



**NORTH ISLAND MODEL A FORD CLUB INC
NEW ZEALAND**

Model A Torque

March 2026

Issue No: 2026/03

Chapter Members of



Happy St Patricks Day



MAFCA

***Winner Best
International
Newsletter
2025***



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



MARCH

- Wed 11 Tech Night – Breakdowns & Troubleshooting. See page 16
Sun 15 Celebrate St Patrick's Day at the Fixate Eatery, Rangiriri. See page 4.
Sat 28 Easter Run – Taitua Arboretum and The Berry Farm Whatawhata. Pg 5

APRIL

- Wed 15 Tech Night – Shane & Grant Barry
Sun 26 Anzac Run – more details later

MAY

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

JUNE

JULY

- Sat 18 Ryders Cinema
Sun 26 Henry Ford Model A Day



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

- | | |
|---|--|
| 15-21 st Mar | <i>Vero International Festival of Historic Motoring Nelson – VCC event</i> |
| 15 th Mar | <i>Warbirds on Parade, Ardmore</i> |
| 25 th – 29 th Mar | <i>Whangamata Beach Hop</i> |
| 19 th Apr | <i>Waiuku Steel n Wheels</i> |
| 30 – 31 st May | <i>Irishman's Rally, Fairlie, Canterbury</i> |
| 26 Sep | <i>Race For Life Hampton Downs</i> |

**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!!

Cover Picture: New Member Bruce Urquhart with his beloved Tudor.

Committee Report



Hi Model A folk.

The committee met on Tuesday 2 February to discuss the club year ahead. We also discussed the absence of a Club Captain. Discussion is still ongoing, however Andrew Costello our Vice-Captain will remain our figurehead and Terry Costello will Chair our meetings in the meantime. We do have three new members on the committee who felt they were in their 'learning and observing' period as well as already being heavily committed in their personal life. We discussed the options available for events and planned accordingly. We are low on Technical Nights and are appealing to the members to come forward if they know of any businesses, garages, clubs etc that would like to accommodate club members for an evening. A reminder to all those travelling down to the VERO Historic Motoring run in Nelson in March to come forward and let Martin Rees know so others are aware of you travelling and we can look out for one another. Do support your club at the organised club events so we as a committee know our members are happy with the runs chosen. See you at the next event.

Karen Thomas

NIMAFC Committee

Editor's Comment



Hello to all our Model A Friends

The past month has been very busy with Martin Rees and myself organising our 'Bonnie and Clyde' display at the Ellerslie Concours. What fun we have had with Martin making wooden rifles and guns, myself painting dioramas copied from the various scenes in the movie, painting picket fences, scouring second hand clothing shops and purchasing bullet holes and broken glass stickers. We know this was worth the effort with the Club winning second prize. Thank you to all who played a part as without your participation this would not have been possible. We were an awesome team. March will see us celebrate St Patrick's Day with a run to Rangiriri and an early Easter run. Our Easter run will be held the weekend before Easter to allow members to join their families over Easter Weekend.

Please keep your write-ups coming and remember any photos taken, old or new, send them through they will all have a place.

Karen Thomas, Editor

Email: nimafc.editor@gmail.com

Warning: There has been some SPAM emails going around attached to names of previous committee members asking members 'to give them a call'. The email address they are being sent from reads "boardchairman57098" (different numerals are used pending the name of who the email is from). Before you open any email check the email address first to ensure it is a legitimate email. If not then report as SPAM and block sender. Feel free to give me a call if you have any questions. All emails from the Editor's address will have the club logo attached.

ST PATRICKS RUN – LUNCH at Fixate Eatery – Sunday 15 March 2026

Please meet at the Z-Service Station top of Bombay at 9.00am for a 9.15am departure. A run sheet will be handed to all before departure.

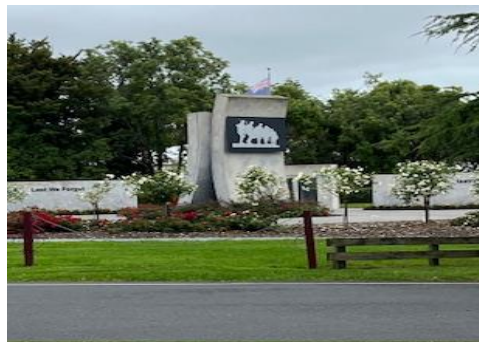
How often do we drive down SH1 past regional towns without visiting them or really knowing what makes the place tick. Come along and join us on a run to the Te Kauwhata/Rangiriri region where we will celebrate an early St Patrick's day. The Te Kauwhata/Rangiriri area is a very significant area as this is where a decisive battle for the Waikato was fought in November 1863. You will be able to read the history of this area and view many of the relics stored.

Lunch will be had at Fixate Eatery along with some Irish fun and antics put on to celebrate St Patrick's day. Fixate Eatery offers a cosy escape for those exploring and is a delightful café spot. There is also a gift store and clothes store within the area. You will be required to pre-order your lunch or choose from cabinet food. When you let me know you are participating a copy of the menu will be forwarded to you.

Following our lunch we will take a drive through Glen Murray, Pukekawa, Tuakau, Patumahoe and home however if you choose to travel home another way that is your choice. If you wish to stay for a drink at the Rangiriri Pub, the outdoor music livens up at 3pm.

This will be a relaxing drive with some fun and put on to cater for those not travelling to Nelson for the VERO Historical Motoring rally.

We need to let the Eatery know numbers attending by Thursday prior so please ensure you let David Mossman or Karen Thomas know asap Ph 0272 350 444 or 027 419 0191 or email: dsmossman@xtra.co.nz.



Who will be the Joker!!



PASSING LANE – Mr Norman Geary CBE



It is with sadness that I inform our club members of the passing of long time member Mr Norman Geary CBE on 12 February 2026. Norman joined the NIMAFC in 1995 and received his 20-year badge in 2015. Norman owned four Model A's however in recent years he kept two in his 'fleet', a 1930 Phaeton and 1930 Light Commercial Truck.

Norman's service was held at St Mary's-in-Holy Trinity Cathedral Parnell on Monday 23 February 2026. He will be remembered by us all. Ralph Levinson and David Mossman took part in Norman's service with their Model A's.



EASTER RUN – Sunday 29 March – Taitua Arboretum and The Berry Farm Whatawhata



Celebrate Easter with your Model A friends as we picnic in the grounds of the Taitua Arboretum, a hidden gem near Hamilton. You will travel State Highway all the way. The Taitua arboretum is home to an impressive selection of mature trees spread across 22 hectares of open spaces. It features lakes, woodland gardens, birdlife and ample picnic spots, all linked by a network of walking tracks and solid fencing. Bring comfortable walking shoes if you wish to walk the tracks. Pending where you choose to walk these can take anywhere from 30 mins to 1½-hours on safe ground. Toilets available.



If you choose not to walk then you can relax enjoy the fresh air and good company and picnic. You must take your own rubbish home – no bins.

We will also have teasers celebrating Easter with prizes to be won.

Upon leaving the arboretum we will be calling into the Whatawhata Berry Farm for a delightful fresh berry ice-cream before heading home. Trust me you won't forget the taste of these – they are good.

Please bring a picnic blanket, chair and picnic lunch.



Taitua Arboretum walking tracks

Meet at the Z-Service Station top of the Bombay 9.00am – departing 9.15am. A run sheet will be handed to all who attend. Put a ring around the date. Any questions do not hesitate to call Karen 027 419 0191 or email nimafc.editor@gmail.com



Trust me these are good!!!

MEMORIAL SERVICE FOR JOE SCOTT

Change of Date

An invitation has been received inviting members to join in the celebration of Joe's life at 2pm Saturday March 7th 2026 (note change of date) at the Bay of Plenty Classic & Vintage Car Club, 29 Cliff Road, Tauranga.

Any enquiries Ph Jill 021 144 9703.



MANGERE BEACH BBQ – 28th January 2026



On the sheltered southern side of the Onehunga Harbour, club members came from North, South, East and West for an evening picnic and BBQ. It was great to see new club members coming along and an impressive line-up of Model As. A great way to kick off 2026 and enjoy a wonderful calm summer's evening on the water's edge. A casual social gathering to re-group after the Christmas festivities, share stories and plans for the year ahead, amongst Model A friends. We arrived at the picnic spot after our working day, to greet a group of jolly club members, drinks and happy banter flowing. After a welcome from Andrew Costello, a minute's silence followed in memory of long-standing club member, Joe Scott, who sadly passed away recently. Members were handed a 'Happy New Year' token with a lucky number on the flip side. The draw of the lucky number was winner Bruce Stratton who won a bucket full of licorice allsorts. I am sure this kept him out of trouble for a while. To top off a lovely evening, looking out West to view a wonderful sunset. *Happy 2026 - Kay & Stephen Upson*



ELLERSLIE CAR SHOW and CONCOURSE - BONNIE & CLYDE – Sunday 8 February 2026

Car clubs were invited to display their cars according to a movie or movies that their brand of car had appeared in. For those few of you who may not know, 'Bonnie and Clyde' were notorious American 'gangsters' of the 'Barrow Gang' 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!)



For our Bonnie and Clyde display David Mossman was Clyde, Karen Thomas was Bonnie, Ralph Levinson was 'Frank Hamer' the Sherrif who with his posse of 5 deputies was responsible for ambushing B & C on Louisiana highway 154 and pumping them with 140 rounds of ammunition.... To make sure they were dead!

Don Windley, Victor Yukich, Terry Costello, Errol McAlpine and Martin Rees dressed as the Sherrif's Deputies with appropriate hats and armed with wooden firearms, a shotgun and pistol each. B & C also were armed with their long-barrelled pistols and cut down shotguns, wooden replicas of course.

Steve and Kay Upson's Maroon Fordor was decorated with 90 'stick-on bullet holes' as the ambushed 'death car'. We made lots of red 'blood spatters' and stuck them to the mannequins to simulate the gory death scene. Martin's maroon Tudor was placed as a chasing Police car with flashing light on the roof and Police signs on the doors kindly made by Karen.

David and Karen dressed some mannequins as B & C to go in the front seat of the car. The other Model As were arranged in a semicircle around the Police car and 'death car' as the vehicles owned by the Sherrif's posse.

Victor's daughter Sylvanna took these and more excellent photos of our display.

Karen and David made mock grave-stones surrounded by a white picket fence and made a background diorama of the shoot-out that ended the careers of these romanticized but notorious criminals on 23-5-1934.



There was strong competition from the Jaguar Club who did an Austen Powers themed display and from the Mazda MX5 Club and the American Metal Car club(Duke's of Hazard theme), who beat us by one point to come first and Mazda was third. We did not expect to win a prize so were delighted to come second, the whole team armed with their fake guns going up to the dais to receive the 2nd prize Cup/trophy and a great photo opportunity.

Incidentally the Porsche Club won the Concours Masters competition with an exceptionally well presented 356 'Bent windscreen' Pre-A Convertible that had just finished restoration and owned by Michelle Neville. A Porsche 356 'Outlaw' owned by Damien Shalfoon came second in the 'Modified' Class.

Many thanks to all who participated in and contributed to our 'Bonnie and Clyde' display, the public were quite captivated by it. A fun time was had by all and shows what a little bit of team effort can achieve. Well done everyone! **Martin Rees**

EZRA MEEKER – and his converted Model A



Ezra Meeker and a converted Model A Ford dubbed the 'Oxmobile'.

Ezra Meeker was a pioneer who first travelled the Oregon Trail by ox-drawn wagon as a young man in 1852. Fifty years later, he would make the trip again and again, repeatedly retracing the trip of his youth, and worked to memorialise the Trail.

In the early 1900s, Meeker decided that the Old Oregon Trail needed to be marked and preserved to preserve the history of the westward movement. He dedicated himself to this goal for the rest of his life, meeting with Congress and Presidents Theodore Roosevelt and Calvin Coolidge.

Meeker was again advocating better roads, and gained the support of Henry Ford, who built him a Model A car with a covered wagon-style top, dubbed the Oxmobile, to be used in another expedition over the Trail to publicise Meeker's highway proposals. To interest the nation and raise funds for his project, he travelled the Oregon Trail by ox team in 1906 and again in 1910, in an airplane in 1924, and at the time of his death in 1928, at the age of 97, he was beginning a trip in a Ford automobile with a covered wagon on the back.

MAFCA NATIONAL CONVENTION 2026 and MAFCA NATIONAL TOUR 2027



Have you ever attended a MAFCA National event? Consider attending one as this is the place to go for anything to do with Model A's. Great friendly people with so much information to share, not to forget the parts available. Put a ring around the dates.



Join MAFCA view the website
<https://mafca.com>



**TECHNICAL
ARTICLE**



HEADS AND ENGINE BLOCKS

by Tom Jeanes

Heads and blocks are an integral part of the Model A Ford. They are both the product of a grey iron casting process. This is commonly called a sand casting process in which a mould cavity in two parts is created from sand with cores used to form internal cavities for cylinders, oil and coolant passages. Molten iron is then poured into the mould, cooled and then shaken to remove the sand in the mould before cleaning thoroughly and machining the casting to achieve correct dimensions, clean surfaces and correct critical features. Finally, the block is inspected for defects. Model A parts were tested with water to ascertain defects.

Early efforts to cast a V-8 engine had a success rate of about 10-15%. That was after producing almost 5 million Model A blocks and probably twice as many heads. The castings were not always beautiful and often had blemishes. I have been told that in the 60's, many blocks were "cleaned up" to remove blemishes.



Notice all of the fine blemishes on the head and block on the left.

Notice the rounded edges on the number pad on the right. This block is from 11/28.



Heads made by Ford had a standard version (4.22 ratio) and a police (B) or high compression version (5.5-6.1 ratio). Snyder's markets the current high compression heads which seem to be shorter in length (gasket shows). Ford made service heads such as the diamond head (Ford Insignia) and the "C" head (Model A and B waterpump boss casting).



Raised Distributor Boss Early 1928 Model A head reduced by mid-1928



Tom Joanes serves on the Judging Standards Committee and The Restorer magazine's Technical Director.

MEN'S HAT FASHION

1930'S



The golden age of Hollywood immortalized the polished good looks of a well-dressed man.

The hat was not just an accessory it made the man who he was. Gangster or hero, ladies' man or comedian, 1930s men's hats had a style for everyone.

Formal attire required the silk top hat while the Homburg or Fedora has been worn by most businessmen. The round Derby or Bowler continued to be worn by men yet diminished in popularity by the end of the decade. For casual days or working classes the cap, either wide eight panel or slim ivy caps were the ideal choice.



1930's Fedora or Trilby - One of the most popular hats for men in the 1930's was the fur felt hat also known as a Trilby or Fedora. The fedora is nearly identical with the Trilby having a slightly shorter crown. Both the smart and handsome detectives and the rough and dangerous gangsters wear these hats in Hollywood movies. Indiana Jones wears one too. Good or bad, a few details make 1930s Fedora and Trilby hats different from their successors.

- Popular colours: dark brown, tan, grey, black, olive green, medium blue
- Tall crown
- Made of fur felt
- Featured a deep crease down the centre top of the hat that angled toward the back of the head
- Front pinch or crown sides were indented

- The narrow brim was turned up all the way around or on the sides only
- A wide Petersham band wrapped the hat
- A flat Petersham bow was placed on one side of the hat band
- Matching Petersham ribbon bound the hat brim
- Sometimes they were worn tilted to one side

Most hats remained nameless in the 1930s. There were many varieties with small adjustments in crown height and shaping. Most men would purchase hats from a haberdasher where the hats were shaped to suit the customer's face. . The Ford Squeaks.



1930's Straw Boater or Skimmer Hat - The last hat to carry over from the 1920s was the Straw Boater. A nice summer time hat, this was the last decade of its popularity. Lighter straw hats, such as the Toyo, entered the picture in the late 1930s yet the Straw Boater remained a classic well into the 1950s.

- Made of hard woven straw
- Shallow crown and flat top
- Very wide striped silk band with flat double bow in sport team colours
- Sometimes band was pleated horizontally
- Wide brim (Skimmer had a slightly narrower brim)
- Worn for summer and sporting events
- Worn straight or tilted to the side

The original light straw hat was the Optimo Panama. It featured a rolled crease along the crown with a snap-brim shaped like a fedora or round brim panama.



The hat most preferred by aristocrat & gangsters was the Homburg. A slightly more formal hat than the Fedora and its popularity was revived in several Hollywood movies of the period.

- Most popular colour was grey followed by black.
- Made of fur felt
- Tall crown with centre crease
- Wide brim in the first half of the 30's and narrower in the second half.
- Curled brim with matching Petersham ribbon and band in the same colour as the hat. A few versions had lighter colour trim with a dark band. Fashion advisors suggested Homburg hats for the full-face aristocrat or gangster because its weight will help to balance large physic. The crown at the base should be as big around as the man's own facial circumference and instead of being folded to a pointed line at the top, it should be blunted, to help square the circle. The Homburg, if worn at an angle will help to neutralize facial rotundity.

RECIPE OF THE MONTH – Bacon and Corn Muffins



Method:

1. Pre-heat the oven to 180°C and grease a 12-hole muffin pan generously (alternatively line with muffin cases).
2. In a large pan, fry the bacon until golden brown and crisp. Remove from the pan and set aside.
3. In a large bowl, combine the flour, baking powder, salt and sugar and mix well.
4. Whisk together the wet ingredients then pour into the dry and mix until just combined.
5. Add the bacon, corn, herbs and cheese and mix well.
6. Fill the muffin tin/cases with batter and place in oven.
7. Bake for 20-30 minutes until golden brown and a skewer when inserted comes out clean.
8. Remove from the oven and allow to cool for 5 minutes before removing from the muffin pan and cooling completely on a wire rack.

Ingredients

- 2½ cups flour
- 1 tsp baking powder
- 1 tsp salt
- 2 tsp sugar
- ½ cup melted butter
- 2 cups milk
- 2 eggs
- 250 g bacon chopped (I use streaky, cooked and crispy)
- 1 cup cheddar grated
- 1½ cups corn
- 1 cup mixed fresh herbs finely chopped (I used basil, chives and parsley)

Try these muffins, they are the perfect grab-and-go breakfast, easy lunch or a fast snack. Will freeze well in a sealed container for 3-5 days so prep ahead and have on hand. Hope you enjoy like we do.

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



Looking to come back to the UK in 1972 from a job that had taken him over to New Zealand, Lyndon Yorke didn't book a plane ticket home as you might expect. He looked up at the map of the world on his wall, and decided to drive his way back in a pre-war car.

Much to his surprise, he soon had a whole group alongside him, setting off on the Hippie Trail, in reverse, in two [Ford](#) Model As.

Most of Lyndon's housemates laughed when he first mentioned his idea for an overland return to Britain; Jim Blum was the only one who decided to join the adventure.

Jim and Lyndon went hunting for appropriate cars straight away, and soon discovered that most local farms had a slightly rusty Ford Model A tucked away somewhere. By then around 40 years old, Canadian-built examples had been among New Zealand's most popular pre-war cars.

Built just across the Detroit River (and, counterintuitively, slightly further south) from Dearborn, at Ford's first assembly plant outside the US, these Model As from Windsor, Ontario, could be sold within the Imperial preference system – and Kiwis lapped them up.



Jim Blum's 1930 Fordor (four-door) – that he still owns today



Jim's 1930 Ford Model A Fordor as it was found in 1972

Strong, simple and sturdy in construction, they suited New Zealand's sparse, rural population far better than most of the British motors that were offered there. Before finding a car, Lyndon rented a small workshop, soon named the 'Model A Factory', and not long after, a 1928 Tudor (two-door) model was spotted in a nearby farmer's field. There was a tree growing through the engine bay and many parts were scattered around the field, but it became Lyndon's for just NZ\$25 – the equivalent of £1.15 in 1972 (c£13 today). After looking at a few more wrecks, a 1930 Fordor (four-door) was found for Jim, too.



Work under way at the 'Model A Factory' in New Zealand

Adverts went in local papers for parts and, within a few weeks, five truckloads of spares were picked up for little money, including nine engines, 32 wheels and two spare chassis.

There are minor differences between the 1928 and 1930 Model As, but parts are still largely interchangeable: the latter has bigger wheels, a steering box with greater adjustability and differently shaped headlights.

As a testament to Ford's build quality, most of the parts came back in good shape after sandblasting. The team expanded while Lyndon and Jim continued preparing the cars.



The first fuel stop for the Ford Model As – thirsty engines meant petrol range would become an issue on the more remote parts of the trip.

Swiss cabinetmaker Hans Meier proved invaluable for working on the wooden body frames and floors. Meanwhile, schoolteachers Colleen Kent and Colleen Shackleton joined the endeavour, and began rebuilding both cars' seats. The extra hands sped up the build on the easy-to-work-on Fords, and the restored front ends came together in a couple of evenings. Jim had repaired one of the leaky fuel tanks, too, discovering to his own surprise just how long fuel vapour will stick to a petrol tank, after taking a welding torch to a leaking seam.



Instability in what was then Burma (now Myanmar) meant Sri Lanka was now the only landing option in Asia, and, with high shipping prices in mid-'72, Lyndon was in no rush.

The plan was to go in February '73, to avoid India's monsoon season.

Three more adventurers joined as the team got back to work:
Paulette Wheaton, Kent Robertson and Liz Thevenard.

Departure day, February 1973 – the cars were still being readied at five o'clock that morning

The speed of the preparation increased through late 1972, with Jim rebuilding both cars' gearboxes and the engine of his Fordor, while Lyndon got a local mechanic to do the Tudor's motor.

By the beginning of February, the Fords were running – but Lyndon broke his wrist hand-cranking the engine when the ignition was too far advanced and it backfired. The cars still weren't driving just days before departure, so Lyndon and team called on every friend and acquaintance they could to help out at the Model A Factory. Both Fords were finally finished at 5am on the day the team set off.

Three weeks later the two cars, stuffed with dried food and toilet paper, were precariously hoisted from the ship's deck on to the harbour in Colombo, Sri Lanka.



All hands on deck: arriving in Sri Lanka, and the Fords endure a precarious ship-to-shore disembarkation

It was to be the Fords' shakedown; it was also Lyndon's first time driving the Model A. "Unlike a Model T, the controls are conventional," he explains. "The only thing that takes some getting used to is the three-speed 'box. Reverse is where you usually find first, so you have to take care at junctions."

Blockages in the gravity-fed fuel system were persistent in the hot, dusty conditions, while wheelnuts were working loose and the heat melted the New Zealand-sourced grease in one of the Tudor's front hubs, causing the wheel to shimmy.



A pair of fishing boats lashed together formed a raft to make it across the shallows from the ferry to Pamban Island

Fortunately, local agent Ceylon Ford still had a storeroom full of Model A and T parts, including the kingpins required to fix the Tudor... plus the use of a workshop, too. There's no actual bridge at Adam's Bridge, Sri Lanka's closest point to India. Instead, the cars were loaded on to a ferry, then, once near Pamban Island, lowered on to a pair of fishing boats each before finally being hauled up the beach. Hours of customs negotiations followed, sped up only by the gift of Western cigarettes.

There was nothing more than a railway bridge connecting Pamban to India's southern coast in 1973, so the two cars boarded a train for the 15-mile crossing to the mainland. Having taken a day to cross just 50 miles of water, at the mercy of customs officials and ships' captains, setting off on the open road to Madras (now Chennai) was the beginning of real freedom.



The Ford Model As and their crews camping in northern India



Playing chicken on the busy, narrow Indian roads

Open road lay ahead, but, as the Fords motored their way north, a banging began to emanate from the Tudor's engine bay. With a big thump, a splash of water and the hiss of steam, a fan blade came loose and spiked the radiator. The Fordor then towed the Tudor to the next town, where a mechanic isolated the holed section of radiator, losing about a third of its capacity, and welded the blade back on.

Next came the Deccan Plateau, Bangalore and Hyderabad, by which point the Tudor was struggling again, this time with a broken leaf spring. Another local spannerman stepped in to help, at minimal cost.

By now, Lyndon and comrades were familiar with India's narrow roads and the constant game of chicken to be played with native lorry drivers. There were near misses, and the trucks rarely gave way.



Locals take an interest in the Ford Model As



The Ford Model As outside the magnificent National Art Gallery in Madras (now Chennai)

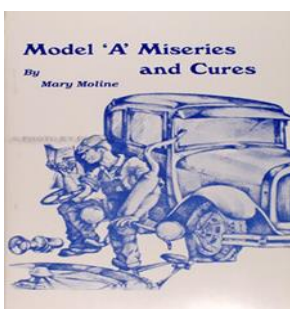
It's nearly 1000 miles from Hyderabad up to Agra, home of the Taj Mahal, taking the Fords across dry, dusty terrain, in often isolated areas. The Model As could set a good speed here: fully laden, that meant 40mph. Racing toward Agra to catch the Taj under the last night of a new moon, the Fordor roared with noise as its exhaust completely detached itself. Locals, birds and sacred cows scattered in all directions.

While Jim picked up the pieces of Ford, a soldier approached and gestured that they could use a freshly built loading ramp to repair the car. They must have been the first to use it because the Fordor's roof snagged some low telephone wires on the way up and pulled them down. As Jim fixed the exhaust, everyone else tied the strewn cables back together and calmed the anxious army private.

Despite fuel blockages and punctures along the way, plus bribes to soldiers to keep the ferry crossing the Chambal River running past nightfall, the group reached the white marble of the Taj Mahal as it glistened in the moonlight. "It was one of the most picturesque sights of the trip," recalls Lyndon. "We made it just an hour before closing, and it was well worth the dash."

To be continued look out for their travels through Pakistan and Afghanistan in your April newsletter.

TECH NIGHT - Wednesday 11 March 2026 – Breakdowns and Troubleshooting



Time: 7pm – 9.30pm

Venue: Terry Costello's Garage

Address: 6 Angle Street, Onehunga

Bring: Small plate. Tea & Coffee provided.

If your car is not running right bring it along and maybe we can 'diagnose'



CLASSIFIED ADVERTISEMENTS



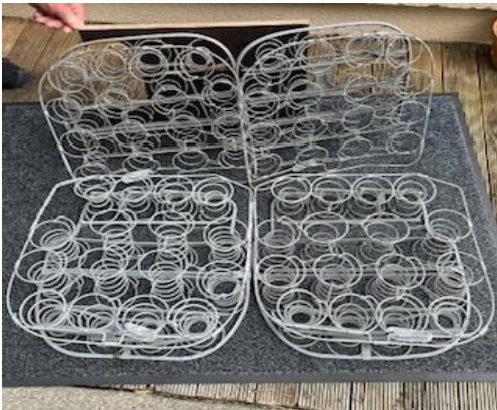
There is no charge for members advertising in this newsletter. Items will be advertised 3 times unless renewed or cancelled with the Editor.

1928 Model A Phaeton for sale \$30,000 or near offer. For further details please contact Ray Kerley directly on 0274 930 299



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

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



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.vln@xtra.co.nz www.veteranvintagecars.co.nz
1127 Scenic Drive, Swanson, Waitakere, Auckland

www.aucklandcams.co.nz
AUCKLAND CAMS
Camshaft Machine Shop
Unit 1, 32 Moselle Ave
Henderson, Auckland

Henry van Vugt
Mobile 0274-860400
aucklandcams@xtra.co.nz

Courier Delivery address
251 Don Buck Road
Massey, Auckland

COMPETITION • RACE • RALLY • PERFORMANCE CAMSHAFTS

Committee Contacts

- **Club Captain** Not Elected
nimafc.captain@gmail.com
- **Vice - Captain** Andrew Costello 021943063
nimafc.vicecaptain@gmail.com
- **Secretary** Martin Rees 0274964200
nimafc.secretary@gmail.com
- **Treasurer** Marlene Costello 0211186452
nimafc.treasurer@gmail.com
- **Newsletter** Karen Thomas 0274190191
nimafc.editor@gmail.com
- **Website** Andrew Costello 021943063
nimafc.vicecaptain@gmail.com
- **Committee**
 - Terry Costello 0274920642
tcmodelanz@gmail.com
 - Grant Barry 0272870171
busedirect@xtra.co.nz
 - Shane Hegh 0272962965
shanehegh13@hotmail.com
 - Mark Corbett 0275040878
meganmarkc@gmail.com
 - Graham Thompson 0224329823
ureka1944@hotmail.com
 - Don Windley 0211844598
don@echovalleyolives.co.nz
- **Historian** Paul Smith 027 485 2234
smithfordnz@gmail.com





Painting Ford Chassis at Elmira New York 1918

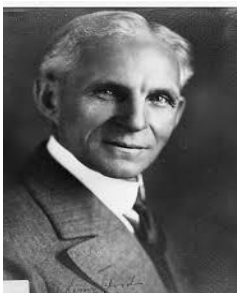
Views and articles expressed in this newsletter are those of the authors and may be reprinted provided acknowledgment is given. Where articles have been reprinted, the NIMAFc recognises those authors and thanks them for allowing their article to be used in our club newsletter.

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 will format to publish in Newsletter.

Thank you to all contributors to this newsletter.



The last words are from the man himself.



*Just as the eight-hour day
opened our way to
prosperity, so the five-day
week will open our way to
still greater prosperity.*

Henry Ford



North Island Model A Ford Club Inc.

Website: www.modelafordclub.co.nz



Facebook: [Model A Ford Club](https://www.facebook.com/ModelAFordClub)