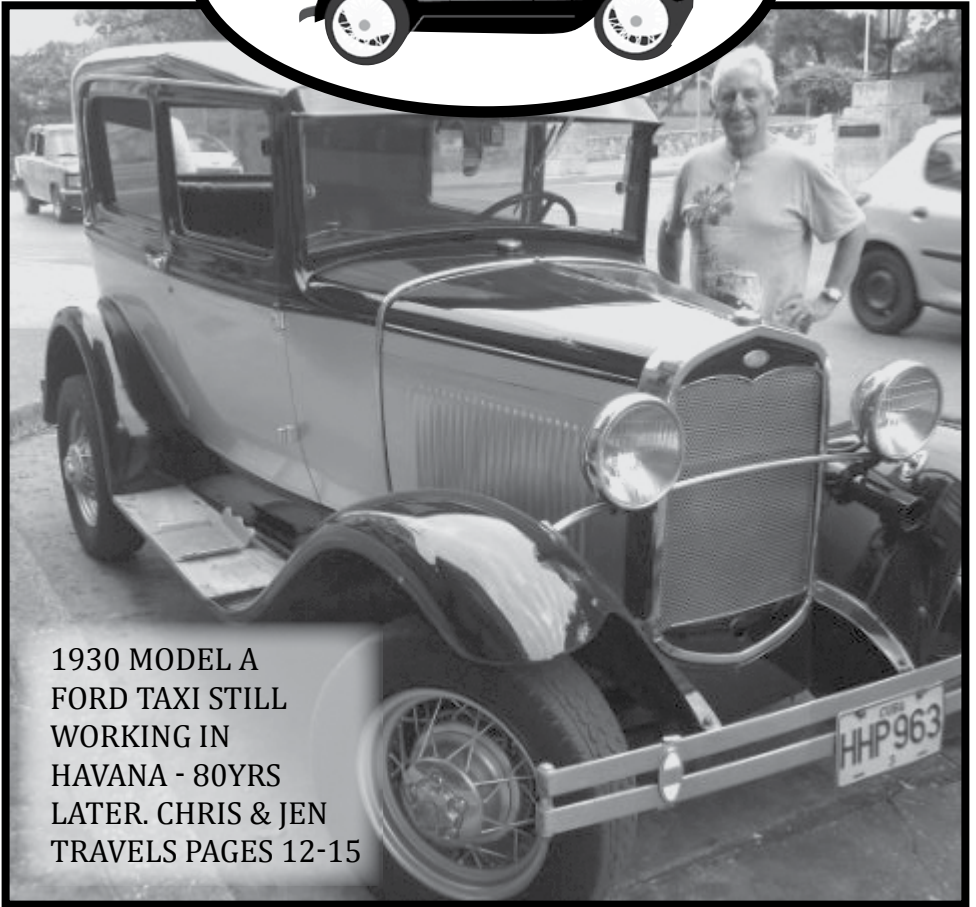
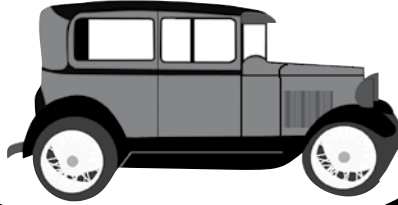
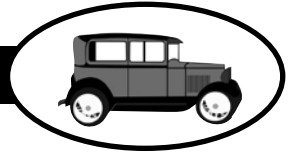


# Ahooga News



1930 MODEL A  
FORD TAXI STILL  
WORKING IN  
HAVANA - 80YRS  
LATER. CHRIS & JEN  
TRAVELS PAGES 12-15

HAWKE'S BAY MODEL A CLUB NEWSLETTER  
AUGUST 2012



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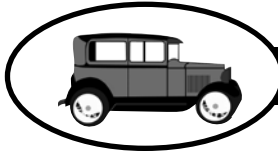
- Charles Black (*Deceased*)
- Cyril Jones

**Norman Oliver  
Died 10 July  
2012  
78 yrs**

- A foundation member along with his wife Shirley since the clubs first run in Sept 1992
- His 1930 Town Sedan is now owned by Peter & Alison Roberts

## VIEWS AND OPINIONS...

Views and opinions expressed in our Newsletter are those of the authors of the articles and are not necessarily those of the HB Model A Club, the Committee or the Editor.



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## Robert EMBROIDERIES

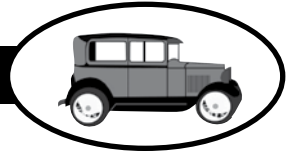
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# CHAIRWOMAN'S REPORT

Our Club's AGM and lunch was held at the Meeanee Hotel with a marvellous turnout of old, new and rarely seen members. It is always good to be involved in the running of our club – and thanks to the Committee who have offered their services for another year. Things change and this year sees our first Chairwoman at the wheel of our Club, with many of our stalwarts starting to focus on the National Rally in 2015. Thanks Kevin for a job well done as Chairman – who leaves loud shoes to fill! You will notice I am of a quieter nature.

So what was good about our AGM?

- Subs remain at \$40 per family (payable by 31st August)
- A full calendar of monthly runs for the next year, on the first Sunday of the month
- Some BIG events proposed: Raglan, Molesworth Station, Australia, Wellington
- Consideration to entering AHOOGA NEWS into MAFCAs Annual Awards
- Plans are being made for our 21st Anniversary
- 2015 Hawkes Bay is hosting the National Rally

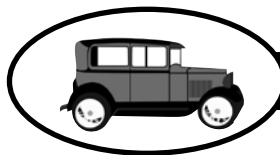
I have been a member of the Club since Leigh purchased 'Olive' our 1930 Fordor (an earthquake survivor) and have been on lots of exciting runs, seeing our wonderful countryside while enjoying the company of our members. 'Ebbie' is our 1929 Phaeton, which we imported from the States.... and often driven by Hannah. As a family we enjoy our cars, for Art Deco, Model A Club, special occasions, Cruise Ships etc.

The friendly Club members have made it so easy to belong to this Club – I remember my very first event was the evening dinner at the National Rally at the Hastings Racecourse, and Billie McAlister making me welcome; with my first monthly run as a passenger with Paul & Jo Wilson on the Holt Forest run.

Enjoy your cars, have fun!

Trish Patterson





# AUGUST 5TH WORKSHOP & CRAFT DAY

17 Valentine Road  
Hastings



from 9.30 am onwards



Some of the subjects to be handled:

setting points and timing a motor  
front wheel alignment

brake adjustments  
electrical trouble shooting

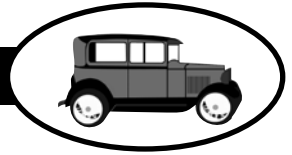


**Ladies:**

Refresh your hat, blocks are available.  
Carolyn will show how to repair a fur and tell how to care for.  
Bring your favourite craft and show your creativity.

**Lunch:**  
Bring a plate to share.  
Coffee and tea is available.

Cliff & Louise 879 9181 shenandoah@airnet.net.nz



# WAIKATO/KING COUNTRY HB MODEL A CLUB RALLY

Proposed date at or around the weekend 10 November.

Suggested rally route

Day 1 Taupo, Pirongia, Te Pahu, RAGLAN

Day 2 Raglan, Kawhia, OTOROHANGA

Day 3 Otorohanga, Te Kuiti, Marokopa, Awakino, TE KUITI

Day 4 Te Kuiti, Aria, Waimiha, Bennedale, Pureora, Tihoi, TAUPO

This rally will have a lot of traveling on rural windy metal roads.

These roads have plenty of pot holes, corrugations, dust etc.

The King Country has plenty of very good scenery.

Some sight seeing being

Waitomo Caves / Billy Black Show

Bridal Veil Falls

Otorohanga Kiwi House

Please register an interest by contacting Bruce Waterworth

290 Spencer Road

RD 1 Atiamuri 3078

Phone 07 333 9 332

Mob 0274 975 963

email [bwaterworth@xtra.co.nz](mailto:bwaterworth@xtra.co.nz)

subject "Model A Rally"



# MODEL A ROAD TRIP MOLESWORTH & RAINBOW STATION

January 8, 2013 onwards approx

Blenheim to Hanmer Springs via Molesworth Station  
Hanmer Springs to St Arnaud via Rainbow Station  
(Shingle Roads)

**Day 1** Napier to Blenheim

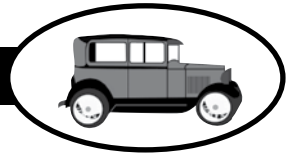
**Day 2** Blenheim to Hanmer Springs

**Day 3** Hanmer Springs to St Arnaud

**Day 4** onwards are open for entrants to pursue  
their own itinerary

*Entrants should be prepared to organise their own  
accommodation and ferry booking on the given dates*

**Enquiries to Harley Cadwallader  
06 843 9396 or [handjcaddie@xtra.co.nz](mailto:handjcaddie@xtra.co.nz)**



# BRISBANE TO DARWIN SAFARI

June – July 2013

Planning is well underway for approximately three weeks motoring in your A's from Darwin up the inland coast to Cairns.

Off roading from Normanton to Daly Waters  
(Aboriginal country 490km unsealed).  
Up to Darwin and the Kakado National Park  
back to Brisbane via the Barkley Tableland,  
Mt Isa, Barcaldine, Toowoomba.

Plenty to see and do with great company.  
6 couples and cars interested already.

If you are interested and would like more information

**Phone Roger or Carolyn  
06 8443324 or 021448183**





**MAFCA**

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# **Invitation to join Model A Ford Club of America**

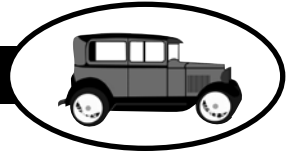
## **~Membership Benefits~**

- The Restorer magazine • Technical Support
- Local Chapters • National Meets
- Era Fashion Guidelines • "How To Restore" Series
- Restoration Guidelines and Judging Standards

International membership \$56 (USD)

**Visit the website and fill in the  
membership form to join**

**[www.mafca.com](http://www.mafca.com)**



# THE STRAIGHT AHEAD RULE APPLIES (LEAST LINE OF DEVIATION)

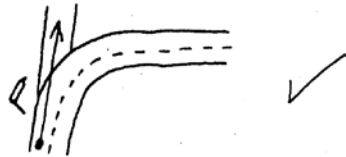
This is probably the hardest term to understand until you have been rallying for a while.

It means travelling along a road taking the least line of deviation even if it means leaving the major road you are on and continuing on into a minor road, as in the example. You should be told whether or not to cross the centre line to do this, but don't forget to imagine the centre line on the roads with no markings, especially on metal roads. If you are not told about crossing the centre line, ASK AT THE RALLY BRIEFING.

Generally you are told not to cross the centre line.

## EXAMPLES

**A** Here you are leaving the major road you are on to go to a minor road



**B** Here you may be leaving the road you are on to go around a loop or lay-by and then joining the road again.

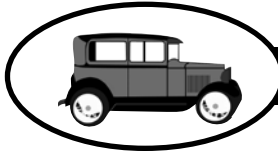


**C** Here you may come across a 'y' intersection that are two new roads and so you must decided which is the least line of deviation.

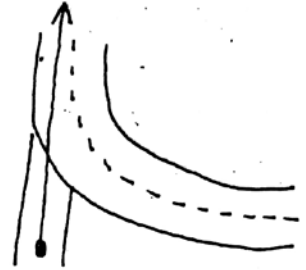


**D** Here you are crossing the imaginary centre line so you will be going wrong if you have been instructed not to.

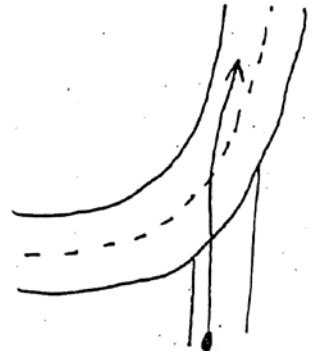




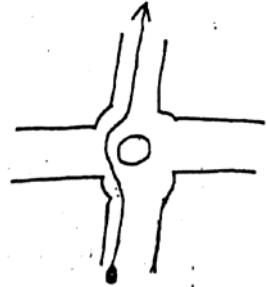
**E** Here you are coming from a minor road to a major road and you just carry on straight ahead



**F** Here you are also coming from a minor road to a major road. To carry on straight ahead you will have to cross the centre line which is okay as you have come to the end of the road you have been on.



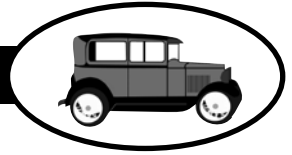
**G** The straight ahead rule also applies to crossroads. Unless there is an instruction to turn at one of the roads, you drive straight across them until you do get an instruction to turn.



**H** The same applies to roundabouts. You go straight through them, or leave them in the same direction at which you enter them.

If you are told the straight ahead rule, 'DOES NOT APPLY' then you will be given instructions for every road or street that you have to turn on to. You stay on this road or street until instructed to turn off, although you may still have to go straight through crossroads and roundabouts.

**DON'T FORGET TO CHECK IF NO EXIT ROADS DO OR DON'T EXIST**



# 2012 CHRISJEN TRAVELS

## NO 2

### The Cuban Time Warp

Che Guevara, Fidel Castro, JF Kennedy, Nikita Kruschev, Bay of Pigs Fiasco, Cold War. All these will immediately transport 'baby boomers' back to their secondary school days, and the beginning of a long period of social insecurity within the Western World, when the USSR and the USA played war games with 'who's got the biggest rocket'. Add to these names words like Cuban Rum, Havana Cigars, and



*Chris's favourite photo of Cuba*

1950's American cars, and we are immediately transported to a romantic picture of a tropical island, men dressed in white suits and wearing Panama hats, and gorgeous ladies parading in exotic clothes. Cuba has been my bucket list for a long time. It is one of those mysterious places that has been locked away in a 1950's time warp, and until recent years, it has been very difficult to obtain a visa to go there.

Cuba is the largest of the Caribbean Islands and sits only 90 miles from the southern tip of American mainland, namely Florida. Because of what happened in 1959, when the USA blockaded Cuba and prevented the USSR from installing their missile bases there, Americans have been unable to visit. Cuba became isolated from the world. Fidel Castro installed communism; the big American companies that owned most of the plantations were kicked out; the land was returned to the people, and the Russians provided financial aid and built infrastructures including a network of roads. When the Soviet Union collapsed in 1991, the umbilical cord of cash flow from Russia was cut, and Cuba went into crisis. It is only in recent years that joint ventures with Canadian and several EU countries, to build hotel complexes on a spectacular peninsular to the north of Havana, have enabled tourists to enter Cuba again.

### TOURING CUBA

The Entry Visa cost about US\$65.00 each and you have to nominate your hotel in advance. 99% of tourists stay in the new hotel sprawls, isolated from the real Cuba, and



*Coco cars are an iconic Cuban Taxi. You cannot leave here until you have been in one.*

the needs of the modern tourist. Jenny and I joined a small group tour of seven people. For eleven days we toured around the western half of Cuba and really got to see and experience some wonderful things.

## HAVANA – LA HABANA

Christopher Columbus discovered Cuba five centuries ago. The Spanish went on to conquer Central and Southern America. They plundered gold, silver, and precious jewels from the Incas, Mayas, and Aztecs, and used Havana as a staging post before the long voyage back to Europe across the Atlantic. Pirates and buccaneers such as Blackbeard and Henry Morgan, constantly raided these treasure ships and Havana became the most heavily defended port in the Caribbean. It also became the wealthiest, and the Old City is full of wonderful buildings, quaint cobbled streets, and gorgeous churches most of which are in their original condition. This is the tourist draw-card. I hope the photographs that I have attached will give you some idea of its attraction.

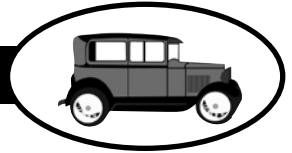
We stayed in a small hotel in the Old Town, walked everywhere, and were lucky enough to attend a magical performance by the renowned Buena Vista

only venture out from the security of the gated enclosures and their English speaking staff, in fifty-seater buses to visit 'La Habana'.

A couple of years ago, "Intrepid Travel", which specialises in small group tours throughout the world, broke new ground in Cuba. Because the original tourist infrastructure collapsed in the 1950's, any hotels that have survived that period, are old, decrepit, and almost totally devoid of staff who know how to service



*Christopher Columbus (the person my mother named me after), is buried in the walls of this Church in the middle of Havana. It was very important for me to visit here.*



Social Club. This band became famous before Castro came to power, many of the original members are now in their eighties, but they still had the magic to get us all up on our feet and dance the night away.

## OUTSIDE OF HAVANA

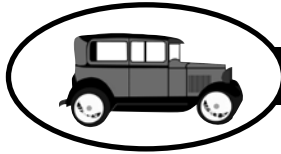
Our group was allocated a minibus and a local guide to take us on our tour outside of Havana. The minibus had a GPS installed which enabled the authorities to track its progress around Cuba. Our route apparently had to be submitted several months in advance by the travel company, and we were not allowed to deviate from it! Cuba is a very long island; maybe one thousand miles from end to end. The dual carriageway roads, constructed many decades ago by the Russians, are in dreadful condition. Very often only one carriageway was open. There is no public transport system. Any local who wants to go anywhere, and that means usually to work, has to hitch a ride. Official 'hitching stations' can be found on the main roads normally in some shady area such as under a bridge or a big tree. A government official, dressed in green, controls who gets on which vehicle. 70% of vehicles, whether they are buses, trucks, vans or cars, are owned by the Government. They are obligated to pick up hitch-hikers until they are full to overloading. Tourists are not allowed to hitch. So, it is not an uncommon sight to see elegantly dressed secretaries riding in the back of dump trucks!

## CUBAN HOME-STAYS

We home-stayed in three different places. Each was totally different to the others. But, on each occasion we had either, two single beds or a double bed, with air-conditioning and a fan in our bedroom. We also had our own toilet and shower facilities. Breakfast was provided in each case and we were given the opportunity of having dinner. However, we chose to eat in local places, or from street stalls, to try and understand how the local communities worked. It was fascinating. Our first homestay was in Vinales to the far west. We went there because of some interesting caves and underground rivers which we explored by boat. Our 'family' were very poor but they were perhaps the richest in the village. In



*Homestay breakfast - note the coffee in the thermos!*



order to qualify as a homestay 'host', houses have to be at a certain standard, and most could not afford to provide air-conditioning, or have spare rooms available with adequate bedding.

Our last home-stay was in Trinidad on the south coast. The house had been a family home for generations, had a lovely internal courtyard, rooms with five metre studs, lovely works of art on the walls, and bone china in cabinets. We had a suite of rooms to ourselves and felt much indulged. The family were asset rich but cash flow poor. Trinidad is a total jewel. Somehow it has survived the last five centuries intact. It is a photographers dream. I took dozens of photos of people and places and would love to return there one day.

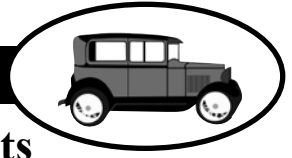
By providing homestays in a number of towns and villages, the Cuban government has cleverly provided interim accommodation for a controlled number of tourists, completely under their control, to replace the huge number of hotel rooms demanded by an increasing tourist business. Our home-stay hosts spoke little or no English. Both sides were seriously intent on communicating at all times, and we managed with our limited Spanish and lots of sign language to get by.

## **CUBAN CURRENCY**

Cuban currency is a challenge to those who wish to try and help the locals. The Cuban peso has retained its 1950's value. Cubans use it to buy their necessities; this means the basics of life: food, power, water and not much more. Anything that the normal tourist needs such as alcohol, restaurant food, sun tan lotion, western clothes and so on, has to be purchased by a totally different currency known as CUC, or Cuban Convertible Currency, which used to be tied to the US\$, but is now worth about US\$1.08. The Cuban peso is worth about US\$0.20c. Tourists use CUCs to pay for restaurant, hotel, bus, souvenirs, and the like. Sometimes, if you were to venture into a village and buy some local food from a street vendor, change in pesos might be received for an over-payment in CUCs. Otherwise, the average tourist will never come into contact with this basic currency.

Cuba is very safe. There is little crime. The locals are desperate to impress the foreign tourists and love to hear about the 'outside world'. Many of them have extended family in Florida who escaped in the 1950's from the oppressive Dictatorships of that era. It will be interesting to see what will happen, in the very near future, when Fidel and his brother Raoul Castro, die and a new political party take control of Cuba.

Both Jenny and I thoroughly enjoyed the unique flavour of our tour and were most appreciative of the chance we had to get to know the real Cuban local. We hope that the large number of photographs we have attached will provide you with an 'inside look' at the real Cuba.



## The History of Felt Hats

*By Marie Robinette*

Felt hat manufacturing is a very old industry. According to one story it was originated by St. Clement, and the festival of the trade used to be held on his day, November 23. Until the early 20's all the operations were performed by hand, but modern machinery took over every process, although it is still believed that the hand process makes a better hat.

As a matter of fact felt hats date back to an even earlier time. One of the types of ancient Roman hats, called the "petasus," worn on a journey, was much like the felt hats of the later Model A era.



***Petasus Hat of Ancient Rome***

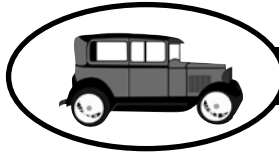
Many traditions are connected with caps and hats. Among the Romans the cap was a symbol of liberty. Wearing a hat in medieval times also was a mark of distinction.

Hatters began to flourish in Nuremberg, Germany, as early as 1369. In 1453 the French had adopted head covering generally. In colonial days the hatters of England complained of the competition of the American colonies, and ever since America has been very proficient in hat-making, although soft felt hats were not worn here until 1850.

### **Felting Properties of Wool and Fur**

When wool or fur fibers are viewed under a microscope, many tiny scales can be seen on their apparently smooth surface; in fact, some fibers seem to be made up of scales, all pointing in one direction, like the ridges on a pine cone. Human hair is also like that; when running your fingers along a single strand of hair, it slides down more smoothly than when they run up, due to the scales. When fur fibers are put into hot water the scales expand and do not cling so tightly to the fiber. Then when the water is drained off and the scales close down on the hair again, they catch and interlock with scales on adjacent hairs, matting the fibers together more and more firmly as the process is repeated. This is why woolen goods continue to shrink unless properly handled when washed.





## Sources of Felt

Most of the fur was originally obtained from beavers, which were found in great numbers in the northwestern part of the United States and in Canada.

Other prized fur came from the otter, mink, Russian hare, Saxony hare, Scotch hare, Scotch coney, and French coney (rabbit).

Muskrat and nutria were also used. The muskrat or musquash, a native of Canada, is a cousin of the beaver, but smaller. The pelt was sold for furs as "River Mink" or "Hudson Seal." The fur of the nutria, or coypu rat, was imported from South America. The thickest fur is obtained from animals which live in a cold climate.



## Processing

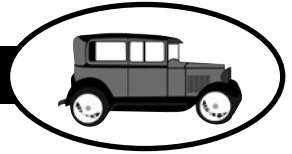
The skins were first sorted into grades according to kind, color, or quality. They were brushed to straighten out the fur, and then, as there are stiff long hairs sticking up throughout the soft, downy fur, as many as possible were removed by plucking, a process which did not harm the fur. The skins were then cleaned of the fatty matter. This process was known as "carroting" which washed in a solution of mercury and nitric acid.

The skins were carefully dried, brushed, and then cut into narrow strips by a machine that at the same time sheared the fur close to the skin. The pelt strips shorn of the fleece in this way were used for by-products such as glue and gelatin.

The fur fleece was then sorted into grades according to quality. The choicest part of the fleece of land animals is the back, and of water animals the belly and cheeks; towards the outer edges of the skin the quality deteriorates.

To mix the fur and to cleanse it two machines were used. The first was called a "devil." The fur was fed through it three times, being tossed and whirled and picked apart by revolving teeth and settling again in order to have the process repeated. The fur still had hairs, bits of pelt, coarse particles, and dust, which were next removed by a machine called a "blower." A cylindrical





apparatus, inside of which a toothed cylinder revolves several thousand times a minute, tosses the fur upward where it was blown to another machine, while the impurities fell down upon a screen which sifted them. This operation was repeated several times.

## Forming



The next process was called "forming." In preparation for it the exact weight of fur for a hat, in the case of a soft hat from three to five or six ounces, was put into a little box. A dozen of these boxes of fur were then put into a case, and from this point on the hats continue to be grouped by dozens.

An operator fed the fur, box by box, through rollers, into the machine called a "former," which roughly formed or shaped the hat body. This machine, invented in 1846, reduced the cost of labor to about one-tenth that of the slow hand method. A part of the machine whirled and scattered the fur. A cone of thin copper plate, perforated with many tiny holes, was slowly revolved, while a suction fan revolving very swiftly—about 4,000 times a minute—below the cone drew the fur down evenly all over the cone's surface and mated the fibers together. Wet cloths were thrown over the cone, another perforated cone of the same shape was placed over it, and the whole thing was put into a tank of hot water for a minute and then passed to the next process.

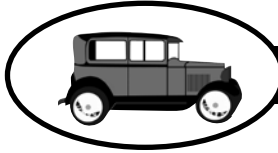
## Felting Process Begun

This matted fur, even as it came from the hot water, was the beginning of the hat body. It was about three times larger, however, than the finished shape—some 32 inches deep and 36 inches in diameter.

In order to harden the fur bodies enough to prevent breakage in later handling they were wrapped in a woolen cloth still attached to their cones, rolled gently by hand, squeezed, and pressed.

## Sizing

The sizing process now begins; after it has been repeated the cones were reduced to one-third the original size. Three or four cones were dipped together into a tank of water kept at the boiling point by steam, and then rolled upon a sloping table, which is called a "battery."



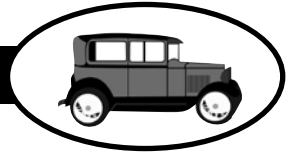
The hats were taken out of the boiling water quickly, wrapped in burlap, and again rolled gently by hand on the table to dry them. As the process was repeated the hats were treated less gently, since the felt continued to knit more closely together. The rolling tends to mat the fibers closely as they press together and spring back.

In cheaper grade hats this process was done by machine, but the hand method is considered best. The reduction in size and thickness must be uniform, and this was made possible by shaking and turning the cones. The selvage was trimmed, and the size in which the hat was to be finished was marked on the edge by a notch.



## Dyeing

The mixture of the different colors of the raw material resulted in a gray shade in the body, and if the hats were to be dyed, they were boiled several hours at this stage in a solution of color. The dye was in large vats and was constantly stirred to give a uniform color. In the drying room the hats were dried thoroughly at a high temperature. Coal tar products were generally used for dyeing.



## Stiffening

After dyeing, the hats were soaked in a solution of shellac in alcohol to stiffen them. A cheaper solution was of shellac and alkali, and since 80 per cent of the alkali may be recovered for use again, it was generally used. The hats were dipped again and again in the solution and rolled, and when thoroughly soaked the alcohol was allowed to evaporate or the alkali was counteracted by an acid. They were dried at a high temperature and steamed to draw the shellac into the interior of the fabric.

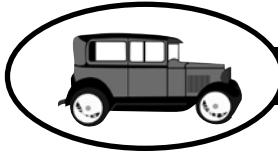


## Stretching

The stretching department received the hats next and placed them on machines; here they began to resemble the finished shape. The felt cone was worked slowly and gently onto a revolving block, shaped like the crown of a hat and called a "tip," and was forced down until it conformed to this shape. The tip-stretching shapes the crown only; after this the brim must be stretched. The hydraulic presses which then blocked the hats into shape often exert 500 pounds' pressure. These presses used metal dies of the exact shape of the finished hat.

## Finishing Processes

Until this stage the process was the same for both soft and stiff hats, but from now on the treatment is different. The soft hats were dried after the machine blocking, softened again by steam, shaped and stretched by hand over a die of the desired shape, ironed by hand with a hot iron, and put to cool in a cold water press. If the surface of the hats was too rough, all or part of the nap was removed by a machine with a sharp knife blade. The hat may have been polished and rubbed to bring out the best effect of the dyes and to give a gloss. Some colors have a more glossy effect than others. The finishing included trimming the brim. After a final inspection the hats were packed in bandboxes and put in cases ready for shipment.



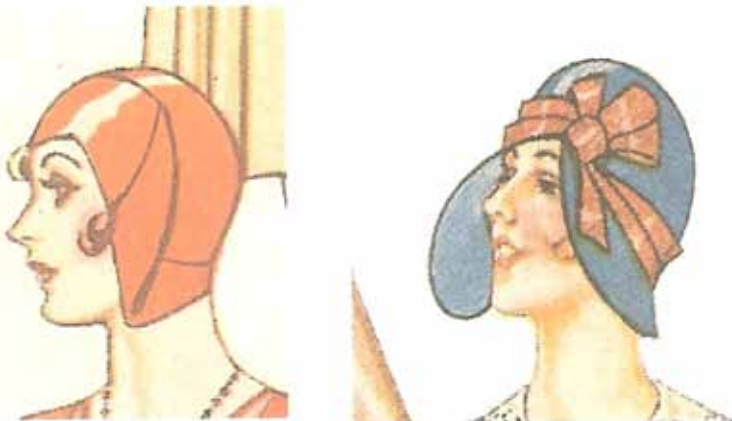
## Different Grades of Felt

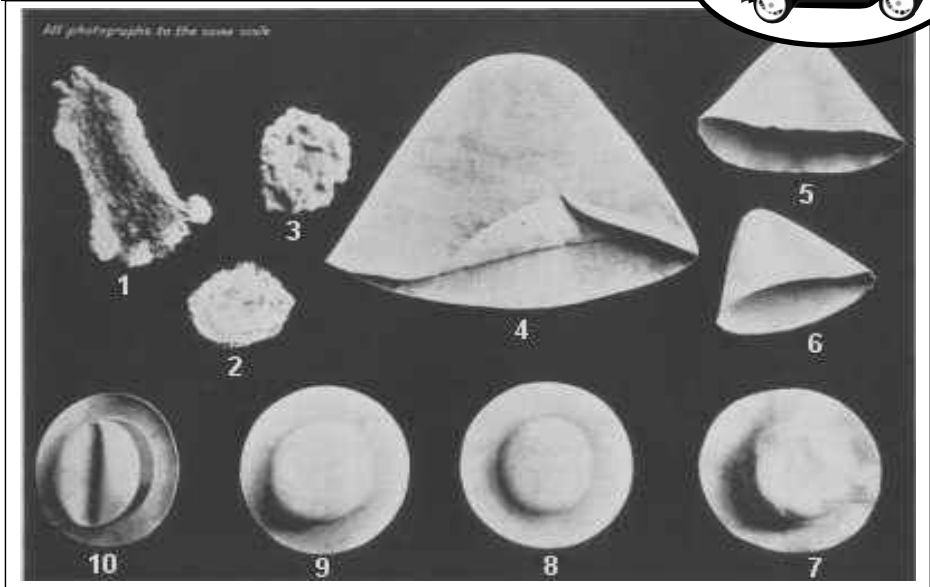


The largest business in felt hats was in men's wear, as there was always a demand for men's felt hats. The amount of felt used in women's headgear varied in different years. There were many different grades and finishes of felt. Beside wool hats and fur hats, there were mixtures in which the wool was usually underneath. Hats of shoddy, a combination of the cheapest wool and cotton, were made only when felt hats were so popular that a very low-priced felt was demanded by a part of the trade. The finish may be thick and downy, or like a velour with little nap. Long hairs are characteristic of the scratch or mohair finish.

In the early 1920's there was a felt of a beautiful lustrous finish, sometimes called charmeuse. The distinguishing features are the slightly loose nap and the polished surface of the flat nap. The velour finish is dense and erect.

Women wore cloche hats throughout the 20's. A cloche hat told everyone that you had short hair. It was only possible to get a close fitting cloche on the skull if the hair was cropped short and flat. The cloche hat affected body posture as it was pulled well over the eyes, which meant young women held their heads at a specific angle in order to see where they were going. Foreheads were unfashionable in the early model A era.





**How your soft hat is made**

Figure 1 The rabbit skin

Figure 3 The fur remains

Figure 5 Partly shrunk

Figure 7 Assuming the hat shape

Figure 9 Ready for brim shaping

Figure 2 The pelt is shredded off

Figure 4 The start of the felt

Figure 6 Felting completed

Figure 8 The crown is blocked

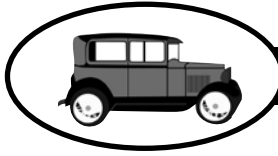
Figure 10 Trimmed and finished

**Make your own**

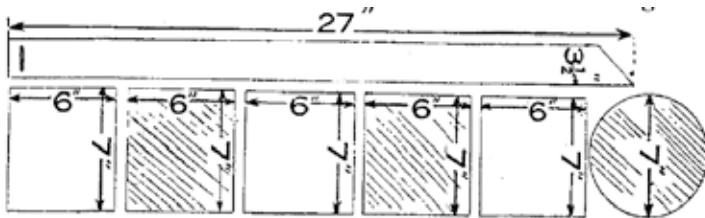
Now that you have the history of felt you are probably ready to try your hand at making your own hat. This is an easy pattern to try with store bought felt purchased by the yard.

**Two-Toned Felt Hat**

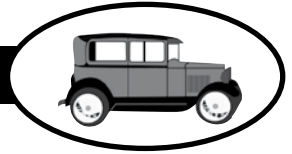
You will need: 3/8 yd of a lighter tone and 1/4 yd of the darker. Suggested colors are two tones of tan or grey and blue as a combination. The cutting chart below gives all dimensions of the hat. The center crown is cut in a perfect circle 7" in diameter of the darker tone of felt. The side crown is made of 3 sections of the light material and 2 of the dark, each section cut 6" wide and 7" deep. The brim is of the light felt cut 3 1/2" wide and 27" long, one end slashed diagonally, the other slit so that the diagonal end may be slipped through it. These dimensions are for a 22" head size. They may easily be altered to fit a head that is larger or smaller.



Join the side sections of the crown as at **A**. Pin side crown to center arranging the slight fullness evenly. Hold this fullness in as you sew the side crown to the center as at **B**. Then turn crown to right side and join brim to it as at **C** holding the brim portion slightly full as you sew. Arrange creases in crown and tack them invisibly. Add jewel pin if desired.



If it does not work the first time, try again. Felt is not expensive and very easy to work with. Next, show off your new hat at your next Model A function. Everyone will be asking where you found such a great hat.



*Example*



## **Magnetic name badges \$12each**

Example shows HB VCC logo which would be replaced with our HB Model A Club colour logo.

*Please contact Carolyn to order.*

## **MISSING - Rear Hub Puller**

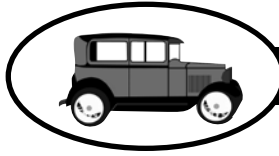
**If you have borrowed this, please return ASAP to Model A Parts, other members would like to use it. It's blue in colour so not to hard to lose on your work bench.**

Thanks Roger 844 3324

# **11th National Model A Ford Rally Coromandel Peninsula March 22-29 2013**

For those members interested in attending the rally please let Kevin or Carolyn know so they can start pencilling in some tentative Motel bookings – as we did for our South Island Rally in 2011





# Monthly Runs 2012 - 2013

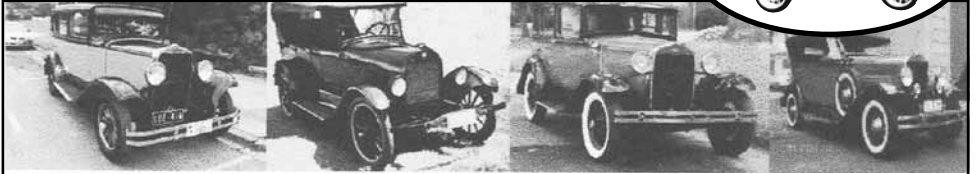
August 5th 2012	- Cliff & Louise Johnson (Model A Workshop & Craft Day)
September 16th 2012	- Trevor & Lyn Charman (Combined with the HBVCC)
September 22nd 2012	- Justin & Tracey Bicknell (International Model A Day)
October 7th 2012	- Leigh & Trish Patterson
November 4th 2012 November 10th 2012	- Anderson/Wilson - Ray Brooker (Central HB Agricultural & Pastoral Show)
December 2nd 2012	- Rod Herron (Christmas Run)
January 6th 2013	- Peter & Alison Roberts
February 3rd 2013	- Graham & Heather Cheer
March 3rd 2013	- Kevin & Pauline McGrath
April 7th 2013	- Truman, Dawson, Purdie
May 5th 2013	- Marineland & Hot Road Swapmeet - Terry & Jan Hart (Lunch & Run)
<b>June 2nd 2013</b>	<b>- <i>Would anyone like to put this run on?</i></b>
July 7th 2013	- AGM 2013 Meeanee Hotel 11.30am



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Articles, photos, mechanical tips, notices, jokes, etc. Anything you think may be of interest to your club members.

Please submit before the 20th of the month.



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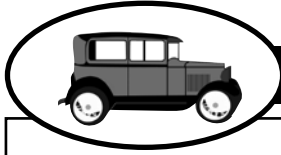
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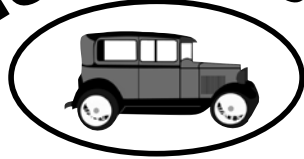
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- Vests \$30
- Club Patches \$9

Medium, Large & Extra Large Please contact Louise 06 879 9181



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- Half page (size 128mm x 92mm) = \$50 for one year
- Quarter page (size 63mm x 92mm) = \$30 for one year

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*Listing a item for sale or wanted throughout the year is complimentary*

Please contact Louise Johnston if you would like to place an advertisement,  
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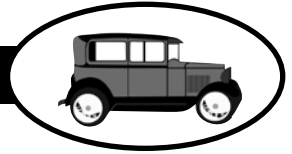
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**YOUR MODEL A THAT IS!**

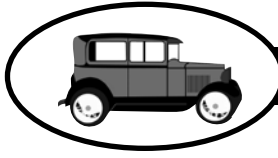
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Ph 8366222**

**Email: [andynapier@xtra.co.nz](mailto:andynapier@xtra.co.nz)**

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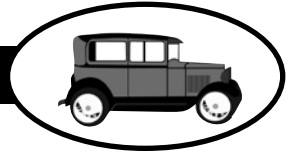
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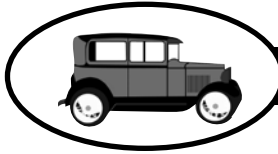
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