



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

# *Model A Torque*

June 2026

Issue No: 2026/06

Chapter Members of



**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](http://www.modelafordclub.co.nz)



## JUNE

- Wed 10 Tech Day Pioneer Aero Limited, Ardmore. Page 4.  
Sun 21 Lunch Woodlands Estate, Gordonton. Page 4.

## JULY

- Sat 18 Ryders Dinner & Movie. Page 5.  
Sun 26 Henry Ford Model A Day. Page 5.

## AUGUST

- Sun 6 Father's Day Run  
Sun 23 Daffodil Rally

## SEPTEMBER

- Sat 19 Model A Day MOTAT

## OCTOBER

- Sun 4<sup>th</sup> AGM, VCC Rooms Penrose  
Sat 17 & Sun 18 Hubley Challenge, Tauranga

## NOVEMBER

- Sun 29 Nov Club Christmas Party

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

- 12 July Rotorua Swap Meet  
01 Aug HRC Swap Meet, Palmerston North  
20 Sep All Ford Day Claudelands  
26 Sep Race For Life Hampton Downs

### *Dates for 2027*

- Sun 14 Feb Ellerslie Car Show  
13-20 March Top of the South National Rally, Nelson/Blenheim

## 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!!!*

### **NIMAF C Life Members:**

Alan Minson; Murray & Anne Ashby; John & Mary Castle; Paul Smith; Len & Stella Hoyland (deceased)

## A Message from your Club Captain



Well, they say a ship without a rudder will soon lose its way. However, I am incredibly proud to say that the NIMAFC committee was anything but rudderless during our time without a Club Captain. They stepped up beautifully to keep our club moving forward, and I am sure you will all join me in extending a massive thank you to each of them for the immense effort they have put in.

In case you weren't already aware, I have officially taken the reins back over as your Club Captain. I finally feel like a few personal hurdles are well and truly behind me, and it is high time to get back into the land of the living! Once the committee was made aware that I was available and keen to help, they kindly co-opted me back into the role. It's great to be back in the driver's seat.

I also want to address the recent event cancellations. Between the ongoing tensions in the Middle East and its direct impact on global shipping channels, getting parts and organising logistics has been incredibly difficult. Making the call to cancel events is never easy for the committee, and while I know a few members were understandably disgruntled about it, it was a necessary decision. Thankfully, we are hopefully heading into much smoother waters from here on out.

That being said, running a club like ours takes a lot of behind-the-scenes effort, and our committee often face the very real threat of volunteer burnout. Please don't forget that if you have any ideas for future club runs or events for our Model A's, we want to hear about them! Let the committee know what you'd like to see.

Remember, many hands make light work. As club members, we sometimes tend to steer ourselves away from getting involved at the committee or organisational level, leaving the heavy lifting to a select few. But our members are capable of fantastic things—as proven by our Auckland crew, who are never afraid to venture far and wide to support and join in on events suggested by other areas of the club.

Let's keep that spirit going, get these cars on the road, and make the upcoming season a memorable one.

**Happy motoring, Wade Alexander**  
**Club Captain NIMAFC**

## Editor's Comment



Thank you to our club members who have been sending through articles. As earlier indicated these articles may not be published immediately however they will be published. I am constantly researching articles of interest and filing these away for future newsletters. Rob Brown has written an article regarding his meeting with Jim Blum, the intrepid traveller and you can read this on Page 9. This month will see the start of club runs again and we do hope to see you there. A lot of effort goes into organising these days and your support is vital. Read on for further details.

**Karen Thomas, Editor**

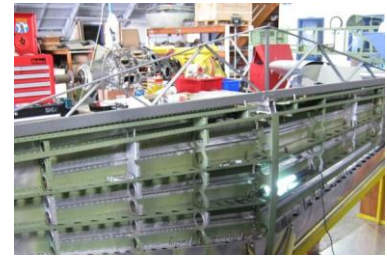
Email: [nimafc.editor@gmail.com](mailto:nimafc.editor@gmail.com)

**PIONEER AERO LIMITED – Technical DAY - Wednesday 10 June 2026 – 10.30am sharp**  
**540 Corsair Lane, Ardmore Airfield, Ardmore, Auckland**



Technical Day at Pioneer Aero Limited in Ardmore on Wednesday 10 June. The tour commences at 10.30am. Come along and join other club members on our first **DAYTIME TECHNICAL** session. We will meander through the hangars on a tour whilst viewing the maintenance work undertaken on aircraft. Learn about the history of some of our aircraft and watch projects as they unfold.

Some of these projects have included the Curtiss P-40E Kittyhawk. What will await you as you enter this magnificent hangar. Any enquiries please contact Andrew Costello Ph 021 943 063.



**WOODLANDS GARDEN GROVE CAFÉ, GORDONTON – Sunday 21 June – 9.30am start**



Join us for lunch at the Garden Grove Café, Woodlands Estate nestled in the heart of Gordonton. Within the Estate is a beautifully preserved 19th century homestead amongst stunning heritage gardens. This is a perfect setting for a relaxing day out and bringing together of club members. This day we will be choosing the 'Elegance Award'. All cars will be parked together in a line on show for everyone to view and photograph. Various other activities are planned with prizes to be won. Don't miss this day.

From the Menu you will be required to pre-order your lunch however cabinet food is also available if you choose. **It is important to let Karen know by 15 June if you are attending [nimafc.editor@gmail.com](mailto:nimafc.editor@gmail.com).** When you have registered Karen will forward you the menu to order from. This does help the café staff and hopefully allows for no delays in serving the food. **REMINDER - WE NEED NUMBERS ATTENDING AND CARS.**

**Please meet at the Z-Service Station top of the Bombay 9.30am – departing 9.45am. A run sheet will be handed to all who attend. Any questions do not hesitate to call Karen 027 419 0191 or email.**

**Let's polish those cars, turn on the engines and start motoring. See you at the top of the Bombay Hill.**

## **ROAST DINNER AND MOVIE – RYDERS CINEMA – Saturday 18 July 6.30pm**

**177 Riversdale Road, Avondale – FRIENDS WELCOME**

Clint is waiting with his old school stove to cook us a delicious roast dinner with traditional gravy so come along and join us. Sit back and relax in a warm inviting atmosphere – no cooking and no dishes. This gathering has always been a favourite so put a ring around the date on your calendar. If you wish to enjoy a few nibbles while having a drink beforehand please bring these along with you. You are most welcome to bring friends along also. The more the merrier.

Once dinner is devoured we will head into the old-time theatre to watch a movie. The movie chosen is kept secret until the night, this creates a certain amount of suspense. An ice-cream will be handed to everyone on entering the theatre. Brings back memories of when you took out your girlfriend.

Be quick to put your name down as numbers are limited to 50 people. Be sure to let Andrew know.



**Cost: \$50 per person payable on the night**

**Bring: Your own drinks and glass/cup.  
Nibbles if you wish.**

**Off road parking available**

**Please be there by 6.30 pm at the latest.**

**To indicate you are coming please contact **Andrew Costello** by text on 021 943 063 or email him at [nimafc.viccaptain@gmail.com](mailto:nimafc.viccaptain@gmail.com)**

## **HENRY FORD MODEL A FORD DAY – SUNDAY 26 JULY – MYSTERY COMPETITIVE RUN**



Watch out for further details in your next newsletter. This day will be held to celebrate the birthday of Henry Ford and will also be noted as our competitive run. Martin Rees, organiser of this run will have further details to release next month.

In the meantime put a ring around the date and join other club members to celebrate Henry Ford and the life of the Model A Ford.

This car has brought so many memorable moments for young and old.

## TECH NIGHT – MITCHELL OVERDRIVE – Wednesday May 13

There was a good turnout of about 30 Model A enthusiasts. Martin brought his 1930 Tudor with its newly installed Burtz engine, Mitchell Overdrive and synchronized second gear in the Model A gearbox. The car (named Dora) was elevated on Terry's new hoist so attendees could walk under the car to view the Mitchell OD and the gear linkage etc.

Martin brought his new 'Smart TV' and a computer 'Power-point' presentation about the Mitchell OD and how to install it.



Despite the computer linking to the TV in Martin's office the night before it proved impossible to establish a link even through Terry's local Wi-Fi network. That was a disappointment. We could not work out what we were doing wrong!

Mark Corbett helped get the other sample Mitchell Overdrive unit out of Dora before she was hoisted, so this and associated parts and the synchro-second-gear gear-box were put on display. Martin then gave a talk about the Mitchell OD without his computer presentation. He has installed one in his Phaeton and the one in Dora. This third one is going into his 1930 Hard-top Pick-up truck, which is up on jacks at present awaiting the installation of this third unit, which has a 26% overdrive ratio compared to the 33% OD used in the other two vehicles. As the pick-up truck already has a 3.54:1 'after-market' higher ratio 'diff' it was decided to use the 26% OD, not the 33% OD for it.



Many people also fit an upgraded gear-box with a synchronized second gear at the same time as fitting a Mitchell OD. Mitchell also makes the synchro-second gear sets for the Model A gearbox. MR had one on display before it goes into his Pick-up truck.

Martin commented that with the back axle out of the car it is a good opportunity to check the brakes, shock absorbers, wheel bearings, oil seals and 'diff' carrier bearings.

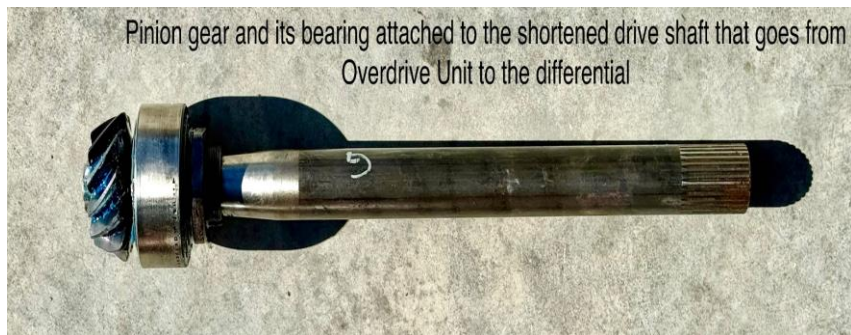
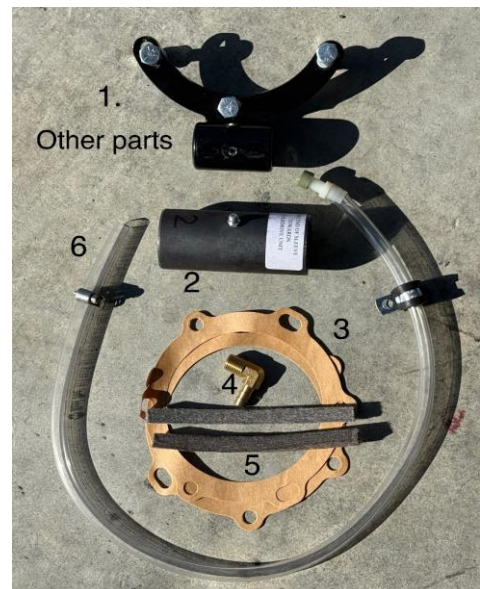
He found that the previous owner of the pick-up truck had fitted conical shims to the outer ends of the axle shafts to try and stop the brake drums rubbing on the brake backing plates. The bolts holding the backing plates were all loose and the conical shims were ground into multiple pieces that had migrated inwards and destroyed the outer axle shaft oil seals. What a mess! The shock absorbers needed re-filling with oil, as well.

New oil seals have been fitted. The backing plate bolts will be tightened correctly and the pre-load on the differential and pinion gear bearings will be re-set to specification as these 'pre-loads' were also found to be very loose. This is all additional work to the actual installation of the Mitchell Overdrive.

To make good use of the time available Steve Driver discussed his experiences with fitting Laycock overdrives to Model As. As most people know he and Terry and Ross Bolton (sadly recently departed) have salvaged many Laycock 'J' type overdrives and converted them to use in Model As. Terry had one such unit on display. It is operated by an electrical switch on the gear lever and has a lock-out mechanism to stop it being used in reverse. The Mitchell in contrast is a purely mechanical lever operated OD that can be used on each forward gear and reverse. (MR has not used reverse OD and is not likely to try!)

Attendees generously brought lots of food for a shared supper and Terry and Steve provided tea, coffee and cups. Many thanks to Steve for his impromptu talk on Laycock ODs and to Terry for allowing us to use his shed again (and again!) for a tech night. **Martin Rees**

1. Bracket to mount OD gear-lever cross shaft.
2. Splined connector to join rear drive shaft and its pinion gear to the rear of the OD.
3. Gaskets for 'diff' and universal housings.
4. Brass elbow fitting to attach ventilation tube to OD gearbox.
5. Felt gaskets for universal housing.
6. Ventilation tube, upper end is mounted high under



Second gear synchronizer



Enlarged fork/ fingers for the second gear synchronizer

## More on the 1973 Model A Overland

- By Rob Brown

When Liz Thevanard spoke on Radio NZ about this journey, she invited listeners to contact her if they wished to know more. I had done the trip using a 1<sup>st</sup> generation Toyota Hiace in 1974 then again in 1977 with Trish and my brother in a 1965 split screen Kombi. Unfortunately, never in a Model A. Being very interested to know how the Model A's performed, I got in touch. Liz and Jim Blum both emailed me and Jim and I agreed to meet after his tour of New Zealand.



With just one evening free before Jim and Alison flew home to Canada, Trish, I, David and Karen took our Model A's to town and after meeting at Jim and Alison's hotel drove to Mission Bay for dinner. It was one of those things that planned at short notice turned out very well. We were shown original maps, passports and newspaper cuttings while being well entertained with travel stories of the era. With destinations like Kashmir, Afghanistan and Iran, we were privileged to travel at that time.



The Model A's, Toyota and Kombi all suffered numerous dings and scrapes and uncountable punctures. There was then, a tyre shop in every village along the road in India, with resourceful repair shops easy to find. Listening to Jim talk of the numerous breakdowns and almost daily chores on the cars, I still came away with the impression that the Model A's were quite a wise choice of vehicle. Strong, and relatively easy to keep going, although it looks like major work is happening in this photo.



*Anti-theft precautions but mind the rocks on the road. No fun in the dark.*





The Model A's, VW and Toyota all got to London with repairs along the way. A score card would be a bit like this.

**Model A's** Punctures, fuel blockages, minor collisions, ignition coil failure, collapsed piston. (repaired from own spares), fan blade in radiator and broken spring.

**VW Kombi** Punctures, Bent tie rod, broken valve in Iran then again in Yugoslavia where low funds and very unco-operative locals led to hitching to London for a short block, returning by bus then driving to London without clutch after alignment problems.

**Toyota Hiace** Punctures, fuel blockages, numerous dings and scrapes, frequent holes in fuel tank from stones, (fixed by wrapping tank in truck inner tube) battery failure, hole in sump.

Exhaust system too low and needed frequent repair. Engine between front seats a hassle.

There were NIMAFC members (Dave and Jeanette Collins I think) who had done the trip in an Austin A40. They sold the car then after buying it back years later recognised it by the scrapes to the floor pan.

Model A's have driven through India in more recent times, but I am sure all have been modified from original. In the 1970's the Model A was a wise choice of vehicle to take overland. Just enough added challenge to make the journey a real achievement. Easy to repair, low compression for poor fuel, good ground clearance.



*Roadside Repairs*



*Playing chicken with a Tata*



*Toyotas do break down*



*Main road from the driver's seat*

**2027 NATIONAL MODEL A RALLY - TOP OF THE SOUTH – 13 – 20 March 2027**  
**Hosted by Top of the South Model A Club with assistance from the West Coast A's.**



Remember to register as an Earlybird Member to keep up-to-date on the finer details and organisation of this upcoming National Rally in Blenheim/Nelson. **If you wish to register as an 'Earlybird' contact Ann Holmes, Rally Secretary 021 032 4605.** Earlybird registration is \$40 if you are interested in receiving these updates.

Noted below is the confirmed outline for this rally.

We are taking a "back to basics" approach with the Rally to try and keep costs down. We are planning plenty of informal opportunities for socialising with Model A friends. Because we are shifting from Blenheim to Nelson mid-week we will be organising parking near Blenheim for tow wagons and trailers.

March 2027 Saturday 13th	Meet n Greet in Blenheim
Sunday 14th	Judging/Gymkhana /Display Day
Monday 15th	Local Marlborough Tours
Tuesday 16th	Local Marlborough Tours
Wednesday 17th	Pack your bags change your accommodation for Rally Run to Nelson
Thursday 18th	Local Nelson Tours
Friday 19th	Local Nelson Tours, Final Rally Dinner
Saturday 20 <sup>th</sup>	Breakfast and Farewells

**Heading off for the 3<sup>rd</sup> National Model A Rally Hamilton – 1993**



Historic photo taken at our meeting place in Northcote North Shore before driving to the 3<sup>rd</sup> National Model A Ford Rally at Hamilton in 1993. **Bill Duffy**

*Thank you Bill for sharing this grand photo with your fellow club members.*

**Barry Rook in front, 1930 Roadster ( Now my current car); Rob and Trish Brown and young family 1928 Tudor; Bill and Robyn Duffy and young family 1929 Roadster pick up.**

## An Unusual Wedding in Napier – written by Ralph Levinson

I had a call recently from that well-known Ford Model A owner of Angus, the 1929 tourer, with attitude. The owner? None other than Bruce Miles, of Christchurch.

Bruce was lined up for this year's Highland Fling, when his inter-island ferry booking was cancelled. A catch up in Auckland after the Fling was not going to happen. After commiserations over the phone, we got to recalling the 2017 13th National Model A Rally in Napier and the foreshore "marriage" of Bruce's Angus to Malcolm Roy's Elsie. The marriage of these two old-timers, with their generously endowed badges of patina, was celebrated with an exchange of piston rings, placed over radiator caps. Bruce says 9 years later, Angus's now rusted ring still sits above his radiator. Love is a many splendid thing.

Bruce claims Angus, with its peeling paint, rust and faded chrome, thrives on hard work, abuse and neglect. The A was a one-time North Canterbury touring car; around 1950 converted into a farm workhorse. Then retired for 40 years to the gentle embrace of an encompassing hedge, before being rescued by Bruce. Converted back into an open tourer, Angus is upholstered with well-worn sacks and sports various non-factory accoutrements – examples include possum traps, thermette and coils of rope – Angus is a magnet at Ford Model A displays. The A is a well-known entrant in the annual Irishman Creek Rally; preferred motoring style is roof-down. Handwritten on Angus's folded-down roof cover is "The World's First Boy-Racer Car". Now that's proper attitude, right?

Elsie, originally a 1930 Phaeton, was transformed into a runabout truck in the 1950s. In 1961 she was bought by Malcolm's father John Roy, a farmer at Moonlight, Otago. The yellow lamp; black registration plate was LC639, so she became Elsie. She served the family well, the last official outing being the opening of the Macraes Gold mine (1990). Elsie languished in a shed for another 25 years, until the ownership was passed to Mr Roy's 4th son, Malcolm. After being transported to Auckland, Elsie was given a new lease on life by Malcolm's cousin and Club member, Steve (The Vicar) Driver. Significant amounts of donor materials were involved. In 2017 she was introduced to the Model A fraternity in and around Auckland, by Malcolm and his wife Julie, who flew in from Narrabrai, New South Wales. Subsequent journeyings via the Napier Rally, ultimately brought Elsie to Allanton, near Dunedin where she currently resides in a comfortable shed. Her wedding ring remains attached to this day.

Coincidentally, I came across the original handwritten words used by "Vicar" Steve, officiating at the Napier foreshore event. Here, to recreate this nostalgic moment, are those very words.

**Dearly beloved** of the Model A fraternity in New Zealand, Australia and Canada.

**We are gathered** here today to bring together 89-year-old Angus, bachelor of Christchurch and 87-year-old Elsie, spinster of Moonlight, Otago, and more recently of Auckland.

**Angus and Elsie** have been seen of late casting loving glances at each other. So it was felt only proper and in Fordily fashion, that in their Model A dotage, they should consummate their growing happy relationship.

**Now, other than "Ahoogas"**, Angus and Elsie cannot tell us of their love. So, they are represented here today by their proud owners, as the bride and groom.

**Ladies and gentlemen**, boys and girls, it gives me great pleasure to first introduce on behalf of Angus, the groom, the handsome .... Mr Bruce Miles!

**And next, may I introduce** on behalf of Elsie, the lovely bride, Miss Malcolm Roy, whom I'm sure you will all

agree looks stunning in her bridal dress, by the internationally recognised, House of Warehouse Curtains. The bride, you may realise, is wearing a special headpiece reminiscent of a cloche-style collapsible kitchen food cover.

**On behalf of Angus and Elsie**, they have agreed to participate in these nuptials today, on Napier's beautiful foreshore. At this stage it would be remiss of me not to introduce the page boy, Jake, and his two sisters as the beautiful flower girls. Jake is in charge of the rings.

**And now ladies and gentlemen**, the exciting moment you have been waiting for.

**Bruce, on behalf of Angus**, do you take Elsie to be your Model A mate, despite her canvas-covered seats, misplaced rear vision mirror, rusty rear end and ever so mild incontinence. (Bruce says "Ahooga").

**And now, Malcolm, on behalf of Elsie**, do you take Angus to be your Model A mate, despite his frequent backfires, oil spills, sack-covered seats and rusty mudguards? (Malcolm says "Ahooga").

**Rings will be placed** on the cars, firstly by Bruce, then by Malcolm.

**By the powers invested in me** as Vicar of the North Island Model A mob, I pronounce these two cars, Model A mates forever.

By the powers invested in me as Vicar of the North Island Model A mob, I pronounce these two cars, Model A mates forever.



The happy wedding party. Owner and bride Malcolm, with fellow owner and Groom Bruce. Elsie (left) with Angus (centre).

Angus, with Bruce

Elsie, in pre-restored condition





## THE AHOOGUA HORN ORIGIN

By Tom Endy

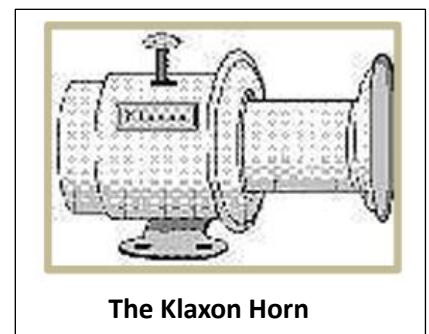
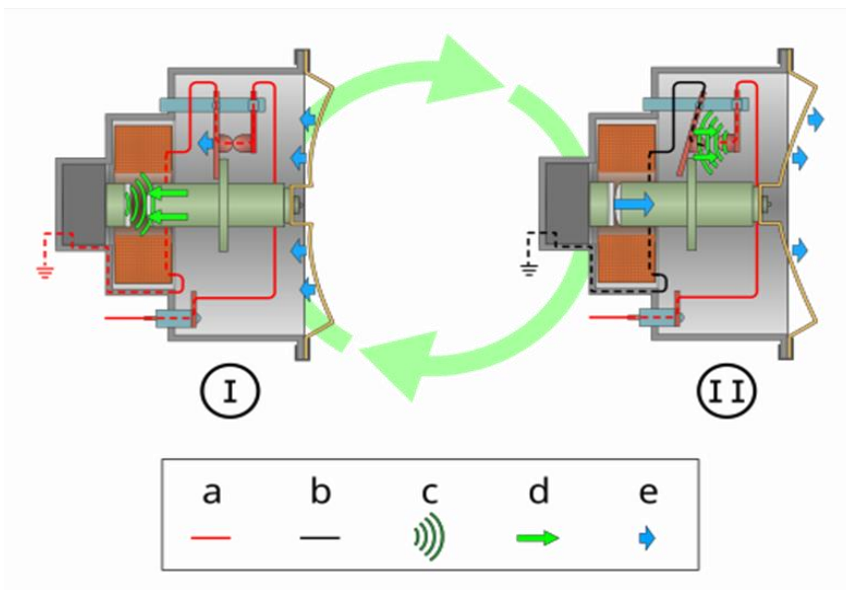
The Ahoogua horn, also known as a Klaxon horn was developed and patented by Miller Reese Hutchison, an inventor of the early 20<sup>th</sup> century. Hutch, as he was known, patented the mechanism in 1908. The Lovell-McConnell Manufacturing Company of Newark, New Jersey bought the rights to manufacture the device and it later became standard equipment on motor cars.



Miller Reese Hutchison 1876 - 1944

Franklyn Hallett Lovell Jr., the company founder, coined the name *klaxon* from the ancient Greek verb *klazo*, meaning shriek. Klaxon horns produce an easily identifiable sound, often described in English as ‘ahooguh’. Like most mechanical horns, the *klaxon* has largely been replaced by solid-state electronic devices, though the memorable tone has persisted on in classic cars of the era. *Klaxon* later became a brand name. The *Klaxon* horn was used on U.S. submarines during WWII.

The *Klaxon* horn’s characteristic sound is produced by a spring-steel diaphragm with a rivet in the centre that is repeatedly struck by the teeth of a rotating cogwheel. The diaphragm is attached to a horn that acts as an acoustic transformer and controls the direction of the sound. In the first *Klaxons*, the wheel was driven either by hand or by an electric motor. Hutchison went to work for Thomas Edison in 1909, and was the chief engineer for Edison from 1912 to 1918. The ahooguh sound is usually heard today when a Model A Ford goes rolling down the road.



This month we begin to look at Jabots and Bertha collars courtesy of the MAFCA website. This is a fun embellishment and accessory. Let's enjoy part one for starters.

When looking at women's afternoon and evening wear of the Model A era, you'll notice all sorts of drapes, flounces, ruffles, ties and streamers that you generally don't see in modern clothing. This can be a bit perplexing when trying to recreate an era look. How do you achieve this without the work of sewing an entire garment? Try adding a jabot or bertha collar to your modern dress.

**Jabots**

As defined by the MAFCA Fashion Guidelines, "Jabot (*zha-boe*): A pleated frill of lace or cloth attached down the front of a woman's blouse or dress." Historically, men have worn jabots for a few hundred years before being adopted by women in the early 19<sup>th</sup> century. Jabots were popular during the Model A era and well beyond, for spiffing up an afternoon or evening blouse or dress.



A rule of thumb is the jabot is at least as nice as the fabric in the main garment. It is an embellishing flourish.

Some jabots were sewn to the neckline or collar of a dress, while others were separate pieces pinned to the neckline, usually, but not always at the center. Jabots could be made of the same fabric as the garment, and could be printed or solid material. Whether they were streamlined or heavily ruffled, jabots were usually angular, often coming to a point at the bottom.

The July '28 *Delineator* describes this Butterick dress pattern as having a diagonal slot to insert a fashionable scarf to act as a jabot.



This Butterick pattern, also featured in the July '28 *Delineator* states, "The ripple of the jabot across the front and down the left side gives this simple frock the formality required of afternoon clothes."

## RECIPE OF THE MONTH – CURRIED KUMARA SOUP RECIPE

During a cold snap we see the soup pot back on the stove. The latest favourite in our house is this curried kumara soup – so quick and easy to make. The dollop of yoghurt and chopped chives is delicious.



### Ingredients

- 2 Tbsp Olive Oil
- 1 Onion, chopped roughly
- 2 cloves Garlic, crushed
- 1 Tbsp grated Ginger
- 2 Tbsp mild Curry Powder
- 500g golden Kumara, peeled and cut into chunks
- 1 litre Chicken Stock
- 250ml Coconut Milk
- ½ cup Greek Yoghurt - optional
- 1Tbsp chopped chives - optional

### Method:

1. Into a large pot place the oil and warm through. Add the onion, garlic and ginger cooking for 3 Or 4 minutes to soften slightly. Stir through the curry powder until fragrant.
2. Add the kumara and chicken stock. Bring to a simmer for 25 minutes or until the kumara is completely soft. Stir through the coconut milk for the last few minutes.
3. Blend until smooth. Reheat before serving with a dollop of yoghurt and fresh chives.

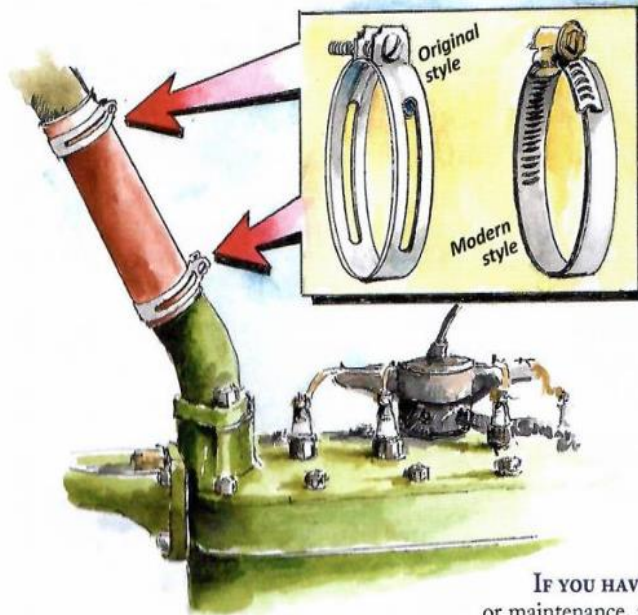


The Model A Ford Club of Colorado is pleased to announce the 2027 MAFCA National Tour is coming to Colourful Colorado in the Summer of 2027! This will be a Hub and Spoke Tour out of the city of Durango, Colorado.

## Break-in Hose Clamps

Idea submitted by Paul Shinn, Valley Springs, California  
Illustration by John Pratt, Urbana, Illinois

**Tiny Tips**  
From MAFCA Members



**NEW RADIATOR HOSES**  
Available today are much stiffer than the original ones, so original style hose clamps don't do a good job of sealing brand-new hoses.

To solve this, temporarily use new style worm-gear hose clamps on each end of new hoses.

After a few heating and cooling cycles, the new hoses will conform to the shape and size of the outlets and inlets.

Then swap out the modern, worm-gear clamps for the original style clamps, and they will hold just fine and keep that original appearance under the hood. ☹

IF YOU HAVE A HELPFUL TIP about Model A restoration or maintenance, please send it, with a photo or sketch, to the MAFCA office: 250 S. Cypress St., La Habra, CA 90631 or email to: [Restorer@mafca.com](mailto:Restorer@mafca.com)



## The Model AA Truck

The Model A was offered with many body styles including saloon, coupe, convertible and pickup. Another derivative was a truck called the Model AA, which was based on the car but had a much stronger chassis and a four-speed gearbox. Twin rear wheels were available as an option to limit (or, in Henry Ford's words, "reduce very considerably") the chances of a Model AA coming to grief on soft, rough, wet or frosty ground.

**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.

**FOR SALE**



1929 Pickup excellent condition now only \$35,000 or bring offer.

Ph Terry Costello 0274920642



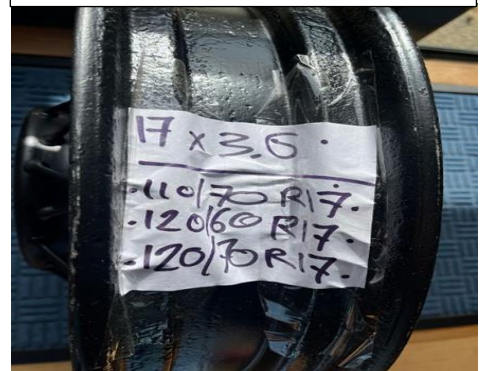
Nice '28 Tudor for sale, \$28,000

Interested Phone Terry Costello 0274920642



FOR SALE – 17” Tyre Rim good condition now surplus to requirement. \$50 ono.

Ph David 0272 350 444



(Noted - tyre sizes this rim will fit)

## Committee Contacts

- **Club Captain** - Wade Alexander 027 272 2130  
[nimafc.captain@gmail.com](mailto:nimafc.captain@gmail.com)
- **Vice – Captain** - Andrew Costello 021 943 063  
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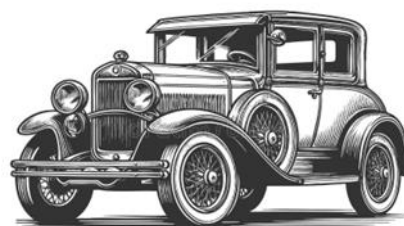
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FORD MOTOR BAND OF 56 PIECES.

Circa 1917

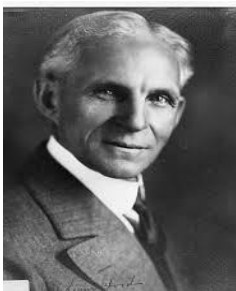
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*Success does not come by imitation.*  
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