

NORTH ISLAND MODEL A FORD CLUB INC. - NEW ZEALAND

Chapter Members of:



MODEL A TORQUE

Month: May 2025

Issue Number: 2025/4



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
11 th June	Wednesday	Tech Night	
14 th June	Saturday	Club Run	Putaruru Timber Museum
19 th July	Saturday	Ryders	Dinner and Movie
24 th August	Sunday	Club Run	
19-21 Sept	weekend	Club Run	To Whitianga
5th October	Sunday	AGM and Dinner	4pm Remuera Club
7-9 Nov.	weekend	Hubley	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 Woolies
13 th July	Sunday	Rotorua Swapmeet
24 th August	Sunday	VCC Daffodil Day

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



Club Run 14th June to Putaruru Timber Museum



Meet at BP service centre Drury at 9am for a 9.30am departure

Route notes on the day, with some interesting back roads to follow.



Destination is at 1331 SH1 Putaruru (southern side of town)

Museum entry \$7 per person. Entry to large model railway display on site \$5 per person

See nztm.org.nz for information on this interesting museum

Ryders dinner and Movie Saturday 19th July maximum 50 people.

Book your place now by texting or emailing Andrew Costello 021 943 063

Nimafc.viccaptain@gmail.com

Winter Woolies Wander Rally 5-6th July (entry form attached)

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.

Best regards
Leon Salt
Wellsford/Warkworth Vintage Car Club (Inc)

Grand Designs

At the National Rally for those that were interested, we said we would let members know when our episode of Grand Designs will be screened.

Our Grand Design episode will be on TVNZ 8th June 7.30 pm.

Thank you.

Kind Regards

Garry & Fiona Learmonth

Club Captain's Report

As another good newsletter is compiled by our Editor to celebrate our shared passion for the Model A Ford, it is important to acknowledge those who have been an integral part of our club's journey. It is with a heavy heart that we extend our deepest sympathies for the passing of our esteemed past member, Brian Hosking. Brian's enthusiasm, dedication, and camaraderie enriched our club, and he will be fondly remembered. Our sincere condolences go out to his wife and family during this difficult time for them.

I would also like to extend a heartfelt thank-you to those who represented the club with their Model A Fords at Brian's funeral. Your presence was a touching tribute to his legacy and a meaningful gesture that truly reflected the spirit and camaraderie of our club.

Looking ahead, our Annual General Meeting is fast approaching in September. This is a crucial time for our club, an opportunity to reflect on our progress and set the course for the future. I encourage every member to consider stepping forward and standing for a position. Our club thrives on the involvement and fresh perspectives of its members, and your contributions—big or small—help ensure that the spirit of the NIMAFC continues to flourish.

Until then, happy motoring, making the most of these lovely May days. A rainy day doesn't seem so bad when we know there will be clear skies ahead, ready for us to take our cars out and enjoy the road.

What do you call a Model A that won't start?

A Ford-gotten relic!

Wade Alexander
Club Captain, NIMAFC



Club run to Te Aroha by Keith Humphreys

Yesterday we joined the Model A Club on a run to Te Aroha around 120 miles each way going by back roads. To me, the car is still making a worrying rattle, but unable to discern what is causing it, we have decided to keep driving until something breaks. Terry and Joss had plotted an interesting route taking us over some gravel roads we haven't been on in our 63 years of vintage motoring. We ended at Angela and Bill Thomson's place, a grand old villa in very original condition and absolutely jam-packed with Royalty memorabilia. Bill also had a collection of cars, so it made for an interesting day and in stunningly good weather. The Thompson's previously



owned a café which we had visited a few times, called Corragate Café ((gateway to Corromandel) and it too was packed with Royalty and British memorabilia. Dee drove all the way home, and I suspect she prefers to be driving, as I probably drive a little too fast for her liking, and she's still driving even as passenger.



Obituary for Brian K Hosking from Stuart Jordan

We first met Brian and Kay when Diane and I joined the North Island Model A Ford club about 2012. Because we had common interests in old cars, antiques, old and new technology, motorcycling and travel we became good friends.

In 2013 we took an overseas trip and a boat cruise with them. We visited Scandinavia, The Baltic, Russia and England. My job there was often to drag Brian out of museums where he would still be reading every single word on the exhibit plaques long after the ladies had called time for lunch or coffee. Sometimes even when the museum was closing for the day!

In fairness, I, too, liked to take in all the details of Science and Engineering marvels, so used Brian as an excuse to go back in for another look whilst still carrying favour with the ladies.

In London we stayed in Bloomsbury, near where I was brought up and Brian and Kay showed a genuine interest in walking from Kew Gardens (Kay loved the Gardens) across Kew Bridge to Strand-On-The-Green, where I used to live until age 14 when we emigrated to NZ. We saw my Father's grocery shop, now converted to a house. And then had dinner in The Rose and Crown, one of the 4 nearby pubs along the Thames river tow path. Being under age before we left England, I had never been inside it before. As an extra treat, Brian and I met an old man (we were both middle-aged then at 68 and 71 and he was 90) who had his own chair at the end of the bar and knew my father 55 years ago when he was 35 and Dad was 43. Surprisingly his eyes filled with tears when Dad's name Frank Jordan was mentioned. That meeting and the great visit lived on in Brian's memory and he often mentioned it in later years.



This was a rather endearing characteristic Brian had. He would turn over and re-visit "things" that tickled his fancy and pop them out in his deep stentorian voice, at times when you least expected it. Maybe in a cinema while the ads were still on; maybe while waiting for a meal at a restaurant; sometimes when in the car, driving. It could be an event, a statement, some news, a previous discussion, many other things that he relived in his mind. Often with a remonstrance followed by a laugh if he was chiding you for being remiss!

Brian was a pilot and a good driver, having been an avid motorcyclist, as I was. As a driver he was easy to keep up with in a Model A, but in his 2.5 litre Riley it was a different matter!

A Riley was always on my bucket list, so when he bought a beautiful red RMB I followed suit with a less-beautiful light blue one.

I was asked to write an article for the Riley club newsletter about a trip down (up and down, up and down actually) Gentle Annie to Havelock North a while ago. Diane and I followed Brian and Kay, with Kay navigating. I think she must have been using pace notes! From thereon in we called them Stirling Hosking and Kay Moss and I put this in the Riley newsletter.

How Brian was T-boned in his coupe we will never know. He was a very skilful driver and careful too. We had followed him literally all over NZ and never saw a mistake or risk taken.

It was very unfair that he was injured and on top of that had previously endured major surgeries. Unfair too that Kay had 2 years of stress looking after Brian, only to be faced with her own collapse so soon after Brian passed away.

We miss you Brian. You were a good caring friend, always more concerned about how we were than your own health.

You deserve now to Rest In Peace.





Service Hints

Les Andrews - Technical Director

Why Positive Crankcase Ventilation (PCV) ?

There have been several articles written over the past several years in *The Restorer* magazine, *Model A News*, and *Skinned Knuckles*, describing different ways on how to install a Positive Crankcase Ventilation (PCV) valve on a Model A. They have been installed on most all cars since 1963, so why not on a Model A ?

Before installing a PCV valve on your Model A, it is important that you understand the reason for a PCV valve, how it is supposed to function, and most important, what it is designed to do and not designed to do. Some of the ideas on the PCV valve installation for the Model A that have been written about, have been reported to cause major problems with severe oil leaks. Others have reported satisfactory results. Perhaps this article will explain why some are experiencing different results and will give you enough information to make a decision if you want to install a PCV system, and if so which configuration.

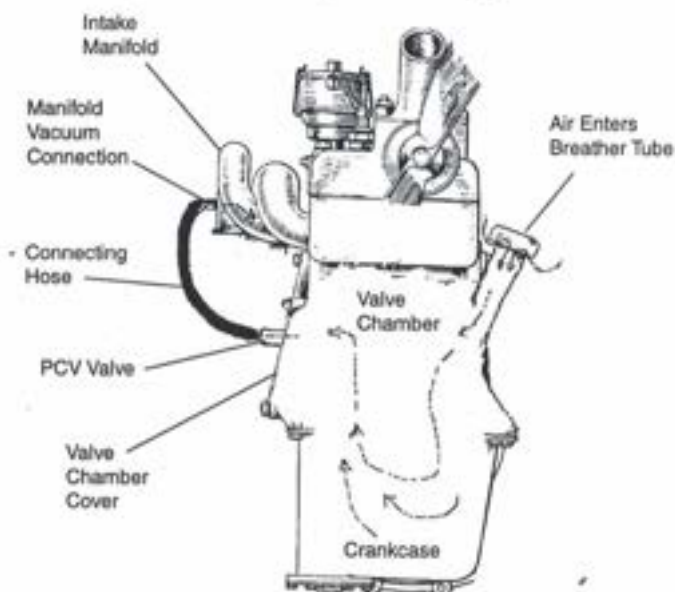
The purpose of Crankcase Ventilation is to remove harmful vapors from the crankcase before they have a chance to unite with the oil to form emulsion sludge. These vapors are caused by engine blowby. It should be noted that blowby exists in all engines. It exists in engines in good mechanical condition, even at low speeds. Blowby volume increases with speed, load and worn engine parts. It is the duty of the Crankcase Ventilation System to remove these blowby gases before they have a chance to mix with the oil and form harmful acids. Blowby fumes are highly corrosive in nature since they contain water, sulfur, chlorine, and other acids which results from the burning of the fuel and anti-knock compounds. Crankcase ventilators provide a means of forcing fresh air through the crankcase to carry off the vapors. The methods used to create this draft of air has varied in different engines throughout the years. The older engines depended on a vacuum buildup behind an outlet pipe, to suck the vapors from the crankcase. These outlet pipes were located so as to remove the vapors from the valve chamber. The bottom of the pipe, located at the rear of the engine, was positioned such that air passing by it created a vacuum, thus sucking the air from the valve chamber. This was known as the **Road Draft Crankcase Ventilation System**. It had one basic weakness in that it operated efficiently only at high road speeds to create the vacuum at the pipe as the air passed by it. At low speeds or idle the air draft was nonexistent, and so the system was not effective.

Later, most states required a Positive type ventilator system, in which the vapors are sucked into the intake manifold through a vacuum-actuated valve. The Positive type ventilation system operates by means of a pressure-sensitive valve (PCV valve). During periods of low vacuum (when the engine is under load), the valve is opened fully. At high vacuum, the valve is drawn closed so that fumes pass into the intake manifold through a calibrated opening in the valve. The PCV valve is designed for a specific

engine displacement and carburetion air flow and vacuum. The air-fuel mixture at the carburetor is calibrated for the amount of air passing through the valve.

In order to control smog, the manifold vacuum system of crankcase ventilation was standard equipment on 1961-1962 cars to be used in California. It became mandatory on all cars in 1963.

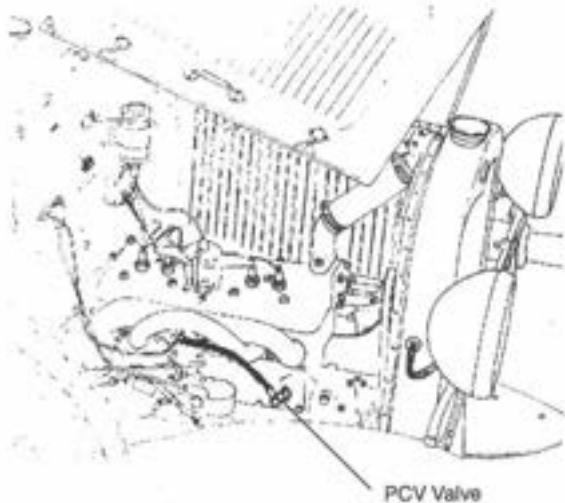
A **Positive Crankcase Ventilation System** operates by means of a vacuum developed in the intake manifold, which "sucks" unburned gases and harmful vapors from the crankcase. These gases should always be removed from the valve chamber. Fresh air is drawn into the system through the oil filler cap (breather pipe).



PCV System Air Flow In The Model A Engine

The Model A engine is somewhat starved for air and is ventilated only through the breather pipe. Because of the "oil splash" system used in the Model A, there is always an oil fog present in the crankcase. During the Model A production there were three changes made to the oil filler pipe baffles in attempt to prevent oil fog from blowing out the breather pipe. After May 1930, the baffles in the pipe were changed to point down and in. This blocked most of the oil vapors from leaving the breather pipe and still produced ventilation. In 1932 the breather pipe was nearly doubled in size and volume as a means to provide better breathing and relieve pressure from blowby in the crankcase, thereby helping to reduce rear main oil leaks.

If you feel the need to install a PCV valve system on your Model A, the one described by George Sprotte of Simi Valley, California, in the March/April 1983 issue, of *The Restorer*, is probably the best configuration for the Model A. This article lists the required components. All early designs of the Positive Crankcase Ventilation systems used in the 60's included an air filter in the oil breather pipe. This allowed clean air to be drawn into the crankcase.



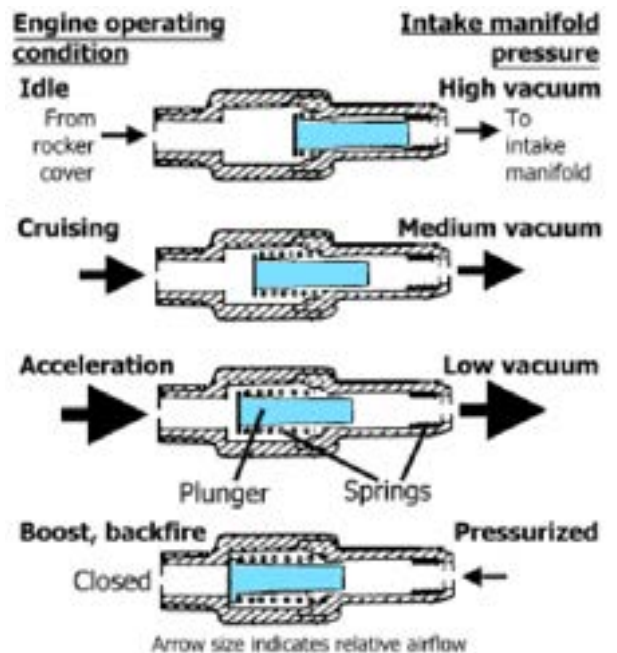
The best results to expect from a Model A PCV system is better crankcase ventilation, resulting in less blowby fumes and oily film from the oil filler pipe, and removal of some of the corrosive gases from the crankcase before they mix with the oil. For this type of ventilation to work effectively, you can not seal off or restrict the breather pipe. Restricting or sealing off the breather pipe can result in a more severe rear main oil leak, caused by excessive pressure buildup in the crankcase. This type of PCV system is not a fix or cure for rear main oil leaks. The more your engine is worn and generates more blowby from around the pistons and rings, the more ineffective the system will be, due to excessive pressures in the crankcase. The PCV system does not create a vacuum in the crankcase. It is designed to reduce air pollution by recycling crankcase gases back through the intake manifold to be burned. The cure for bad rear main oil leaks is to rebuild the engine to eliminate excessive blowby and tighten up the clearance at the rear main bearing.

Why Crankcase Ventilation ? To help reduce smog and ventilate some of the corrosive gases from the crankcase. If you decide to install a Positive Crankcase Ventilation system on your Model A, do it for the right reason and you won't be disappointed. Installing a PCV to correct a worn out engine may result in a worse problem than you started with.

Editor's summary.

At our last club tech night there was much discussion on the merits of these valves. While this editor enjoys the challenge of driving his Model A as 97 year old technology, the subject is interesting. The consensus last Wednesday was to use a hose taken from the engine side cover via a PCV valve to the inlet manifold. All modern systems like this use a valve calibrated to the characteristics of the engine, and the effectiveness and benefits depend almost entirely on this. The inlet manifold vacuum and crankcase pressure work against a spring in the valve to open partially, fully or close it. Too much vacuum and the oil mist lubricating the valve stems and bearing thrust faces may be lost. So, the choice of the correct PCV valve for the Model A is important.

Another option is to take a hose from the engine side cover direct without a valve, to an air cleaner fitted to the carburettor. All this was gleaned from the Ford Barn website, particularly a post by Mike Keating after searching the site for posts on crankcase ventilation.



Membership applications from the three longest memberships



UNRESTORED CONDITION (LEFT HAND SIDE)

1. NAME OF PRESENT OWNER PALM F. SMITH
2. ADDRESS COATESVILLE ALBANY TWP.
3. PHONE NUMBER ALY 229
4. YEAR AND MAKE OF CAR 1930 MODEL A FORD
5. YEAR OF PURCHASE BY PRESENT OWNER OCTOBER 1976
6. CONDITION OF CAR/TRUCK WHEN PURCHASED TIDY-NEEDED REPAIR
7. IS CAR AT PRESENT IN A RESTORED CONDITION BEING RESTORED
8. NUMBER OF OWNERS 18
9. PRESENT MILEAGE READING 57398 mls
10. REGISTRATION NUMBER AZ 1711
11. AREA OF DISTRICT OF ORIGINAL REGISTRATION PUKEKOHE
12. REASON FOR PURCHASE LOVE OF OLD FORDS.
13. ENGINE NUMBER CA 37201
14. BODY NUMBER _____
15. BODY STYLE MURRAY TOWN SEDAN
16. DO YOU POSSESS ORIGINAL OWNERSHIP PAPERS YES.
17. GENERAL COMMENTS HOPE TO HAVE COMPLETED BY JULY 1977 HALF OF RESTORATION DONE WHEN PURCHASED. HAS SIDE MOUNTED SPARE. I ALSO OWN A TRUCKED TOURER.



UNRESTORED CONDITION

1. NAME OF PRESENT OWNER M.G. ASHBY
2. ADDRESS 28 GOLDERS RD. UPPER HUTT
3. PHONE NUMBER 88 337
4. YEAR AND MAKE OF CAR 1930 MODEL A
5. YEAR OF PURCHASE BY PRESENT OWNER 2nd August 1975
6. CONDITION OF CAR/TRUCK WHEN PURCHASED UNRESTORED
7. IS CAR AT PRESENT IN A RESTORED CONDITION DISMANTLED
8. NUMBER OF OWNERS _____
9. PRESENT MILEAGE READING 132697 mls.
10. REGISTRATION NUMBER DT. 1420
11. AREA OF DISTRICT OF ORIGINAL REGISTRATION _____
12. REASON FOR PURCHASE LOVE OF RAG TOP 'A'S
13. ENGINE NUMBER CAO 3896
14. BODY NUMBER 7F 1040
15. BODY STYLE ROADSTER
16. DO YOU POSSESS ORIGINAL OWNERSHIP PAPERS NO.
17. GENERAL COMMENTS BOUGHT TOGETHER WITH NO 3 (AN OPEN CAB
CARRIAGE MADE TO TRUCK) FROM CHCH. WILL RESIDE BOTH ROADSTERS
AND MAKE ROADSTER PICK-UP OF NO 3 (HAVE A WELLSIDE)



UNRESTORED CONDITION

1. NAME OF PRESENT OWNER CON RUSSELL PAGE
2. ADDRESS 477 KIMBOLTON ROAD FEILDING
3. PHONE NO. 4345
4. YEAR AND MAKE OF CAR 1930 FORDOR SEDAN
5. YEAR OF PURCHASE BY PRESENT OWNER 20th MARCH 1973
6. CONDITION OF CAR/~~TRUCK~~ WHEN PURCHASED NOT GOING
7. IS CAR AT PRESENT IN A RESTORED CONDITION NO, BEING RESTORED
8. NUMBER OF OWNERS UNKNOWN
9. PRESENT MILEAGE READING 19865
10. REGISTRATION NUMBER _____
11. AREA OR DISTRICT OF ORIGINAL REGISTRATION UNKNOWN
12. REASON FOR PURCHASE TO RESTORE
13. ENGINE NUMBER CAE 381
14. BODY NUMBER _____
15. BODY STYLE FORDOR SEDAN
16. DO YOU POSSESS ORIGINAL OWNERSHIP PAPERS NO
17. PLEASE SUPPLY PHOTO (IF POSSIBLE)
18. GENERAL COMMENTS _____

The 1993 Model A Ford Takeover of Te Aroha



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Where is the rest of these 60 cars?

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, 02208194351930

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

There may not be another newsletter until August as the editor is skiving off overseas soon until the end of July. The club email list is a beast to be grappled with but that will be overcome and you will be kept up to date in the meantime.

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
please 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).**

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



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