaska and sent us this picture. One of two Model A's seen on their travels. They also commented on seeing a huge number of houses with numerous scrap vehicles parked up outside. A goldmine for car buffs.

Recipe - Nana's Date Loaf

While sorting through some old recipes I came across Nana's Date Loaf recipe. I decided to try my hand at it and see if I could make one just like Nana. To David's delight it has been a staple part of his diet since. Because it is so quick and easy to make you can whip it up while prepping tea. Give it a go I am sure you will enjoy.

Ingredients

1 cup dates, chopped
50g butter, melted
4 Weetbix, crushed
1 cup sugar
1tsp baking power
1 tsp baking soda
1 cup boiling water
1 eggs, whisked
Brown sugar

Instructions

1. Preheat oven to 180C fan bake.
2. Line x 24 x 13 cm loaf tin with baking paper, or use cooking spray.
3. In a large bowl combine dates, butter, Weetbix, sugar, baking powder, baking soda and boiling water.
4. Let the mixture stand for 5 minutes.
5. Stir in egg and sift in flour. Fold all ingredients together until combined.
6. Pour into prepared loaf tin and scatter over brown sugar.
7. Bake for 45-55 minutes or until golden and cooked through.
8. Remove from the oven and allow to sit in the loaf tin for at least 10 minutes before turning out onto a wire rack to cool.

IRISHMAN CREEK RALLY 2025 – by Terry Costello

Howdy all

Type in the link below to see on YouTube the fun Steve Driver and I had on the Irishman Creek Rally 2025.

Steve Driver and I travelled from Auckland in the North Island to Christchurch in the South Island with a ferry crossing from Wellington to Picton. We had deliveries to friends in the South Island, a complete Model A diff for Garry, an overdrive for Ross, an overdrive for Dave and a ring and pinion. Steve needed a pick up wellside made by Glen, this went on the back of our newly named Jack Daniels Pickup (Blackjack Delivery Co.) for the return trip home

They say there was 207 vintage cars (older than 1931) entered in the Rally. There were many makes and models including Austin 7 sports, Dodges, Model T Fords, Chryslers, Rolls Royce etc. and 97 Model A Fords.

Steve and I were in the 1930 Model A pickup with the Jack Daniels signage on the door. Simon the photographer was traveling with Russell Sherwin in the Model A pickup with Sherwin Manor signage on the door, Russell loaned Edgar his Model A coupe, Edgar lost the radiator cap although that never stopped him completing the event, Edgar came up with heaps of excuses as you will see.

Going through a watercourse we picked up part of an old file causing a flat tyre, a quick wheel change fixed that, Steve blamed Andrew Mehrtens for throwing tools into the river. Yeah right.

We were very lucky with three days of clear skies as it was forecast for a heavy polar blast from the South with heavy snow, this arrived after we had arrived back home with many roads closed and travellers being rescued

Enough from me, check out the video and some photos I have taken.

Cheers Terry Costello

Here is the link: <https://youtu.be/Ar6EA2AF0gU>



Photos from Irishman Creek Rally – June 2025



Thank you for these great photos. You may have inspired other club members to enter this challenging rally in 2026.

Headlamp Plugs and Terminals

As documented in the Ford Service Bulletins, below, a change was made to the headlamp plugs and terminals around May 1930. It is a small change in the wire connector ends and the "plug" lengths used with them. If your wiring harness ends and headlamp plugs are from different times, the connection at the base of your headlights may be too tight to connect (frustrating) or too loose to make a good connection (frustrating, as well). See discussion below and adjust the plug dimension as required.

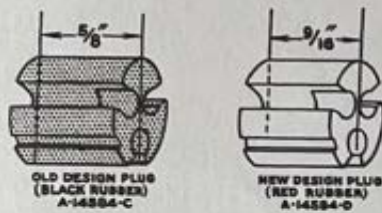


Fig. 908

CHANGE IN HEADLAMP PLUGS AND TERMINALS

A change has been made in the headlamp plugs and the headlamp wire terminals.

The new plug A-14584-D is approximately 9/16" long and is made from red rubber. The old plug, which has been obsoleted, was 5/8" long and was made from black rubber.

The new headlamp wire terminals are of the clinch-on type. They are approximately 1/16" longer than the old design which has been obsoleted (see Fig. 908).

As special equipment is required to assemble the new design terminals to the headlamp wires, the terminals will not be sold through service. If an occasion should arise where it was necessary to replace one of the new terminals, use terminal A-14461-C for making the replacement; this terminal can be installed by hand. Also after present stocks of the old design A-14459 terminals are exhausted, supply terminal A-14461-C for replacements. Fig. 909 shows these terminals.



Fig. 909

Due to the difference in the length of the old and new style terminals and headlamp plugs, the old style plugs cannot be used with the new design terminals, or the old terminals with the new plug.

After present stocks are exhausted, when calls are received for an old style plug, supply the new design plug, together with spacer washer A-14601-R. This spacer washer is

approximately 1/16" thick and compensates for the difference in length between the old and new style plugs. Fig. 910 shows how the washer is installed.

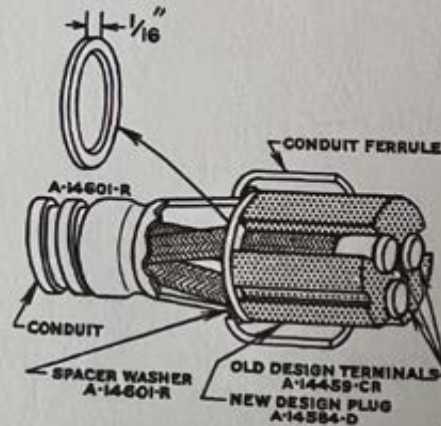


Fig. 910

So, when you are assembling your headlights and the conduits do not want to make a good connection at the base, check the dimensions above and get plugs to match.

Have a Model A Day!
Jim

Ford Model A Era Fashions (1928-1931)

Fashion, like a chameleon, adapts and changes with the times. A striking example of this transformation is evident during the Ford Model A era, spanning from 1928 to 1931. This period, nestled between two significant decades – the roaring 1920s and the challenging 1930s – was a time of transition and evolution in fashion, influenced by societal changes, economic conditions, and cultural shifts.

From Conservatism to Liberation: Women's Fashion Evolution



Pre-1920s: The Era of Modesty

Before the 1920s, women's fashion was a reflection of modesty and conservatism. Garments covered them from neck to toe, and a hat was considered an essential accessory for any outdoor venture. Showing any amount of cleavage was a social taboo, reserved only for women of ill repute.

The 1920s: Flappers and Freedom

The end of World War I ushered in a period of liberation and experimentation in women's fashion. The iconic flapper style emerged, characterized by looser, straight-line dresses that often hung from the shoulders without a defined waistline. Hemlines rose dramatically, revealing legs below the knee – a bold statement for the era. These dresses, coupled with the shorter, bobbed hairstyles, symbolized a new era of freedom and rebellion against traditional norms.



The 1930s: Form-Fitting Elegance

Moving into the 1930s, while the hemlines remained shorter than pre-1920s standards, the dresses became more form-fitting, particularly around the waist. This shift indicated a return to a more traditional and elegant silhouette, albeit with a modern twist.

Throughout these decades, hats remained a staple accessory. However, their designs became simpler and smaller, more form-fitting to the head. In the absence of a matching hat, women often wore decorative headbands.



Men's Fashion: A Subtle Evolution

Men's fashion during this era, though less radical than women's, also underwent noticeable changes. The early part of the century saw men in more formal and structured attire. However, by the late 1920s and early 1930s, men's fashion began to relax slightly. Suits remained the norm, but they were cut a bit looser and offered more comfort than the previous rigid styles.

Children's Fashion: Miniature Reflections of Adults

Children's fashion during the Ford Model A era often mirrored adult fashion. Boys wore miniature suits, similar to their fathers, while girls' dresses echoed the styles and cuts of their mothers' attire.

A Mix of Old and New

One critical aspect of fashion during this period was the coexistence of new trends with older styles. Not everyone was quick to embrace the latest fashion statements. Many people, particularly in more conservative or rural areas, continued to wear styles from previous decades. This mix of old and new created a diverse and eclectic fashion landscape.

The Ford Model A era was a time of significant transition in fashion. As the world moved from the aftermath of World War I into the Great Depression, fashion reflected the changing attitudes and circumstances of society. Women embraced newfound freedom and rebellion, while men and children adapted to slightly relaxed but still structured styles. This period, though brief, marked a pivotal point in fashion history, bridging the gap between the conservative past and a more modern future.

In summary, the fashions of the Ford Model A era were not just about the clothes people wore but were a reflection of the societal shifts occurring at the time. They represented a move towards modernity and change, while also holding onto aspects of tradition and familiarity. This era serves as a fascinating case study in how fashion can both influence and be influenced by the world around it.

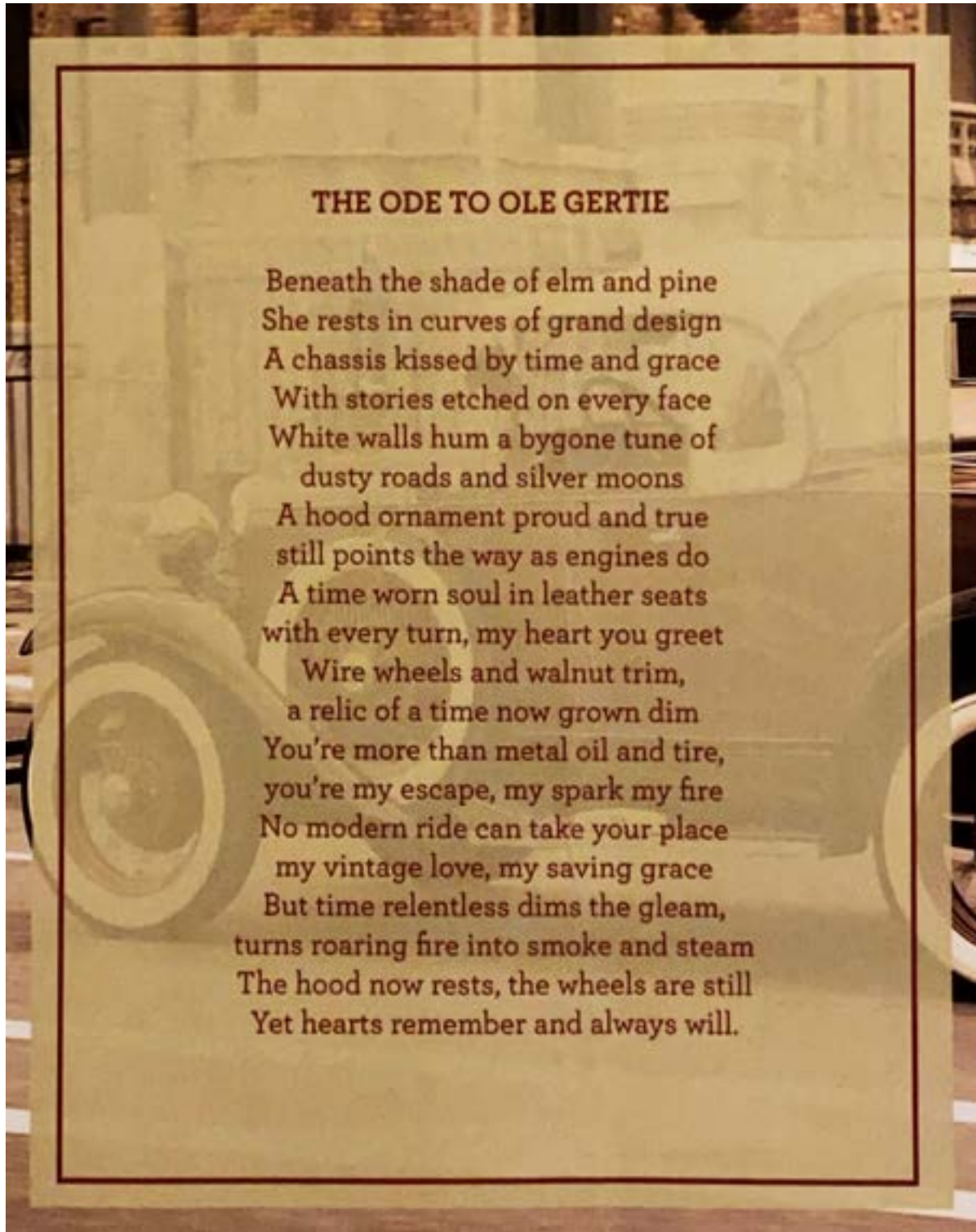
The Slip Dress



These new style chemises which were highly decorative, deliberately sensual and often transparent, became the frontrunner of today's fashion slip. They were made of rayon, crepe de Chine or silk picot, so they were smooth, soft to touch and considered to be the height of luxury.

The Ode to Ole Gertie – by Leanne Hosking

Brian Hosking's daughter-in-law Leanne, wrote "The Ode to Ole Gertie", a tribute to Brian & Kay's 1930 Model A Coupe. Leanne read this heartwarming and touching poem at Brian's funeral service, in May. She kindly agreed to our including it in this newsletter. Thank you, Leanne - it reminds us that Brian was a friend to many and is greatly missed.



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Henry Ford (1863 – 1947)

Henry Ford, at the age of 83, had solidified his status as the most prolific native contributor in the history of the United States. As Edgar A. Guest expressed in his powerful radio homage,

“We are all indebted to him now. Whether rich or poor, in humble or high positions, each of us has experienced an improvement in our lives through his labour. He entered a world where the backs of men were weary and burdened. Through the dreams he pursued and realised, the weight of drudgery was lifted from the shoulders of the humble and transferred to the realms of steel and wheel.”

His Work Was Done.



For Sale

Early 1928 ('AR') Tudor. Good condition. 1970's body restoration needs a paint refresh but no rust and only a few minor dings. Good upholstery. Engine reconditioned in 1999 and reworked 2022 with new adjustable tappets, valves & seats and main bearings adjusted.

Multi-disc clutch converted to machined flywheel, V8 clutch/pressure plate, etc. Gearbox overhauled with new bearings and good, used main & input shafts. New brakes with cast iron drums. New WOF.

Receipts for work and parts from the last 25 years. Includes lots of extra parts, spares (new & used), books, manuals, specialty tools and

shop tools - everything Model A in my shed and under my house is included and must go!

\$29,000 Contact: Mary Jones, 0220 819 435

Deluxe roadster for sale .

Twin side mounts. Extra set of Ford V8 wheels with new tires. Very good condition, drives well. Offers.

Phone Dan Tait 027 5641973



Parts for Sale 30-31 radiator shield is new New price is \$800 Selling for \$500.

The two 21inch red wheels are excellent, the other 2 need minor welding. Chalk marked. \$300

Terry Furness 118 A Tara Road Papmoa

07 5420266



Wanted to Buy

Original tyre valve stems to suit a 1931 Model A Ford.

Contact Richard Morse, email; ironmountain1969@gmail.com or 021 1914 764

Newsletter

Your newsletter this month has been compiled by Karen Thomas in the absence of Rob Brown, Club Editor. We all wish Rob and Trish well during their holiday and I am sure they are enjoying their well-earned break.

If you have any articles or photos you would like to share please forward these to the Editor (email address above). Editors are always looking for news to create an interesting newsletter and you can help us greatly. Technical tips may also assist others so don't keep them to yourselves share them with fellow Model A'ers, you never know when these tips may be needed.

Update - Kay Hosking

Kay is still in Middlemore Hospital however the family feels she has 'turned a corner' and even beginning to regain some appetite. Kay, you are in our thoughts and prayers as you recover. We wish you well.

Update - Ross Bolton

Ross has been in Auckland Hospital having had surgery on his leg. He has now been discharged and at home recovering, albeit slowly. We wish you well Ross and hope you are back to your old self soon.

Missing and being searched for

The "Perpetual Trophy" a National Meet trophy which appears to have gone AWOL. On the small plate is written: '1st Overall Rally', which incorporated a Rally route time trial, and field events.

Contact a committee member.



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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Thank you to all contributors to this newsletter

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I've decided I am not old. I'm 50 plus shipping and handling.

Enjoy reading your newsletter.



Bye for now!