



**North Island
Model A Ford Club Inc
New Zealand**



Date: October 2012

Special points of interest:

- NIMAFC 40th Anniversary
- Know your Model A Body Types
- Model Generators PtI
- Restorations Underway

Chapter Members of



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Model A Torque

North Island Model A Ford Club 40th Anniversary



Life member Mr. Len Hoyland, doing the honours of cutting the cake.

Welcome to the North Island Model A Ford Car 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.

www.modelafordclub.co.nz

Club Captain's Report - David Mossman

CLUB CAPTAINS REPORT – SEPTEMBER 2012

This has been a busy month with the Clubs 40th Anniversary celebration weekend and A.G.M. What a great weekend was had by all those who attended. A lot of hard work went into making this weekend a success and I wish to thank all those people who contributed – they know who they are. Particular thanks must go to Karen and Kay for their creative ideas and ingenuity in setting the scene. The era costume was a huge success and I was very proud to see everyone participate creating a wonderful spectacle. Thank you also to those who participated in the rally north. This was very well organised with everyone enjoying their drive along the back roads to Warkworth with lunch at Parry Park. A special thanks to Barbara Lupton who was unable to attend the 40th but baked fresh scones to bring down to the Park for everyone to enjoy at lunchtime.



The A.G.M. ran well with a good attendance. Murray and Anne Ashby retired as Editors after 14 years of producing the club lifeline. Welcome to Gavin Leckner who was elected onto the Committee. We look forward to working with you Gavin and hope you enjoy your new role.

In closing I would like to thank all of you who have helped form and shape this Club over the last 40 years to become what it is today. I hope you continue to participate in all club activities and REMEMBER if you have an idea do not be shy, give one of the committee members a call or email and tell us about your idea. We are always looking for new ventures.

David Mossman
Club Captain

Vice Captain's Comments - Terry Costello

At the AGM, Tony Bartlett ([New Zealand Federation of Motoring Clubs](#) - FOMC committee member) recommended that we, the NIMAFC and our members, visit and look at the WOF and annual vehicle licence survey. The government has recently released a discussion document proposing possible changes to the WOF and annual vehicle licence systems.



The FOMC would like the views of heritage vehicle owners on the proposals to help us prepare a submission – go to <http://www.surveymonkey.com/s/6SL3QR2> to take a short survey.

Executive & Committee 2012-2013

Club Captain:	David Mossman ds mossman@xtra.co.nz 027 235 0444 or 09 443 5253	Committee:	Steve Driver 027 494 9905 or 09 534 6843
Vice Captain:	Terry Costello terryandjosscostello@xtra.co.nz 027 492 0642 or 09 630 0548		Brian Hosking 027 681 8845 or 09 298 2626
Secretary :	Ross Bolton rtbolton@clear.net.nz 021 941 002 or 09 431 4092		Gavin Leckner 021 040 6116 or 09 426 4697
Treasurer:	Stephen Upson stephen.nimaafc@hotmail.co.nz 027 488 7721 or 09 443 0433		Tom White (Librarian) 027 232 3221 or 09 832 3221
Editor:	Paul Hunter phunter@xtra.co.nz 021 435610 or 09 827 2153	Historian:	Paul Smith 027 485 2234 or 09 236 9909

Secretary's Report - Ross Bolton



40th celebrations what a great weekend for all those who took part

Membership:

Membership has remained static over the last 2 months however with annual membership renewal coming up I suspect some changes.

Newsletters:

We are now receiving newsletters by email from 2 Australian clubs - NSW & WA - these are very clear and in full colour, what a change to see pictures of cars and Aussie landscape in full colour.

Can't wait to see our newsletter this month, will be nice to see the pictures we send in as they are supposed to be full colour.

Secretarial Solutions:

When replacing the Steering wheel make sure that the Woodruff Key stays in position as you are sliding the wheel on the shaft. It is possible to push the key out of the groove, the key just sits up in the housing and you don't know until you are test driving around the first corner, you turn the wheel and the car goes straight ahead. That why the Duchess does all my test driving.

That's all from her and it's good night from him - Ahooga

Treasurer's Report - Stephen Upson



Hi all

Thank you for your support in re-electing me for the position of Treasurer. I have been working on paying the accounts for the 40th weekend and will have them finalised and presented at the next committee meeting. I hope all that attended had a great time (I certainly did), it was good to see the support for the period costume dress.

Towards the end of the evening while having fun dancing, someone asked what time does the music stop? I answered well about 11.30pm, we will start pulling down the displays. They replied well its 11.50pm now! I looked at 3 different clocks/watches thinking they were an hour out. Panic kicked in as we had to be out of the venue by midnight! So the final dance was selected "The last waltz" finishing with Bonanza (a little softer this time), re-playing our opening number, which kicked off our amazing evening. Always a good sign when the dance floor is full at the end of the night; maybe not everyone wanted the evening to finish. Thank you to the committee and ladies who helped put this together and to our sponsors Barfoot & Thompson, Wattyl Paints, Valvoline, Veteran & Vintage and Fruit guys.

A friendly reminder, annual membership is now due:

Family membership \$40.00

Single membership \$38.00

Direct debit bank account 12 3068 0187485 00 and it helps if you enter your surname as a 'reference'. (To help reconcile our books!)

Post to 63 Chequers Ave Glenfield Auckland 0629

Please email me with your name, full address including postal code, email address and phone numbers (cell phone & land-line) so we can keep an up-to-date members list. If you pay by internet banking I will reply with the information we have on record so please take the time to check all is correct.

Editors Comments

Welcome to our new look newsletter, available in both hard copy and an emailable format. I guess the biggest change for the club came with the conversion of The Model A Torque from paper to an electronic format. It is a revolutionary change for us, something the committee started looking at during the year when the editors notified us of their intention to step down from this role. After doing some research into the possibilities with printing and mailing costs soaring, we must move with the times. All email newsletters will be in a PDF format and in full colour, all mailed newsletters will be printed in black and white.

On behalf of the Committee and all Club members, I would like to pass on our thanks to Murray and Anne Ashby for providing over the last 19+ years, the monthly newsletter. It is no small task to collect, collate, combine, create, copy and cajole articles on a monthly basis without any repeating, for this we have been fortunate that they have had the passion to do this. As in last months newsletter, Murray has mentioned that he has expressed an interest to spend more time in the garage, which I am sure we all would like to do and we look forward to hearing about his projects from time to time. We have not seen the last from Murray as he will be a regular contributor with his review of the Model A Ford Judging Standards & Restoration Guidelines.

Club Events - do not forget to mark these dates in your diary

October 12th to 14th	Christchurch VCC Annual Swap Meet , McLean's Island
Sunday October 14th	BOP VCC Swap Meet , Clubrooms, 29 Cliff Rd, Tauranga
Sunday October 28th	Port Waikato & South Limestone Downs region run by Brian Hosking - starts from Dury Service Centre, Southern Motorway. 10:00 am for a 10:30 am departure. There will be two stops of interest, along the way. BYO everything. (lunch etc) We will be passing through Tuakau and there is also a shop and a café selling food at Port Waikato
Sunday November 4th	The Chevrolet Enthusiasts Club has invited us to join them for the Combined Car Clubs annual Gymkhana at Omana Reserve at 10.00am
Wednesday November 7th	Tech night, Aircraft Composite Structures Ltd, 8 Vernon Rd, Papakura Host owner Bruce Stratton
November 18th	Waikato VCC Cambridge Swap Meet , Cambridge racecourse
November 24th	NIMAFC Xmas Run & Party , Shed 99, Carran Rd, Warkworth
February 24th 2013	Galaxy Of Cars , Western Springs
	March 22nd to 29th 2013 11th NATIONAL MODEL 'A' FORD RALLY 100% - NEW ZEALAND The event will run for a week in the lead-up to Easter 2013, the dates being Thursday March 21st through to Good Friday. Morning farewells March 29th 2013. The general format of the Rally will be travelling between and staying at; THAMES - Thursday March 21st, Friday March 22nd. WHITIANGA - Saturday March 23rd, Sunday March 24th, Monday March 25th, Tuesday March 26th WHANGAMATA - Wednesday March 27th THAMES - Thursday March 28th New Zealand Early Bird Registration form last issue or website www.modelafordclub.co.nz



Welcome to new NIMAFC Club Members

Erwyn & Audrey Fail, 34 Ngapuhi Rd RD2 KeriKeri---28 Tudor

Don & Teresa Windley, 59 Echo Valley Rd Mangawhai---30 Roadster Pickup

Morton Jordan 5 Pembroke Cres Glendowie ----28 Phaeton

Ralph Levinson 15A Hopkins Cres Kohimarama----30 Phaeton

Tech Night - at Dury Engine Reconditioners

A dozen enthusiastic members turned out to visit Rob & Leon at Dury Engine Reconditioners to see equipment in action. We saw engines ranging from 19 litre Cummins Diesels through to the small looking 1 litre engine. The workshop was immaculate with equipment ranging from head grinding machines, cylinder boring machines, valve seating and a line boring machine, we were also lucky to see these machines in action. Other pieces of equipment that Rob operated included crack testing, where a head was lightly sprayed with a fluid, then in a darkened chamber a black light revealed the infamous cracks. Rob demonstrated the art of using liquid nitrogen to shrink cylinder sleeves prior to installing into a block that had been previously readied. It is now understandable as to the cost of rebuilding our engines as the value of the equipment on site is somewhat staggering. Many good recommendations, suggestions and hints were given during our visit, to which I have no doubt everyone learnt something that night and came away wiser.

Our thanks to Rob and Leon for providing a wonderful insight to the art of engine reconditioning. *Paul Hunter*



Club Outing Report

North Island Model A Ford Club 40th Anniversary Rally.

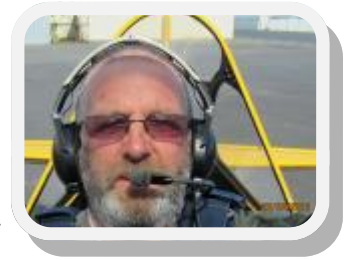
As part of our 40th anniversary celebrations, our secretary, Ross Bolton, arranged a very good Model A run, for Saturday 22nd of Sept. This drive, up the country roads to Warkworth and return, covered some 138 miles. This proved to be a very pleasant outing, on good roads, now less traveled, with some very nice scenery. As we set off from the North Shore Events Centre, we were all handed a very substantial lunch, including fruit juice, water, and fruit. All very healthy! As we motored along we were required to remain observant, so as to pick up the clues and answer the many questions on our route instructions. There were questions regarding Pots, who is King (not Elvis), Raspberries, Vets, etc etc. As we cruised into Waitoki, where our instructions mentioned coffee and a café, we noted that half the participants appeared to be in there, having a break. Of course it would have been rude, not to have joined them, and I bet that was the cafes best morning takings for a while. Real competition for the Thames Baker! Moving on, we approached the town of Kaukapakapa, and the hotel, where we had to note, " When are the Pokies " Even though the sign, giving the answer, was on the wall outside, the Club Captain and his cohorts, were observed inside, drinking large handles of the brown brew. Meanwhile, the North Shore Electrician, and the Industrial Nurse, remained sober and alert, by having a little tea party, outside the pub. We missed the sign, " What does Mark want property for " and were pleased to find that nobody we asked, had seen it either. Must have fallen over? It is rumored, that some may have missed the turn off, on to West Coast Rd and carried on, all the way to Wellsford. However, all ended up safely at Parry Kauri Park, Warkworth, to partake of our supplied lunch. A very suitable venue, plenty of parking and a nice bush walk with some large Kauri trees. While we were there, a Kontiki tour bus rolled in and all the men admired the lovely young things, as they alighted. They also admired the young, (male) driver, who skillfully maneuvered the huge coach around, without collecting any of the Model As. As we continued south we passed a fence, festooned with many wheel trims, (this was another question) Unfortunately there was nothing to fit a Model A Ford, so it was not worth our stopping. It was good to see that Ross, being such a considerate guy, ensured that all us hard up Model Aers, did not pass through the Johnson Hill Tunnels and have to pay the dreaded toll. All in all, a very interesting drive, over good roads and just the right length. Well done Ross. And the winners, who must have got all the questions correct, were, Joe and Jill Scott, from Tauranga.



Congratulations.

Brian Hosking.

Model A Owners - an interview with new Committee member Gavin Leckner



Q. What made you decide to get a Model A. When did you get your first Model A?

A. I was thinking of buying a T bucket but realised I was a bit old for that style of vehicle so opted for a Model A Roadster. We purchased an April 1928 vehicle which I thought was ready to paint but subsequently found the undercoat had not bonded to the primer so I pulled the car apart and have had it sandblasted. I'm now priming and blocking the body.

Q. Was your car restored or did you restore it?

A. The Town Sedan Helen and I used for the 40th Rally was purchased six months ago as the Roadster was taking a long time to get on the road and we wanted to be out there with the Club. It is almost as we purchased it.

Q. How many Model A's have you owned and have many do you have now?

A. The Roadster was our first Model A.

Q. What is your Favourite Model A memory?

A. Driving the Town Sedan back from Okaihau with Ross Bolton who very kindly offered to help me with the pre purchase assessment.

Q. Where would you want to travel in your Model A?

A. Helen and I are looking forward to Coromandel next year and are really keen to participate in the 2015 South Island Rally.

Q. What would your dream Model A be?

A. The Roadster with its warm B engine and overdrive gearbox will fulfill our dream.

Q. What advice would you give to someone if they were buying a Model A?

A. Join the Club, talk to the Members, study the models available to ensure they purchase a body style that meets their needs, then seek assistance from a knowledgeable Club Member to check any vehicle prior to purchase.

Q. What's the best thing about being a member of the Model A Club?

A. Meeting people with an interest in Model A's, making new friends, visiting new places and learning about the car from more experienced people.

About the member

I joined the Air Force in 1964 and married Helen a few years later. My work was with transport aircraft so I got to travel the world. We enjoy fishing from our 12m launch and I am a keen scuba diver. I left the Air Force in August and I am now a full time Roadster restorer.



The Bakers Report by Bruce Smith (retired)



Bad time in the Bakery this month with it being flooded out by the employees water filter and having to get the plumber son to take care of it, pity he didn't take care of the bill as well.



Then to top it off one of the employees wanted to cook some crackling in the oven and had a major fire and the Bakers cash deliveries took a hiding having to purchase a new oven.

Sitting outside the Bakery having a coffee and listening to a conversation between a local Greenie and one of the old fellers from the neighborhood was quite interesting how things have change now.

The old fellow said in his time they didn't go through all the bullshit we need to today in building houses. We went to school with the Maori and swam and peed together in the creeks and they never wanted the water as it was always polluted. Not like you Greenies today everything that is put forward today you blokes say NO to, you don't have a positive bone in your body only if it's green then you smoke it.

By now the Baker had enough by now and moved inside to do some creative baking.

The joint venture in Canada is working well, sales are growing along with other things the Viagra muffins are doing their job well.

Back home the Matron still has a broad smile on her face while the caretaker is struggling to keep her happy and keep the lawns cut and rest home in shape.

Rumor has it that the first influx of the young Montreal Ladies have arrived and gone from the B&B and the word is that they were very happy with the accommodation and performance of the owner - the Baker will have to check this out as he might need to add this Motel to the list of deliveries of the special muffins to maintain the standard that has now been set.

Rumor has it that the electrician from Northland has become a star on TV 3 and was seen interviewing the constabulary on the subject of alcohol abuse and what happens to their license once caught.

So if anybody has a spare horse, must able to do long hours, won't be needed for a considerable time give the Baker a call. Note the cart must be fairly light and be able to carry several ladders, the horse be fit, strong and of good temperament.

The bloke and the young lady who wanted the phone numbers of the best dressed woman and man at the Model A 40th Anniversary are unavailable, it's a Bakery not an escort service.

The person who left the note on the counter saying that the Vicar bought raffle tickets from this week's collection is not true and I hope that is extinguished from the records.

Sneaked in the back door off the Annual General Meeting of the North Island Model A Club and sampled the morning tea it wasn't too bad at all and the Baker will be looking to find the talented cook who baked the Model A shortbread.- could be a contract there.

Regards,

The Baker



NIMAFC 40th Anniversary



NIMAFc 40th Anniversary Celebrations

Wow! What a weekend.

Back in January whilst having a quiet time at home we began discussing how the club would celebrate their 40th Anniversary. We looked at each other and said 'leave this to us'. With approval from the Committee we began throwing ideas around in our heads, wherever we went, whoever we spoke to and whatever we saw we kept it in our memory banks. Kay and Stephen posed for a photo with the Model A as the prop forming the background on the printed invitation. Kay hand-wrote the Club Member names on every invitation, which was posted out well in advance of the 40th weekend. With the venue booked, a menu agreed upon, the Model A Ford was our focus. The girls were assigned the responsibility for handling the decorations, prizes, surprises and little extras, with the support of the committee. The objective was to be part of a memorable and special celebration weekend, the finer details were important to us.

With a planned trip to America before the 40th, this enabled us to gather ideas and bring back a few items that we thought would come in handy. At Gilmour's Car Museum, a small car biscuit cutter was purchased in the museum shop. This little biscuit cutter was to feature, as it defined the shape of the blue car sewn on the drawstring rally bags, to patchwork the aprons and picnic cloths used as prizes and was used to cut the shortbread biscuits for the AGM. As soon as we arrived back from USA in July, the 40th planning was full steam ahead.

Red and blue was the base colour for the decorations and trimmings. We walked many lunchtimes and weekends around \$2 shops to source the appropriate wrapping paper, ribbons, candles and bits and bobs. With a budget on our minds we were conscious of buying items that were value for money, not to mention Stephen, the Treasurer watching over our spending. The raffle goodies and prizes were carefully selected over many weeks, to ensure we picked the right things. Thank you to Helen White who kindly donated the lovely table set as one of the prizes. This we were very appreciative of.

A celebration 2-tier cake was baked and decorated by Kay's mother, Betty Palmer. The cake symbolised the North Island Model A Ford Club theme, iced and trimmed in red, white and blue, with silver representing the chrome of the Model A. On top of course was the Model A. Betty also made the 100 rally bags and at one stage commented 'there are a lot of blue cars covering my lounge' as she sewed for 3 days solid. As the weekend loomed closer, it was time to stuff the goodies into the rally bags. Karen's lounge room was now covered in little blue car bags and a production line started to make sure all the items purchased were in every bag, whilst the committee meeting was in progress downstairs.

We agreed that with having a 'Meet and Greet' on the Friday night it gave members the chance to chat away about anything and everything in a relaxed atmosphere, something that is always needed at the end of a working week. It also enabled those who didn't want to attend a formal evening the chance to participate. Friday brought many hands to the fore as the venue was decorated with Model A parts, old photo's and memorabilia, posters and decorations. Transporting the helium balloons was a major with Stephen weighing these down with boxes of bananas donated for the rally the next day.

Saturday saw the rally depart on time with everyone duly given their lunches. With a much needed coffee we embarked on the task of dressing the tables and function room for the Saturday dinner and entertainment. The room and tables looked fantastic, as we endeavoured to set the scene for a memorable night. A table centrepiece shaped like a 'Model A' car with a Henry Ford quote on the reverse side enabled us to include Henry which was a must, as without him we would not be here. Placemats made with the club logo and to finish the table setting a menu with the 'A' on the cover. We wanted to be able to give club members something that they could take away and keep as a memento. This would give them that keep-sake.

All this hard work was worth it and with the committee making a decision to engage an M.C. this enabled everyone on the committee to relax and join in with all other club members. We all had a fantastic time and we both would like to thank you all for the positive feedback we have received. The 40th is a milestone for the Club and worthy of celebration to foster good club spirit.

Roll on the next celebration!!



Karen Thomas and Kay Palmer

Our view of the 40th Anniversary of our Club, AGM, and related festivities.

On Friday we joined other Waikato, then later Thames and Whangamata Club members on the road, at the beginning of celebrations to mark 40 years of our North Island Model A Ford Club. From the motel Rob and Pam taxied us to the North Shore Event Centre, the base for the festivities. The Friday evening gathering was well attended by many; some of whom we had not seen for quite some time. We noticed one comment in the Guest Book; "Everyone has got older!"

For the Rally Day on Saturday we gathered again at the Event Centre; car bonnets were lifted and many discussions took place. One in which I was involved, was to do with the 1931 "Indented Firewall" which one individual had interpreted to mean the recess in the lower firewall to accommodate the bell-housing. From a couple of late 1931 Model As we were able to illustrate what the term actually meant. (The picture to the right shows the indent on the LHS with the fuel fitting at the centre.) Some time in 1931 the US authorities deemed a fuel tap inside the passenger compartment to be unsafe, so the Model A fuel tank was re-designed with outlet through the firewall and fuel tap in the engine compartment (actually similar to fore-runner – Model T). I do not believe too many of this example were assembled in Canada, so therefore were not here in NZ under the jurisdiction of the Colonial Motor Company; those I do know of, were later individual imports from the US of A and are LHD.



In our Roadster with hood down, we departed on the Rally, for which we were first away, unusual for us (duly noted by the Club Historian), as we are usually in the "Tail-End-Charlie" position. The Route took us through Saturday North Shore City Traffic; a bit hectic for us "Out-of-Towners" without the local knowledge to get into the correct lane early enough not to upset other drivers. However we were soon into the countryside where we were able to relax and enjoy the scenery. Lunch stop was the Kauri museum at Warkworth where I counted 30 Model As! From there it was back to the city and indicated in the instructions was a distance of 86 miles; we recorded 84.

The evening was formal and most attendees made an effort to dress for the occasion; I don't know when I last saw so many furs! Our MC did a great job, as he had recognised the spirit of our club; speeches were made by our Club Celebrities, including Elder Statesman Len, prior Club Captains, Gavin and Rob, and Historian, Paul. Of course there were a couple of drinks, some banjo picking and a few dance steps.

On Sunday the AGM was held, where a new committee was appointed including a new Newsletter Editor, Paul Hunter, to whom we offer our best wishes and support. Cups and trophies were presented, including a lovely glass dish presented to Anne and I, recognising our resignation from the Editorship.

On our way home we had a puncture at Hampton Downs, and after swapping the flat with the spare, the Roadster would not start. We had quite some trouble determining the cause, which after a tow from Gavin and Linda to Rangiriri (where we came across Sean) was discovered to be an electrical short from the ignition points breaker arm to the cam, not via the points as should be. We soon installed the spare distributor and were on our way again!

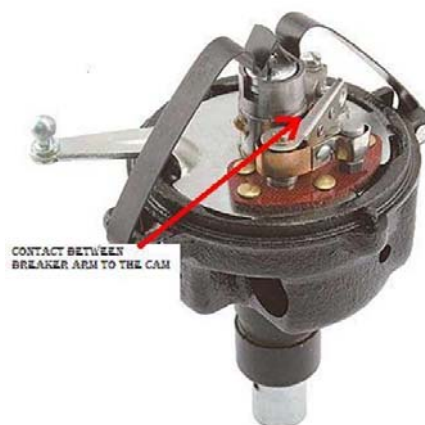
The Events over the weekend were well organized and well run; the committee did a grand job to suit the occasion. However, we do note that there was a lot of behind the scenes effort by non-committee; in particular two ladies who may have affiliations with committee members.

Thank you all.

Murray and Anne.

PS. Editor Paul has asked if I could regularly contribute an article with reference to the "Judging Standards and Restoration Guidelines". So I might just do this!

Murray



NORTH ISLAND MODEL A FORD CLUB INC

CLUB CAPTAINS REPORT – 2012 AGM

What a pleasure to assist the club through its 40th year of existence. I am grateful to the foresight of those founding members. This has been an extremely busy season for the Club as we have actively organised many different and varying events.

Collectively all the functions or runs over this last year have been well attended with a lot of public interest but please cast a thought for what goes into making these occasions happen. The Committee has worked hard and I thank them for their contribution.

A few examples of these have been the fun we had staying at the Mt Maunganui Cosy Corner Campgrounds, mixing with Greg & Vicki Davidson and the BOP team whilst viewing those iconic Te Puke sheds. Our Xmas Party at the Brooklyn Ski Club on the banks of Lake Karapiro, the Tauranga Air Show, Galaxy of Cars at Western Springs Speedway and Steel n Wheels at Waiuku. Blokes and their Sheds held in Thames and Paeroa raising funds for the brilliant Life Education Trust was worth the effort. Other interesting days included the Karaka Vintage day, Fish n Chip run down at the new Viaduct followed by a Jazz Music Fest at Auckland Domain.

These runs have all had their moments of touring hassles and backfires, resolved with lots of humour and a sprinkle of an ale or two. There was also the bonus of attracting 12 new members and still stumbling on new owners of various Model A's, making all of the above well worth the effort and every dime or two.

Our Technical nights have been inspiring and engaging. I would like to thank you all for supporting these evenings, braving all weathers to learn a thing or two.

It was a privilege to represent the NIMAFCA, along with 17 others, at the MAFCA National Convention held recently in Marquette, Michigan. This was hosted by the Superior A's Club and staged within the area that Henry Ford called 'home'. To view his original beginnings has been an inspiration. Shame we could not travel in our A's. The New Zealand contingent made history at the convention by rating the highest number of persons attending from one Club and the longest distance travelled. For this we proudly received the MAFCA Award.



Thank you to the flat structured cohesive committee who have done another fantastic job in achieving goals set and given quietly of their time. Grateful thanks go out to our retiring Editors Anne & Murray Ashby who have given 19 years of printing and posting the clubs lifeline.

Please remember 2013 will see the National Model A Ford Rally in March based around the Coromandel Peninsula and organised by the 100% Club. Hope we see you all there.

***Sometimes it can be hard to start your engine,
But even harder to turn back when it's running so well.***

David Mossman
Club Captain

North Island Model A Ford Club Inc Financial statement 31 August 2012

31/8/2011	Current Assets	31/08/2012
1112	ASB Cheque Account	4,858
259	ASB Savings Account	3,950
12974	ASB Term Deposit	10,000
4650	Stock on hand	5,365
	Prepayments	
18995		24,173
	Non Current Assets	
138	Plant & Equipment	75
19133	Total Equity	24,248
	Income	
5249	Subscriptions	5,796
560	Interest	717
780	Club Functions	5,799
15	Club Trading	0
	Donations	0
6604	Total income	12,312
	Expenses	
	Audit fee	100
654	Xmas cost	0
59	Engraving	78
1229	Photo copying	1,709
145	Box rental	145
1452	Postage	1,414
88	Subscriptions	321
512	Sundries	233
800	Club functions	2,887
117	Depreciation	63
502	Stationery	247
5558	Total Expenses	7,197
1046	Net profit /Loss	5,115

North Island Model A Ford Club Inc					Depreciation schedule 2012		
Depreciation schedule 2012							
Plant	Rate	Cost	Opening Value	Disposal date	Depreciation	Accum Dep	Closing Value
Coffee Cups	33	100	0	31/08/2010		100	0
Library	33	586	0	31/08/2010		586	0
Fax	33	439	0	31/08/2010		439	0
Gazebo	33	100	0	31/08/2010		100	0
Gazebo Bag	33	208	0	31/08/2010		208	0
Dell Computer	60	1100	2.8	31/08/2012	2.8	1100	0
Folding Table	18	110	17.22		3.09	92.78	14.13
Canon Copier	48	2813	118		56.64	2695	61.36
Totals					62.53	5320.78	75.49

NORTH ISLAND MODEL A FORD CLUB INC

TREASURERS REPORT – 2012 AGM

This is my 3rd report as Treasurer; I am enjoying my role on the committee and working together with a great group of club members.

As of previous years, the club's newsletter is our biggest expense. Photocopying expenses increased due to a higher charge per copy and you may have noticed the newsletter has more information to read to keep you informed.

The club will be returning some funds back to members through the 40th Anniversary weekend, expenses paid to date are reported in 'club functions'. The majority of expenses for the anniversary will be paid in September and reported in next year's Financial Statements.

We have introduced electronic banking and this is working well, saving time with easier management and recording of incoming funds. I therefore encourage more members to pay on line.

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Notes to the Financial Statements

Year ended 31 August 2012

Subscriptions \$5,796.00

The membership is made up of 145 joint and single members, an increased membership from last year.

Stock on Hand \$5,365.00

Made up of polo shirts, polo fleece shirts, sweat shirts, badges, caps and stickers. The increase from last year represents purchases for the 40th anniversary glassware which will be sold at the 40th and shown in next year's Financial Statement.

ASB Bank Term Deposit \$10'000

Term deposit investment of \$13,000 matured on 21 August. \$10,000 was reinvested for 6 months and \$3000 plus all interest was transferred to the savings account which will be used to fund the Clubs contribution for the 40th anniversary weekend.

Club Functions - Income \$5799, Expense \$2887.

The Club Functions expense this year included all functions that were funded by members and the Club, the expenses so far for the 40th Anniversary. The income will mainly be spent on the event and will show in next year's Financial Statements.

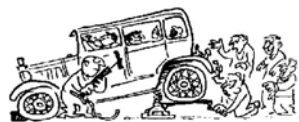
Subscriptions \$321

The club is a member of the New Zealand Federation of Motoring, to whom we pay an annual subscription. Also the club has brought a brick for the Model A Museum at Gilmore's Car Museum USA. (\$233)

Stephen Upson
Treasurer



Restorations underway - Steve Driver



1929/29 Sportabout - a combination of factors lead to the building of this car, my Station Wagon is a fairly heavy car and I still fancied a light sporty type vehicle. I recalled the power and lack of weight a Model A has when in bare running chassis form and the Sportabout idea which had been lurking about many years seemed to be the way to go, I had several re-built components such as front and rear axles, starters, generators etc for "spares" for the Station Wagon already fitted in my other old chassis (and it is a handy way of mobile storage) the idea was that if I had a failure of say the rear axle in my Wagon I could change to the "spare" within a day or so and avoid excess time off the road. I was then offered a replacement engine which was built by a former member with a counterweighted crankshaft and a lightened flywheel, it is 0.100" over sized in the bore and is very smooth running. My gearbox and diff are standard although the rear hubs have tapered cup/cone bearings fitted (as does my Station wagon) a softer rear spring with 8 leafs is fitted and the spare is now mounted on the spring clamp plates which are modified, steering & brake & electrical and all other mechanical aspects are standard, instruments include a speedo & amp, temp and oil pressure gauges !! The engine sealed the deal and it proceeded with minimal expense wherever possible to get the Sportabout built !! There are several Model A Specials on the road in NZ and each with its own character and style, one can buy a kit from the USA or one can try to style a car to suit. I opted for the latter, the style I favoured was a car I had seen on the internet, it was LHD and I later discovered it was from Argentina. The lines really had appeal, the problem I faced was that my skills with sheet metal are very limited and then we had a club outing which took us through the Hobsonville air base which housed a "school" for those with a marine connection in old traditional boats and the building of them,. Amongst the boats under construction was a small dingy which was being cold moulded from plywood veneers, that started it I had helped build a boat using this technique back in the 1960's and I reckoned one could use the same technique with the body shape I wanted and away we went, we started with a full length oregon bearer with a single cross beam on the chassis, we fitted a fuel tank (MGA) flat between the chassis at the rear with a platform over it (fuel is now pumped thru a patented splitter on the firewall), we shaped up a firewall & built a mould around on the bearers, we laid three layers of plywood strips progressively to the mould some steaming of the strips was needed at the cockpit corners and the deflection shapes at the top front and we used epoxy glues rather than the old resorcinol types. A laminated beam was fitted to the top inside at the front and this was extended on the outside at the seat side and back and faired in to give a stronger edge and some styling, much sanding and a layer of fibre reinforcement on both in and outsides again increased the strength of the cockpit while keeping the weight down (weight estimate for the cockpit with dash & glove box & trim wood is well under 100 kg) the paint is satin finished and I had wanted to use dope and cloth but the budget cut in. The trunk is for dispatch of the good book when I am on duty and also serves as a disguise for the fuel filler (which is in the side of it). I am fitting bicycle type guards to front and rear and a top half of bonnet is also planned. The car is about to be inspected by a Low Volume Vehicle Certifier who may ask me to vary/add to the car (and I am hopeful that it will be seen as a Model A Special rather than a "Scratch built") and if all that works I certainly want to enjoy this summer with a run or two in it !!



An American engine bay - eat your heart out, take away the steering box and there is plenty of space for those extra pipes

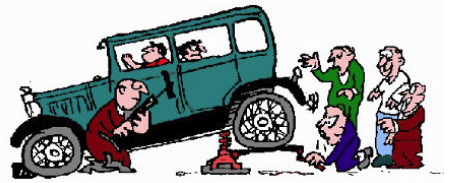
Dennis Cling's immaculate engine compartment in his 1928 Pick Up Roadster, Dennis has a business back in Phoenix Arizona manufacturing after market parts for A's, in particular hydraulic brake kits, see <https://www.clingsaftermarket.com/index.asp>





From the Garage

by Paul Hunter



Model A Generators – Part 1 by Tom Wesenberg

The Model A generator was a 5 brush unit, the shape resembling that of the generators used in large hydro-electric plant powerhouses, thus it is commonly referred to as a powerhouse generator. About October 1928 the powerhouse changed to a 3 brush unit and about this same time the Autolite style generator was introduced, but not commonly installed until near the middle of 1929.



The Autolite had a rear ball bearing and the output stud was near the front of the case until March 1930.

About March 1930 the rear bearing was changed to a bushing and the generator output stud was moved to the rear of the case

An ohmmeter can be used to check the generator field windings. The 5 brush powerhouse should read about 3 ohms, the 3 brush powerhouse about 2 ohms and the Autolite style about 1 to 1 ½ ohms. I like to test field coils by using a 6-amp battery charger with an amp meter. A 5 brush powerhouse should show about 2 amps draw across the field windings when 6 volts is applied, the 3 brush powerhouse about 3 amps, and the Autolite about 4 to 5



amps. A growler is needed to test the armature. A good visual inspection can tell much about the generator. Look for frayed insulation and wires, as well as look for thrown solder where the wires connect to the commutator bars. Look for burn spots or uneven wear on the commutator bars and smell the field and armature to see if you can detect a burned smell. You can usually spot the burned insulating varnish on the copper wires.

A voltmeter is handy to test for a poor connection. Set the meter to the lowest DC VOLTS setting and connect the + lead to the most positive side of the connection being tested, and the - lead to the more negative side. For instance, if you are testing the ground brush on the powerhouse you would connect the + lead to the small copper wire coming from the ground brush and connect the - lead to ground. If all connections are good you should show no voltage on the meter. On a couple of powerhouse brush holders, I have found the post holding the ground brush spring had a poor connection to the steel-mounting strap. This is easily fixed by soldering the base of the post to the steel strap of the brush holder. I have also found where the 2 field coils are connected on the Autolite generators; the wires were simply twisted together and not soldered, thus resulting in a poor connection.

The Model A generator is an unregulated generator, meaning the third brush is adjusted for a set output, and a set amperage is going to the battery, whether the battery needs it or not. When an extra load is put on the charging system, by turning on the lights, then the amps are taken from the battery, unless the third brush is adjusted for more output.

Since the generator is unregulated and the output voltage is only held in check by the battery, every part of the charging circuit must be in good working order to prevent runaway high voltage. Starting with the generator, it must have a good ground. The generator output strap to the cutout must be clean and tight. The cutout contacts must be clean for good current flow. The wire leading from the cutout to the terminal box must be good, and the connections inside the terminal box must be clean and tight. The two short wires leading to and from the amp meter must be clean and tight, as well as the special nuts on the ammeter terminals. The wire leading to the starter switch terminal must be clean and tight, finally the battery cable leading from the starter switch back to the battery must be clean and tight, as well as the battery posts and ground connection.



To be continued.....

Know all your Model A body types

Model A Body Style Identification



1928-29 STANDARD COUPE
(45-A)



1928-29 SPECIAL COUPE
(49-A)



1930-31 STD & DLX COUPE
(45-B)



1928-29 BUSINESS COUPE
(54-A)



1928-29 SPORT COUPE
(50-A)



1930-31 SPORT COUPE
(50-B)



1929 CABRIOLET
(68-A)



1930-31 CABRIOLET
(68-B)



1930-31 VICTORIA
(190-A)



1930-31 CONVERTIBLE SEDAN
(400-A)



1928-29 TUDOR SEDAN
(55-A)



1930-31 TUDOR SEDAN
(55-B)



1929 STEELBACK FORDOR
(60-C)



1929-31 2-WINDOW FORDOR
(170-A,B)



1929-31 3-WINDOW FORDOR
(BRIGGS)
(155-B,D/165B,D)



1929-31 3-WINDOW FORDOR
(MURRAY)
(155-A,C/165A,C)



1930-31 SLANT WINDSHIELD
FORDOR
(160-A,B,C)



1928-29 LEATHERBACK
FORDOR
(60-A,B)



1928-29 STANDARD PHAETO
(35-A)



1930-31 STANDARD
PHAETON
(35-B)



1930-31 DELUXE ROADSTER
(40-B)



1928-29 STANDARD
ROADSTER
(40-A)



1930-31 STANDARD
ROADSTER
(40-B)



1930-31 DELUXE PHAETON
(180-A)



1928-29 OPEN CAB PICKUP
(76-A)



1930-31 OPEN CAB PICKUP
(76-B)



1928-29 CLOSED CAB PICKUP
(82-A)



1930-31 CLOSED CAB
PICKUP
(82-B)

Model A Body Style Identification Front & Side View



1928-29 Cowl Side
View



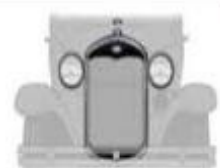
1930-31 Cowl Side
View



1928-29 Front View



1930 Front View



1931 Front View

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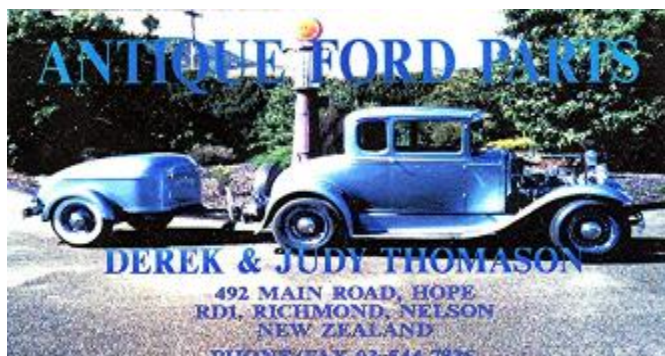


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Wanted & For Sale

For Hire - Tandem axle flat deck car trailer available for hire to Auckland Club members - \$50 per weekend/two day hire. Contact Paul Hunter - 021 435 610 or email phunter@xtra.co.nz

For Sale - 1929 Ford Model A Rumble seat Roadster, restored 20 years ago, stone guard, custom upholstery, side curtains, hood cover, full width rear bumper, trunk rack & trunk. 4000 miles on reconditioned motor, new WOF and Rego, \$35,000 Phone Malcolm 09 412 7720

For Sale - 1930 Town Sedan, blue with black guards, burgundy upholstery, good tyres, brakes redone, over-all good condition: asking \$26,000 Contact Colin Orr 0274 975 523 (a/h) 07 826 3320

Wanted - For my 28 Tudor restoration, I am looking for two or three good 21" rims and a piece of the left rear quarter panel. The piece I need is the lower edge of the top section where it meets the lower section, from about the centre of the window around to the back seam where it bolts to the back panel. Contact Erwyn Fail, Kerikeri 09 401 7277 Email thefails@xtra.co.nz

Wanted - I am looking to swap a 1928 Phaeton Model A for a soft top Model A Truck from the same era, contact B Collins 06 356 9700

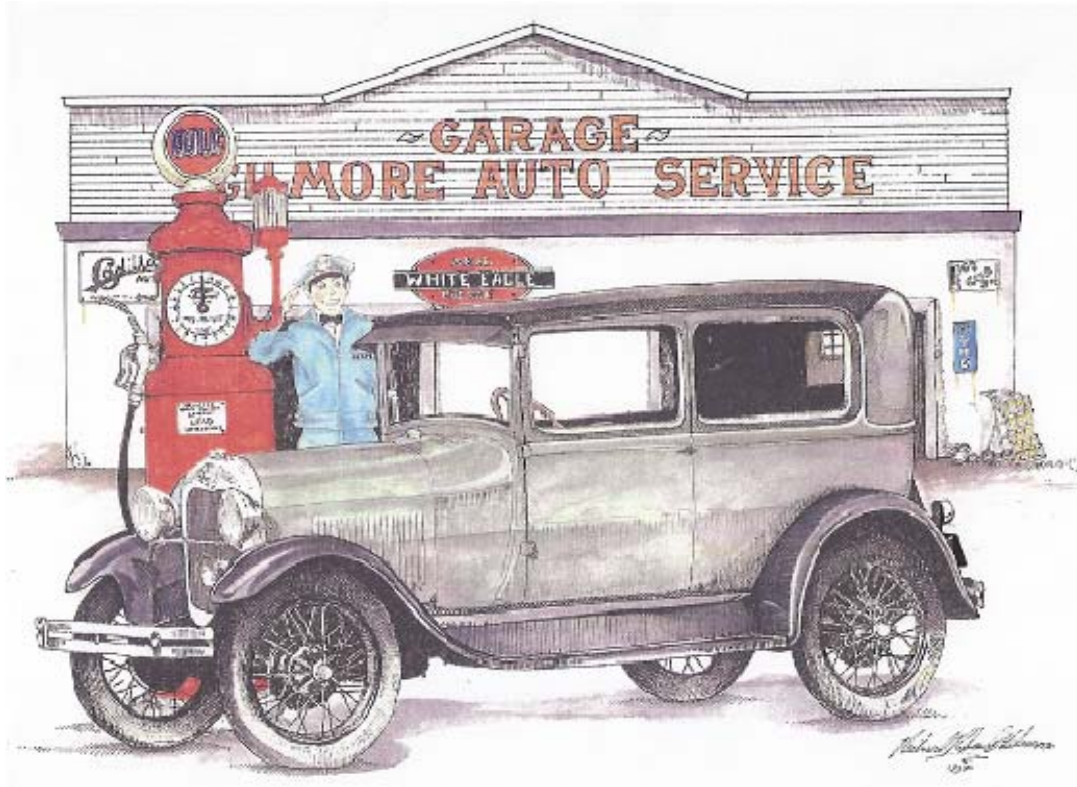
For Sale - Flat Head Ted Brakes - Four new drums high quality ductile iron, new linings arced (to these drums), new studs welded to hubs and grub screwed in, new woven linings of the parking brake bands. My deluxe brake kit all fitted to your backing plates \$1700 (plus I need your backing plates). Ted Spain 09 626 3141 or 021 119 3090 or tedspain@gmail.com

Classified adverts and Wanted & For Sale. No charge for members selling their own items. Items will run in three issues, unless renewed or canceled. Business card size commercial ads are \$25.00 per year, and "hobby business" ads are \$10.00 per year. For information, contact Paul Hunter 09 8272153 or email phunter@xtra.co.nz

Henry Ford Famous Quotes

Anyone who stops learning is old, whether at twenty or eighty. Anyone who keeps learning stays young. The greatest thing in life is to keep your mind young.

Henry Ford



***Tiny Tips** features in each and every MAFCA magazine printed monthly, these Tiny Tips from MAFCA members will be reprinted in our newsletter. Should you have your own Tiny Tips, please do not hesitate to provide an article for our club members. This way we all enjoy and learn from others experiences and we in turn can put these tips into practice.*

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Tiny Tips
From MAFCA Members

Submitted by Dave Davis, Pahrump, Nevada
 Illustrated by Norm Ellis, Rochester, New Hampshire

Rear Gaskets Lined Up

If you have ever rebuilt a Model A rear end, you know how difficult it is to keep the gaskets in place when setting end play. Use two 3/8 24 bolts, saw the head off and saw a slot for a screw driver. Then leave them in until final assembly. Be sure to mark the left side of the housing so you won't install the ring gear on the wrong side.

The same procedure can be used to start engine pan gaskets, too.