



NORTH ISLAND MODEL A FORD CLUB INC
NEW ZEALAND

Model A Torque

April 2026

Issue No: 2026/04

Chapter Members of



Lest we forget

MAFCA

*Winner Best
International
Newsletter
2025*



DAYLIGHT SAVING FINISHES SUNDAY 5 APRIL AT 3AM

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 through the use of the Model A Ford.

Membership is open to anyone with a sincere interest in the Model A Ford. Ownership is not a prerequisite.

Website: www.modelafordclub.co.nz

CLUB EVENTS



APRIL

- Wed 15 Tech Night – Shane & Grant Barry.
Sun 19 All Ford Day Ardmore Airport. Page 4.
Sun 26 Easter/Anzac Run – Taitua Arboretum and The Berry

MAY

- Sat 2 Social Evening at Remuera Club. Page 8.
Wed 13 Tech Night
Sat 16 Mother's Day Run

JUNE

- Wed 10 Tech Day Pioneer Aviation

JULY

- Sat 18 Ryders Dinner & Movie
Sun 26 Henry Ford Model A Day

AUGUST

- Sun 6 Father's Day Run

SEPTEMBER

- Sat 19 Concourse Model A Day

OCTOBER

- Sat 3rd Cornwall Heritage Day
Sun 4th AGM – VCC Rooms Penrose

NOVEMBER

- Sun 29th Club Christmas Party



NON-CLUB EVENTS – These may be of interest to some members

- 12 Apr *North Shore Vintage Car Club Open Day & Car Show*
19th Apr *Waiuku Steel n Wheels*
30 – 31st May *Irishman's Rally, Fairlie, Canterbury*
20 Sep *All Ford Day Claudelands*
26 Sep *Race For Life Hampton Downs*

**Print this page off for reminders and stick to
your fridge!**

Do not forget to visit the Club Website, click on the Events Calendar. If you are unable to use the website and have questions a committee member would be only too willing to assist. Give them a call!!

Committee Report



Hi Model A folk.

At our monthly committee meeting this month we discussed not only the great West Auckland run organised by Mark and Megan Corbett but the organisation of upcoming events. We had a great turnout of members and we thank all our members for joining us. We have decided to hold a Social dress-up get-together at the Remuera Club Saturday 2nd May. This evening will also include games including Bingo. Members are being asked to dress up – the top half being what you wanted to be when you left school and the bottom half being what you ended up doing for a job. Yes, it will be funny and we expect to see some hilarious outfits. Prizes to be won on the night. We also discussed the issue of ‘Club Captain’ however as half of the committee members were absent from the meeting it was appropriate to wait until a full committee was present. Mark Corbett is now in charge of our club trophies and awards for the year. Shane Hegh and Grant Barry will be running a technical night in April. It was decided to discontinue our membership with the Remuera Club at the end of June. We have booked the VCC rooms in Penrose for our AGM this year.

Karen Thomas

NIMAFC Committee

Editor's Comment



Hello to all our Model A Friends

This past month has been quite busy with the organisation of two runs in March and many write-ups to publish for the newsletter. Once again I thank members for sending through their stories for publication. We have many good comments coming through regarding the articles published and I thank you all for your efforts. The story about the Hippie Trail in Reverse last month gathered a lot of attention. In fact those mentioned in the story held a Model A Reunion in Waikanae on 3rd March and emailed Martin Rees asking for any members to bring along their Model As. Martin duly forwarded them details of some club members in that area, some of whom I believe attended. Maybe some of those who attended could send me a few lines for publication outlining their day. Rob Brown had also heard the interview of their journey on Radio NZ and had made contact with one of the drivers noted in the story. Following the article there has been a flurry of activity bringing up many coincidences. I guess that is what makes the job of ‘Editor’ an interesting one. A social evening is being organised for 2 May. It’s a chance to relax, connect and be surrounded by great company. Come for the laughs, stay for the memories – you’ll be glad you came.

Bring along your friends and put your name down now.

Karen Thomas, Editor

Email: nimafc.editor@gmail.com

ALL FORD DAY ARDMORE AIRPORT – Sunday 19 April 2026

Ardmore Airport 500 Harvard Lane Ardmore Papakura

This is the annual ALL Ford Day car show for ALL Ford owners & Ford enthusiasts any Ford or Ford powered vehicle will do the trick. The organisers have booked more display car parking and public parking areas after last year's tremendous turnout. They certainly plan to repeat such an event and fill all areas with as many Fords as they can get! Proceeds will be donated toward helping support The Kiwi Kids Charity. Find out more about what they do HERE www.kiwikidscharity.org.nz.

Display Car and Driver - Free Entry **from 8am**

Under 13 year old – Free Entry

Display car passenger entry \$10 per person

Public Entry \$10 per person **from 9am**

Eftpos payment available on the day or Cash accepted

Entry to the event is via the Hamlin Road main Ardmore Aerodrome entry. Due to the 8am entry for club display vehicles, if you are interested in attending please do email Karen nimafc.editor@gmail.com so we can organise a meeting place. Pending the numbers interested in attending we would possibly meet approx. 7.30am in Hill Rd, Manurewa, if not see you there.



SUNSHINE REPORT



On St Patrick's Day David and myself shared a Guinness and a wine with Ross Bolton, Club Member. Unfortunately, Ross is in the hospital part of the Amberlea Care Home in Algies Bay with a foot infection which he is unable to conquer and now requires constant hospital care to get on top of this.

He is in good spirits and receiving a lot of attention from the nurses. He said to David "I am glad you came with all the talking I forgot about my foot". Strong dose of medicine that day. Get well Ross, we wish you a speedy recovery and happy thoughts. It won't be long before we see you joining us again.

Karen and David Mossman



WELCOME

We welcome new members Larry & Gayle Hill, Waimauku, Auckland to our club. Larry & Gayle own a 1930 Roadster. It was a pleasure to meet with you on the West Auckland run and we look forward to sharing many more club runs or tech nights with you. If you have any questions please feel free to reach out to us.

West Auckland Run - Sunday 22nd February 2026

About thirteen Model A's and a modern or two assembled at Massey Domain around 9 am. After the usual meet and greet Megan and Mark Corbett explained the rules and handed out the Run and Quiz sheets. Checking out of all the cars there was at least one new member, a green roadster owned by Larry and Gayle Hill. We set off at 9.30 am under a partly cloudy sky .



Initially we meandered through the backroads of Massey, Swanson and Waitakere and then headed towards Bethells Beach. This is where we came to the most challenging part of the drive being the ascent and descent along Te Aute Ridge Rd but it was worth it with a magnificent view at the top of the climb.

All cars made it through unscathed but a few comments about the smell of overheating brakes were made at the next stop ! We then headed back towards Swanson and after a few turns into the Henderson Valley area we made our way to Scenic Drive via Mountain Rd (another narrow steep one!) and then 10km or so past the TV Mast to the Arataki Centre for a break; Scenic Drive certainly lives up to its name as the scenery /native bush is amazing.

We stopped at the Arataki Visitor Centre at around 11.15am for about 30 minutes to stretch our legs, have a pit stop, explore the centre and take in the views from the decks. What a great asset for the Auckland region.

The next three hours were spent outside under the umbrellas enjoying a drink, tapa style food and of course the company of club members.



A few didn't complete the run but joined us at Botega Eatery. Only briefly were we interrupted by the grumpy landowner on a quad bike who was complaining about some cars parking in front of a gate – he was an old family friend of ours so all was good ! Big Thank You to Mark and Megan for coming up with a well organised and enjoyable run. *Victor and Tony Yukich*

ST PATRICK'S DAY RUN – Sunday 15 March 2026



Jim Corbett and David Mossman

A group of 27 members decked in their green attire met for a short run to Te Kauwhata and Rangiriri for lunch. After receiving their directions and a St Patrick's Word Jumble puzzle we all departed on our run. Parking up in Te Kauwhata outside the Village Green members were free to walk around, chat or have a drink. Whilst doing this we were approached by two locals Merv Thompson and Chris Alexander. Merv (an Irishman) briefly spoke about the 7-8 Model A Ford's he owned in his early days and Chris ran a suspension business around the corner and invited club members to call in for a look. This invite was taken up with interest and we all headed to Suspension Tech Ltd. Unfortunately, time was not on our side but the men were all able to view the premises and gain an insight into the business. Moving on we drove through the newly created Lakeside Development around Lake Waikare. This development of high-quality homes is being built in 5 stages.

Lakeside has been master planned by Winton and housing development is being run by Kainga Ora – Homes and Communities. It does have tight design control guidelines.



Arriving at Fixate Eatery for lunch, which had been pre-ordered, we all made ourselves comfortable for the afternoon. A question sheet was given to all the men – trying to find 'Who was most like a Leprechaun' in the Club. Thank you Marty Perkinson for scoring the sheets and Steve Driver for scrutinising the winners as there were some questionable answers. The winner of this was Keith Watson even though he couldn't prove he was wearing green undies. With all the 11 words in the Word Jumble relating to St Patrick's Day - no one won the game. There was one word 'crmha' which everyone wrote down as 'charm' when in actual fact it was 'March'.

During this fun the meals were gradually being brought out one by one and were devoured quickly. The food was delicious and worth the wait.

With meals eaten we began a game of 'BINGO'. There were no quick winners with some questioning whether it was 'Irish Bingo'. The winner of this game was Kay Hosking. Congratulations to all our winners on the day. After a nice lunch and a great day we all headed home. Thank you to all those who attended and helped make this an enjoyable day.



RECIPE OF THE MONTH - FUDGE CAKE

- 1 Cup Flour
- ½ Cup Sugar
- 1 Tbsp Cocoa
- 2 Tbsp Walnuts (chopped)
- ½ lb (250g) Butter
- 1 Tsp Baking Powder
- ¾ Cup Coconut
- 2 Weetbix (crushed)



Mix all dry ingredients in a basin and mix with melted butter and 1 Tbsp boiling water. Press into lined baking dish and cook for 25-30 minutes at 180 degrees. Ice with chocolate icing while hot.

This recipe can be adapted to your own personal taste. Try replacing the cocoa for oat bran or flour and ice with orange or lemon zest and juice. Swap out the walnuts for Macadamia nuts

Supplied by Margaret Watson





SOCIAL EVENING WITH DINNER

Saturday 2ND May 2026 - 6.00PM

Remuera Club, 27 Ohinerau St, Remuera

BRING ALONG YOUR FRIENDS

Come along and join us for a social evening and celebrate . There will be a variety of games including BINGO, a raffle and much more. A buffet dinner will be served.

It's a chance to relax, connect and be surrounded by great company. Come for the laughs, stay for the memories – you'll be glad you came.

Theme for the evening:

'DRESS TO IMPRESS'

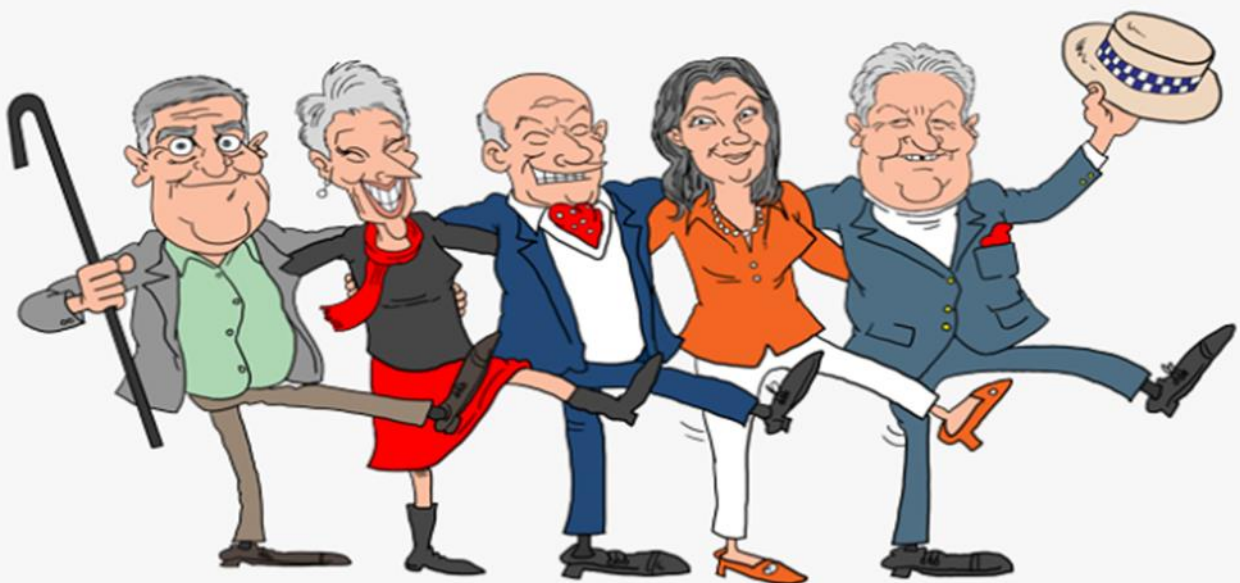
- the top half wear something showing us 'What you wanted to do for a job' when you left school.
- the bottom half 'What you ended up doing for a job'.

Should be some good lookin' couples

COST: \$52 per person (payable on night) Limited to 40 people. Support your club now.

Closing Date for Numbers - WEDNESDAY 15 APRIL 2026

It is important for catering purposes that you let Karen know names and numbers of those attending by Email: nimafc.editor@gmail.com - Ph 027 419 0191



BONNIE & CLYDE – a breakdown of the efforts that went into creating this ‘Movie Theme’ earning the club 2nd place at Ellerslie Car Show

After we decided to go ahead with the Bonnie and Clyde Movie theme my first task was to learn about the history of B & C from my Google search and making suitable notes. I then watched the movie with subtitles turned on so I could write down Bonnie’s poetry, having to re-wind and re-run the movie several times to get all the words written down accurately. Poems were then typed and laminated for display.



Barrow's enthusiasm for cars was evident in a letter he wrote from Tulsa, Oklahoma on April 10, 1934, to Henry Ford:

"While I still have got breath in my lungs I will tell you what a dandy car you make. I have drove Fords exclusively when I could get away with one. For sustained speed and freedom from trouble the Ford has got every other car skinned and even if my business hasn't been strictly legal it don't hurt anything to tell you what a fine car you got in the V-8."

There are some doubts about the authenticity of the letter. However, it is displayed in the Henry Ford Museum.

Bonnie and Clyde were notorious American ‘gangsters’ who killed 9 law enforcement officers and at least 3 civilians in a crime spree over four States in the early 1930’s. They had a penchant for stealing Model A Fords and later the early 1932 Ford V8s. Clyde was so impressed with these V’s he even wrote a letter to Henry Ford complimenting him on their speed and handling (which made them good ‘get-away’ cars!)

As I felt we needed a banner to attract crowd attention I scoured the advertising images used when the film was originally being released and sent a selection of these to Rosie and Alhana at ABC Photo signs. They designed and produced the excellent banner, with the printing of it being finished only 3 days before the Ellerslie car show.

Alayne helped by searching Temu for ‘bullet-hole’ stickers and ‘broken window’ stickers, discovering that you could buy B & C posters through Temu as well, so a couple were purchased and stuck onto sheets of MDF fibre board.

To also help theme our display we needed some photos of B & C and their guns and stolen cars which I was also able to find on the internet. These were downloaded, printed and laminated so they would be waterproof in case there was rain on show day. We posted these images on the windscreen of our assembled cars alongside copies of Bonnie’s poignant poetry.





"I'll be there on Sunday morn, 7.30am. Good to know the posse team are ready for the ambush. Tell them to stay off the moonshine tonight - I want em sharp as tacks tomorra. Especially the big one that camps up in the Ranges. There has been some effort and thought into shootout with them varmits. Well done fellas." Email received from The Sheriff (Ralph) night before event

Ralph volunteered to be Frank Hamer the Louisiana Sheriff who with his posse of 5 deputies was responsible for the ambushing and shooting of B & C. Apart from David and Karen who took on the roles of Clyde Barrow and Bonnie Parker, the rest of our team of Model A drivers acted as the Sheriff's Deputies and wore black pants and shoes with white shirts topped off with Sheriff's Deputies hats purchased by Martin from a Botany \$2 shop!

To complete the realism of B & C, the Sheriff and his deputies we needed lots of guns, the Sheriff and each deputy carrying one pistol and one rifle or shotgun each. Long muzzled pistols were needed for B & C, including shotguns and rifles.

As it was difficult to source even toy guns Martin decided make 8 pistol and 8 shotguns out of wood. To get the proportions of the armaments correct Martin made scale drawings of B & C's weapons taken from photos of B & C with their assorted guns. They also had sub-machine guns but Martin decided it would be too difficult and time consuming to produce wooden machine guns.

Full size patterns of short and long muzzled pistols and pump action shot guns were made then drawn onto rough sawn fencing timber (which was about 1/3rd the price of 'dressed' timber). The shapes of the guns were cut out with a battery powered jig saw then filed to shape, sand-papered smooth then spray painted machine grey. The shotguns had to be masked so the wooden stock and pump handle could be painted brown to mimic the wood of the real weapons.

Each shotgun took 2 hours to make and paint, the pistols taking just under 1/2 hour each. That meant 20 hours of shed time for the Club Secretary! Martin bought a flashing orange light to go on the top of his Tudor being used as the Police chase car as red and blue flashing lights are very hard to find for obvious reasons! Some time was spent organizing the 8 Model As and their owners to attend the show.



Terry Costello, Don Windley, Errol McAlpine, Stephen Upson, Victor Yukich, Ralph Levinson, Martin Rees

Martin also took a smart TV that could be run off a 12 Volt car battery via an inverter with the intention of showing the ambush of B & C and the 'kill scene' from the movie. Martin had downloaded this to his cellphone and it was to be synced with the TV via Bluetooth, however it was raining about the time the judges were inspecting our site so the TV was not put on display due to the fear of getting it wet!

The judges say we lost a few points for not establishing the connection between the movie and our display very well, so if it had not been for the rain we may have won first, not second prize!



Stephen and Kay Upson kindly offered their Fordor Model A to be the 'death car'. Karen and David organised mannequins that they dressed as B & C and we all met on Sat 7th to put the 90 'bullet-hole' and 'broken-window' stickers on the Fordor and install the mannequins (minus their legs as they would not bend and could not fit in the space available in front of the front seat!) - **Martin Rees**



Once I decided to participate in Bonnie & Clyde it was press button 'GO'. Mannequins were hired, the second hand clothing stores were visited, wigs purchased, the painting of scenes and headstones with fencing surrounds were made. Not to forget the inscriptions. David purchased fence palings cut them to size and painted them white. Once this was completed they needed to be screwed together to make the grave surrounding. Paving stones were used for their headstones with Karen preparing the wording for these. Having never painted before the challenge of sketching and painting the diorama's was attempted with great courage. A trip to Resene to gather paint pots and paint brushes was undertaken and the challenge began. These took about a month to complete but enjoyable and relaxing with a NOD to the saying 'You don't know if you can do it until you try'. We both enjoyed participating in this club event and found that all the effort put in by club members was well worth it. The comments the club received from the general public was overwhelming. The cars were very well presented and drew a lot of attention. Thank you to everyone who participated on this day. Without you Martin and myself would not have been able to bring this together and create such an overwhelming display. Congratulations on winning second place, a first for the Club. Well done!!





Aim to have bright headlights

It's easy to see even better than drivers in Henry's day.

by Paul Shinn

The easiest and possibly best safety upgrade for your Ford Model A may be the conversion from incandescent to LED headlights. Thankfully, there are several choices for plug-and-play LED headlights for both 6- and 12-volt electrical systems, and they are becoming more and more affordable.

This upgrade is as easy as eating tortilla chips. You won't even need any tools to perform it, just your fingers.

The first step is to push the spring-loaded headlight lens keeper back and down, releasing the headlight lens and retaining ring, as shown. Next, pull the lens forward and then up off the tab at the top and it will come completely off. Set it somewhere safe and out of the way.



1. Push the spring-loaded headlight lens keeper back and down, releasing the lens and retaining ring

rotate counter-clockwise ("unscrew") about one-eighth of a turn, then pull forward and out of the socket.

Take the new LED bulb and plug it into the headlight socket by pushing in slightly and rotate clockwise ("tighten") until it locks into position.



2. Push in slightly and rotate clockwise ("tighten") until the LED locks into position.

bulb and turn it over and reinstall. Now the LED bulb should have one row lit up on low beam and both rows on high beam.

Once you have done both headlights, reinstall the lenses and adjust the focus screw on the back of the headlight bucket for the smallest light image on a wall in front of the car. ☹

Remove the old light bulb and save it in case it's needed later (or by someone else on the next tour). To remove, push in slightly and rotate counter-clockwise ("unscrew") about one-eighth of a turn, then pull forward and out of the socket.

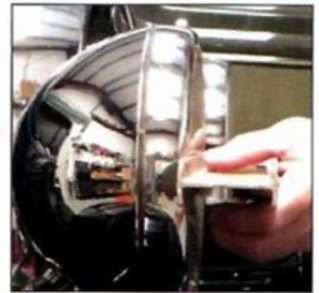
Turn on the headlights on their low beam setting (first click to the right) and see if just one row or both rows of LEDs is lit up. If both rows are on (high beam mode), remove the LED

Ford Service Bulletins outline a complex way to align headlights that involves calibrated marks on a calibrated wall, etc. Here's a super easy and quick way.

Slightly loosen the headlight bar nut under each headlight bucket. You want it loose enough that you can manipulate the bucket and move it, but not so loose that it flops around.



Place a long straight object, like a pipe, two-by-four board, or a long carpenter's level as a straight-edge across the front of both headlight buckets. Make sure it goes all the way across both headlight buckets. Move the buckets until the fronts are square against the straight edge. That takes care of the horizontal alignment.



Here's the one place it's good to be just about half a bubble off level.

Vertical alignment is a bit different, and you'll need a bubble level. Place the level vertically (up and down) on each headlight lens and align it so the headlight points down just about half of a bubble from level.

Do the same for the other headlight. Once done, tighten the nut under each bucket to lock it in place.

Re-check the horizontal and vertical alignment to make sure nothing moved when you tightened the nut. If they're still where they are supposed to be, you're done! ☹

Paul Shinn, MAFCA's Technical Director, lives in Valley Springs, Calif.



CLOCHE HATS

By Harriet McNeill, Era Fashion Committee Member

Have you heard this term? Just what is a Cloche hat that we hear so much about during the Model A era? And do we know what we are looking for when we go to a swap meet or antique store? We are always trying to find the perfect headgear to coordinate with our newest fashion find. Maybe we want to be judged and we need a "Cloche Hat?"

'Cloche' is a French word – meaning "bell." It is a bell-shaped close fitting hat and was designed by a milliner named Caroline Reboux in 1908. It was popular during the 1920's and was worn throughout the Model A era, although there were changes as to how it was worn on the head.



In 1928, the hat was worn low on the forehead and was to give the appearance of a small head.

In 1929 you might see a small wisp of hair. The eyebrows and forehead were beginning to show.



1930 was a time for a new look but not everyone was ready to jump at the newest. They were best described as 'off the face.'



By 1931 women were wearing their hair longer. The cloche hat was worn either brimless or the brim flared away from the face.



A variety of fabrics such as felt (worn year round), straw, fur, satin and velvet were used and a hat was a necessary addition to complete an ensemble.

MODEL A ADVENTURE IN TWO MODEL A FORD'S –THE HIPPIE TRAIL IN REVERSE – 1973 – Part Two

The drive to the old Imperial capitals of New Delhi and Shimla were comparatively leisurely, and the cars both proved reliable heading up into the foothills of the Himalayas. A greater challenge awaited at the Pakistan border. Tensions were high enough at the Wagah border crossing in the early 1970s that it was only open for limited time on a Wednesday. After hours of wrangling with officials, the Fords were finally allowed on to the half-mile stretch of no-man's-land, before hours more waiting on the Pakistani side.

Creaking wheels on the Model As betrayed broken spokes that were duly welded up at the first major city, Gujranwala. Throughout the trip, the strange Kiwi cars proved to be an attraction to locals, although someone did make off with a pair of sleeping bags, tools and the hydraulic jack in the commotion. "We found the general mood in Pakistan to be fairly anti-visitor," remembers Lyndon, "and the women in our group were seen as a novelty, which became quite dangerous at one point."



The Ford Model A pair on the road in Pakistan



Poor roads took their toll, and wooden blocks were needed to shore up the Ford Model A Fordor's chassis

The group made the decision to motor towards Afghanistan as quickly as possible. The party had to wait for their visas to be processed once they reached Islamabad, however, giving a chance to explore some of the mountains in the area. Jim's Model A was hit by a truck during this time, flattening its rear wing. Three toll gates blocked the route to the mountain resort town of Murree, and the price doubled at each one. "At the second gate we decided to try and get through without paying, so I carefully explained to the guard that President Bhutto had given us permission to travel free of charge," says Lyndon. "Quick-thinking Liz passed over a letter written by the Pakistan High Commission in Auckland, telling us of he latest petrol prices. "The guard held the letter upside down, pretending to be able to read it, nodded and waved us through."



Long stretches without fuel stops proved a challenge for the Ford Model A pair in Afghanistan

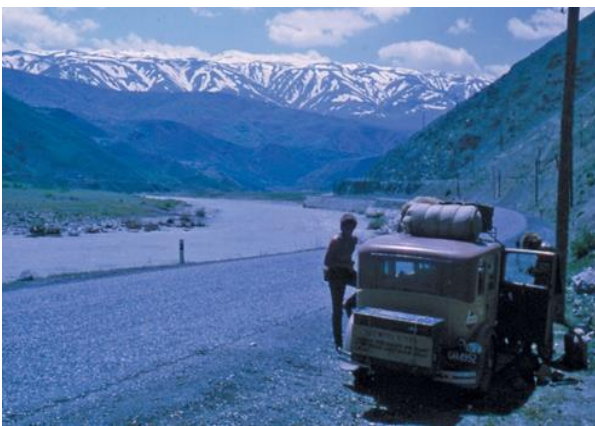


Breakdowns and roadside repairs were frequent

Murree was a much friendlier place and, when forced to pull over to replace a piston in the Fordor, the gang was invited to a reception at the golf club by an elderly Englishman. "It was like a mirage," says Lyndon. "A very British afternoon tea, the old club frequented mainly by embassy staff from Islamabad."

Machetes, flare guns and starting handles were on standby as the Model As made their way through the Khyber Pass, but it was the double-charging petrol salesmen who provided the real shakedown. "A few miles into the spectacular Kabul Gorge, the road was blocked by fierce-looking tribesmen," Lyndon recalls. "They were so amused by the Fords that all they demanded was a photograph."

Blocks of hardwood had to be wedged between the Fordor's springs and chassis at Kabul, because the rear end was sagging so much, while the 440-mile road to Kandahar without a fuel stop proved to be a real challenge to the cars' range. They had been averaging just 18mpg and, with every fuel container filled, Lyndon calculated that the Fords could cover just 450 miles – if they drove carefully. Then the Tudor's coil failed 200 miles in and, having already used the only spare, Jim was forced to drive the other car back to Kandahar and out again to fetch a spare 6V coil. The decision to bring two cars, at least, was vindicated.



Iran's roads proved to be mostly well surfaced



The Fords' 6V electrics struggled against the unlit tunnels in the Zagros Mountains in Iran

Iran brought the first consistently well-surfaced roads of the trip, finally easing the burden of constant punctures on the Fords' worn tyres, although wrecks at the bottom of roadside ravines were still common. After a relative holiday on the Caspian coast, the cars had another steep climb up the Zagros Mountains, including a single-lane tunnel. "After 15 minutes' wait, we got a green light," continues Lyndon.

"The Fords' headlights were so poor that I had to resort to putting my hand out of the window to feel the side of the tunnel and hope for the best." More wood was wedged under the Fordor in Tehran, while valve guides and spark plugs were replaced on the rough-running 1928 car.

Lyndon found a small crack on the crankcase and traces of oil in the coolant – frequent top-ups and prayers were the only answer for now. A few hundred miles later, however, just outside Tabrīz, the previously repaired fan blade came loose once again, stabbing through the remaining section of the Tudor's radiator. It took four days to find a mechanic willing to patch it up at a reasonable price, having originally been quoted \$100 (\$770 today).

The British Embassy warned the travellers about eastern Turkey and told them not to stop around the Kurdish town of Ağrı in particular. Naturally, the Tudor broke down exactly there, forcing Lyndon hastily to rebuild the Ford's Zenith carburettor on the car's running board.



He says: "Before long we were surrounded by heavily armed locals wielding swords, long knives and guns. "A large, intimidating chap pushed his way through the crowd and ordered us to follow him into a nearby hut. "He tipped everything off the table, commanded us to sit down and shouted out orders to the aggressive mob. "Next thing we knew, trays of tea and cakes appeared, and we were instructed to tuck in!"

Lyndon hoped to be one of the first across the then brand-new Bosphorus Bridge in Istanbul, but a delayed opening forced them on to one of the city's car ferries alongside the local fleet of old taxis, some pre-war. The fuel blockages and punctures finally abated by Greece. The journey became far more leisurely, including a scenic drive up the Adriatic coast into Yugoslavia, before a rush through Austria to the border with Switzerland. As ever, the Swiss police force was forensic, and refused entry to the Fords due to their bald and patched-up tyres. That forced a return to Austria and a workshop that could retread the rubber. Had border security spotted the blocks of wood propping up the Fordor, entry might have been denied completely.

Stops in Zurich and Paris quickly followed, before a Channel crossing provided by Lord Montagu in June.

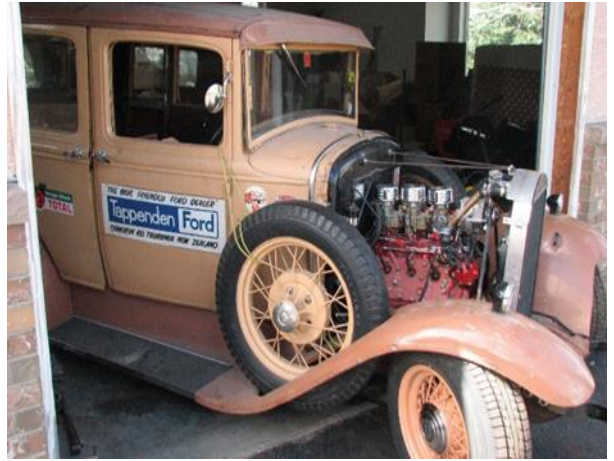
The peer's only condition was that the team make its finishing point the National Motor Museum in Beaulieu, after which the group dispersed, many back to New Zealand, while Lyndon remained in the UK.



The Ford Model As at the finish line at the National Motor Museum, Beaulieu, in the UK



Lyndon's Ford Model A Tudor today – it was restored in the '90s and is still on the road



Jim's Ford Model A Fordor now lives in Canada and has been fitted with a V8 engine

Lyndon still owns his 1928 Model A Tudor, 52 years later. Restored in 1991, it is used to tow his mechanical "follies" – self-described Heath Robinson-like contraptions – to the Henley Royal Regatta each year; he also took it on a tour of Europe some years later.

Jim, meanwhile, repatriated his 1930 Fordor to Canada, where it gained a flathead V8 engine. Despite the continual punctures, fuel blockages and broken spokes, the duo found that there's nothing like a trip halfway across the world, with friends, to create a bond with a car.

The End

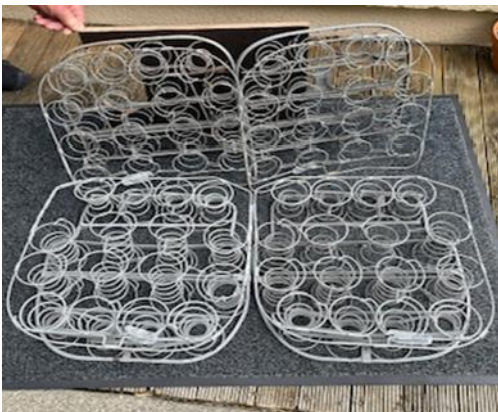
CLASSIFIED ADVERTISEMENTS



There is no charge for members advertising in this newsletter. Items will be advertised 3 times unless renewed or cancelled with the Editor.

1929 Pickup excellent condition \$38,000. Phone Terry Costello 0274920642 or email tcmode Lanz@gmail.com

For Sale – Springs for front seats of 1930 Tudor- \$50 o.n.o. Ph David Mossman 0272 350 444



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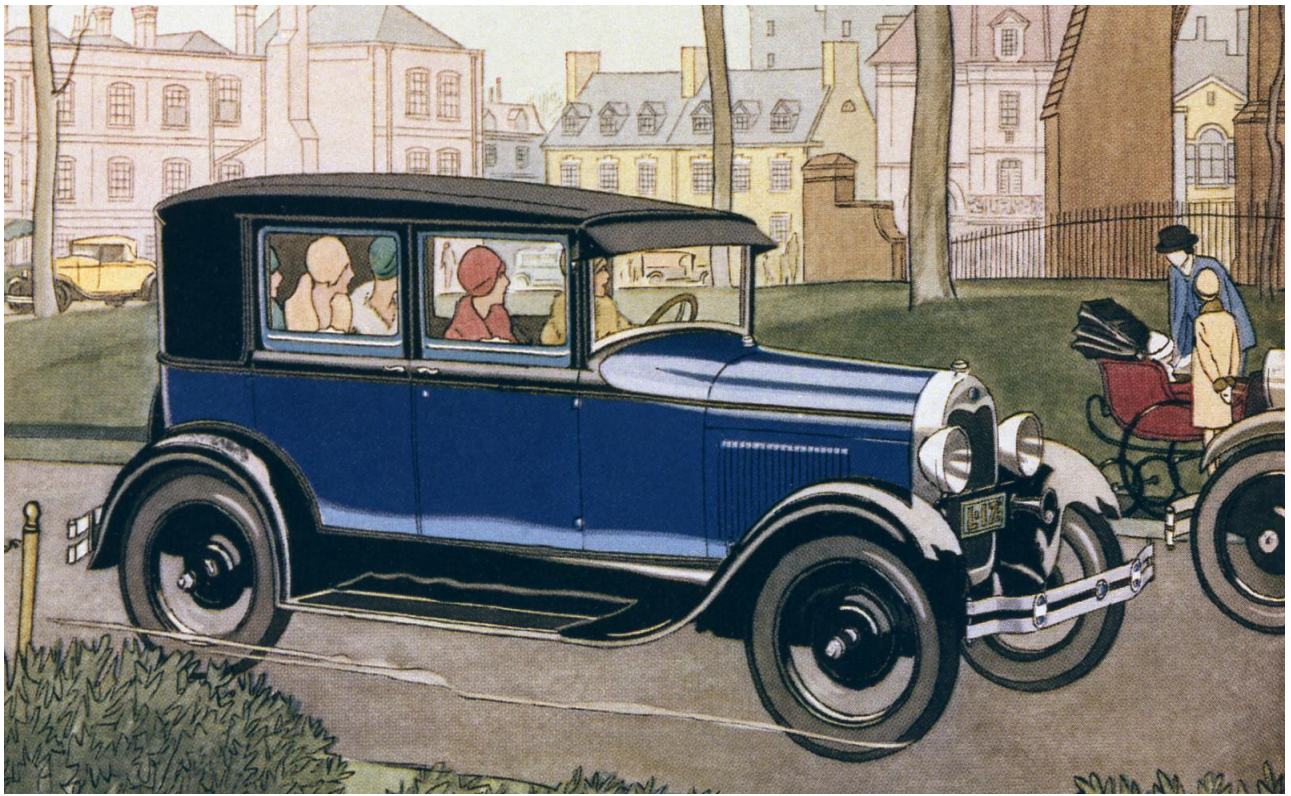


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It beat the Great Depression and became an icon

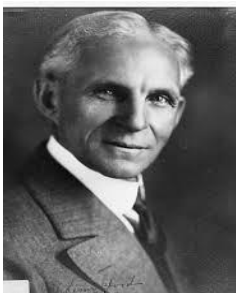
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Thank you to all contributors to this newsletter.



The last words are from the man himself.



*We are here for experience,
and experience is a
preparation to know the
Truth when we meet it.*

Henry Ford



North Island Model A Ford Club Inc.

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