

Chapter Members of:



MODEL A TORQUE

Month: February 2019

Issue Number: 2019/02 Season: Summer



First Club Event of 2019! Onehunga Beach BBQ

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

Inside this Issue:

- Next Club Event: Sunday 24th Feb William C Daldy cruise – SELLING FAST! BOOK NOW! (See Page 8 to 10)
- IMPORTANT NOTICE - CANCELLED – SHED SALE (Originally notified for Sat 16th Feb/Sun 17th Feb)
- Model 'A' Burnout (Page 14)
- Upcoming Events (Page 5 to 7)

“A” Captain’s Comment



The new year is here and well on its way with January now finished. I trust that everyone has had a happy and enjoyable festive season catching up with family and friends and celebrating.

The gathering of club members at Onehunga Bay Foreshore this year was a great turnout and memorable for several reasons: The presence of new members, the ignition of the new club bar-b-que and the chilling breeze as people huddled behind the little native foliage planting for shelter. Great cooking guys under testing conditions with the new acquisition. And again, it was the fading light and chilled bones that sent people homewards but not before Steve Driver was seen with BURNOUT marks behind his sturdy “A” steed and a gigantic smile on his face. Well done Steve and you can guess which award may be following the skid marks?

Ellerslie show day and lots more excitement in the coming months – Art Deco and Te Anau are the big ones with bits in between. Just enjoy.
Cheers, Hugh

Editor comment: see Page 14 for full ‘BURNOUT’ report

Officers of the Club/Committee

Position:	Name:	Contact details:
Club Captain	Hugh Hulse	Phone 021 599 981 Email: gatland.park@xtra.co.nz
Vice-Captain	Errol McAlpine	Phone 027 4543 983 Email: errolmac@xtra.co.nz
Secretary	Karen Thomas	Phone (09) 443 5253 or 027 419 0191 Email: mosseykar@gmail.com
Treasurer/Memberships	Ralph Levinson	Phone 021 1727 637 or (09) 578 3000 Email: ralphlevinson1@gmail.com
Newsletter Editor	Kay Palmer	Phone 021 0731 542 Email: nimaafc@outlook.com
Committee (Event Co-ordinator & Tech Nights)	Bruce Stratton	Phone 027 485 3634 Email: brucestratton@xtra.co.nz
Committee (Club Records & Assets)	John Castle	Phone 021 957 032 Email: jmcastle@xtra.co.nz
Committee (Event Co-ordinator & Tech Nights)	John Ross	Phone 021 437 267 Email: jr@acrostic.co.nz
Committee (Club Health and Safety)	Andrew Costello	Phone 021 943 063 Email: gizmoccat@slingshot.co.nz
Historian	Paul Smith	

A special welcome to new club members. Please join us at a club outing soon:

- Clive O’Halloran, Thames, 1928 Model A Truck
- Paul and Kae Bond, Kerikeri, 1930 Model A Coupe
- Tony and Jo-Ann Yukich, Auckland (share 1930 Fordor with Tony’s brother Victor Yukich).
- Warwick McKenzie, Glen Eden

Treasurer's Report

Hello and happy New Year to fellow Club members!

What a great summer we're enjoying. Reminiscent of the endless summers of our childhood. And perfect for stretching the legs of your good old Model A. Jenny and I have had *Millie* out on a few enjoyable runs recently.

\$\$\$

There are still a number of subscriptions outstanding for the Club's current financial year, 1 September 2018 – 31 August 2019. Reminders have been sent to members with outstanding subscriptions, so if you haven't paid, award yourself a chocolate fish by sending payment *now*. Either –

Transfer to the Club's ASB account, 12 3068 0187485 00 (please include your name)

Or Cheque made out to NIMAFc, to PO Box 99249, Newmarket, Auckland 1149

Any queries to me, ralphlevinson1@gmail.com, tel 09 578 3000 (home), 021 1727 637

All subscription payments are acknowledged by email or letter.

William C Daldy harbour cruise, Sunday 24 February

Thanks to Rob Brown, a Club charter has been arranged on the vintage tugboat, *William C Daldy*. Rob describes the steamship as probably the most stable, smooth and quiet ship on the harbour. So what are you waiting for ... jump online and whistle up a booking. Look for the full page flyer elsewhere in this newsletter, click on the website link (bright blue) and you're taken *straight* to the page where you add the password *1928tudor* – then click on the *blue arrow* which takes you to the booking page, where you click on *Tickets*. Choose the number of persons, add credit card details etc.

If you can only pay by cheque, that's fine, give me a call ASAP (contact numbers above) and we'll reserve places for you.

As at 25 January we already have 38 bookings (after just 5 days), so don't miss out. Incidentally, Club Historian, Paul Smith, said the Club arranged a very popular cruise on the *Daldy* 30 years ago. Don't wait 30 years for the next opportunity!

Ethan Jones Fundraising

We've reached an impressive \$11,186.90. Thanks for all the generous contributions. Ethan is the 3-year-old son of Club members, Owen & Melissa Jones and great grandson of Club stalwart and Life Member, the late Len Hoyland. He has a form of cerebral palsy and cannot stand (unaided), or walk. An opportunity exists for a life-changing operation at the St Louis Children's Hospital, in the USA. To achieve this, Ethan's family need to raise an eye-watering NZ\$150,000. Donations can be sent to the Club's ASB account, 12 3068 0187485 00 (please include your name + the word "Ethan"), or cheque made out to NIMAFc, to PO Box 99249, Newmarket, Auckland 1149.

At the Cornwall Park pre-Christmas get-together, \$425.00 was raised for the Ethan Fund by raffle and donations. And at the more recent Onehunga Beach evening, thanks to Jan Corbett's enthusiastic efforts, a further \$83.90 was raised with a coin trail. Thanks everyone!

Enjoy these long, warm summer days.

Cheers,

Ralph Levinson

Please find attached in a separate attachment to the Newsletter email, the Financial Accounts/Treasurer and Audit Reports for the club year ended 31 August 2018.



SECRETARYS REPORT

NIMAFCA Committee Meeting

held

Wednesday 06 February 2019 – 6.15pm

55 Victoria Street, Onehunga

Meeting chaired by: Hugh Hulse

Present: Hugh Hulse; Errol McAlpine; Karen Thomas, Ralph Levinson; Kay Palmer; Bruce Stratton; John Castle; Andrew Costello.

Apologies: John Ross.

Correspondence: Inwards

Newsletters from The Chevrolet Club and MAFFI. MAFCA Restorer, NZ Post, NZ Transport Agency, Computer Solutions and Topnotch Macadamias.

Outwards:

Letter to Topnotch Macadamias.

Treasurers Report: Cheque Account \$5,675.00. (\$586.90 belongs to Ethan Fund). Savings Account \$5,114.00.

Ethan Fund: \$11,186.90 with \$10,600 already transferred to the Westpac Account set up for Ethan.

New Members: Warwick McKenzie, Glen Eden.

Resignation: Harvey Brewer; Di and Ray Martens.

Editors Report: Discussion on deadlines for newsletter and gathering of information to publish. Editor not receiving information re club events. A fact sheet has been designed to assist with collecting relevant information on events/runs.

Club Events Report: Lengthy discussion on club events. We now have a full calendar of events. Eilerslie Car Show; William C Daldy; Awhitu Peninsula; Waitawa Regional Park run; Topnotch Macadamia Farm visit; competitive run, Mid-Winter Christmas, Tech Nights and Nationals etc. Dates have now been set for these.

General Business: Registration Pockets – the design for this pocket will include on outside 'name of Club with address and website'. On the inside will be our three-colour Club logo with the wording 'enjoy, restore, preserve and protect the Model A Ford'.

If anyone has any interesting photos of the Model A's on club runs which could be sent to MAFCA for publishing please send to Secretary along with a brief write-up of no more than 28 words.


Meeting closed 9.45pm

Next Meeting – Wednesday 06 March 2019

Karen Thomas
Secretary NIMAFCA

Upcoming Event Calendar – February and March 2019

North Island Model A Ford Club Events

<p>IMPORTANT NOTICE</p> <p>NOTICE OF CANCELLATION Sat 16 Feb/Sun 17 Feb 2019</p>	<p>Now cancelled - SHED CLEAR OUT (Late John Ward's shed) – Te Awamutu. ALL PARTS HAVE BEEN SOLD</p>
<p>Sunday 24 February 2019</p> 	<p>William C Daldy cruise (see full details on Page 8) Selling Fast, limited spaces – BUY TICKETS ONLINE NOW! \$45 per person</p> <ul style="list-style-type: none"> • Board from 12:30pm (cruise until 4pm). BYO picnic lunch. • Tea, coffee and licensed bar on board <p>Experience one of the last few operating steam ships in the world!</p> <p>Enquiries: Rob Brown 09 483 5793 (home) or mobile 0274 745 726</p>
<p>Wednesday 13 March 2019</p>	<p>Club Tech Night- Carburettors Mark the date!! More details to come next Newsletter</p>
<p>Sunday 17 March 2019</p>	<div data-bbox="671 891 1485 2056" style="border: 2px solid green; border-radius: 25px; padding: 10px;"> <div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: right;"> <p>PADDY'S RUN St Patricks Day</p> <p>17 March 2019</p> <p>'The Luck of the Irish'</p> </div> </div> <p><i>The word coming from 'Luc', a shortening of 'gheulic' meaning, happiness, good fortune.</i></p> <p><i>Join us for a relaxed, and with all good intentions humorous day.</i></p> <p><i>We are in the process of organising a run on this day so put a ring around the date and start thinking about some 'Irish Wit' for this fun-filled day.</i></p> <p><i>Further details as the planning evolves –</i> <i>Keep an eye out in your newsletter for further details.</i></p> <p><i>Organiser: David Mossman – 0272 350 444</i> <i>or email: dsmossman@xtra.co.nz</i></p> <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="width: 60%;"> <p><i>Here's to a long life and and merry one.</i></p> <p><i>A quick death and a an easy one.</i></p> <p><i>A pretty girl and an honest one.</i></p> <p><i>A cold beer and another one!</i></p> </div>  </div> </div>

Club Events in the planning stages – more details to be advised as finalised

May 2019

- Sunday 5 May – Club Run
- Wednesday 15 May – Mid Week Club Run

June 2019

Club Mid-Winter Christmas



July 2019

- Club Run (Proposed Competitive Run to count towards Club Trophy)
- Club Tech Night

August 2019

- Club Run
- Club Tech Night
- Club Prize giving Dinner

September 2019

International Model A Ford Day Celebrations

Shed Clear Out - CANCELLED

What:

Clear out of the late John Wards shed of 'A' parts

When:

Weekend of Saturday 16th February 2019, Sunday 17th February 2019, 10am to 3pm both days, first in first served

**TOTAL SELL OUT
EVENT IS CANCELLED**

Contact: Max Ward 07 8715252, 027 5720058 email ward5@actrix.co.nz

CANCELLED SALE OF MODEL A PARTS PREVIOUSLY ADVERTISED FOR FEBRUARY 16 AND 17 CAMBRIDGE ROAD,

TE AWAMUTU. PLEASE NOTE THE SALE WEEKEND WILL NO LONGER PROCEED. ALL PARTS HAVE SOLD PRIOR.

Other Events of Interest

Art Deco Festival 2019 – Napier

Wednesday 13th February to Sunday 17th February

Entertainment, vintage car parades, fashion parades, Gatsby picnics and much more. A 1930's atmosphere.

Swap Meet

Saturday 23rd February 2019 - Wellsford/Warkworth Vintage Car Club Swap Meet

Starts 7am, Vintage Club Rooms, Satellite Station Road, off SH1 (3km South of Warkworth)

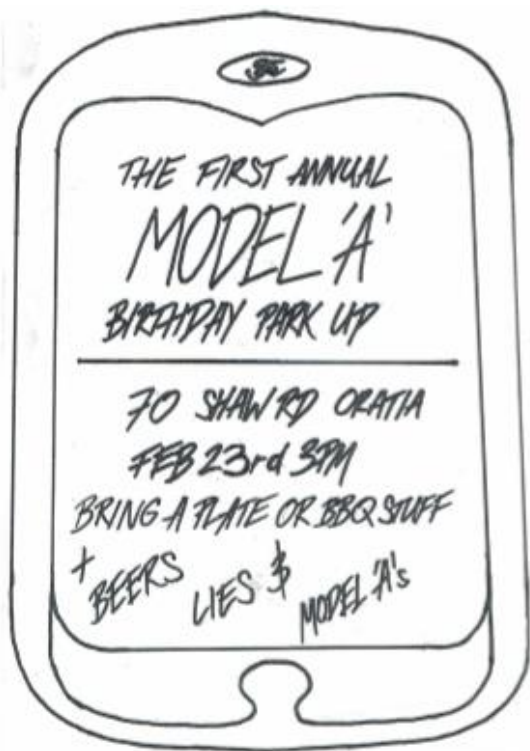
Southern Lakes Te Anau 14th Model A National Meet

Monday 15th April to Friday 19th April 2019

Late registration enquiries to southernlakesmodela@gmail.com



Monday 15th April 2019	Venue Open from 4pm for Rally Packs, Official Opening and Welcome Dinner
Tuesday 16th April 2019	"Lake to Lake" Rally to Walter Peak Lunch at Walter Peak Station Evening – Own arrangements
Wednesday 17th April	Judging, Town Parade & Public Day Happy Hour, Hubley Derby and Dinner at Main Venue
Thursday 18th April	Couple of rally options – tar-sealed route to coastal Southland, or challenging Run to Borland Saddle & South Arm (will be weather and road condition dependent) Evening – Final Dinner & Prize giving
Friday 19th April	Farewell Breakfast



Oratia – Feb 23rd February

An invite to the Model A Club - a privately run affair at the home of Chris Hornblow

Enquiries to Errol McAlpine 09 8329818



NORTH ISLAND MODEL A FORD CLUB INC

PO Box 99249 Newmarket Auckland 1149

Website modelafordclub.co.nz

Facebook North Island Model A Ford Club

WILLIAM C DALDY Harbour Cruise

New Zealand's largest operating Steamship

Join us for a cruise on the vintage tugboat, *William C Dalby*, probably the most stable, smooth and quiet ship on the harbour.

See the two 980 IHP triple expansion steam engines in action, try your hand as a stoker, or sit back and enjoy the view. Bring a picnic lunch; there is tea, coffee and a licensed bar available on board. Spaces are limited, so please book as soon as possible.



There are few public sailings of this duration on the *William C Dalby*, so this Club charter is a great opportunity to experience one of the last few operating steam ships in the world.

When Sunday 24 February, 1.00pm – 4.00pm. Board from 12.30pm.

Cost \$45 per person. Please purchase tickets via the website - <https://www.eventbrite.co.nz/e/harbour-cruise-on-william-c-dalby-with-north-island-model-a-ford-club-tickets-55121846928> Look for the tugboat image, ensure the date is correct and use the password **1928tudor**

Please email ralphlevinson1@gmail.com with your name and phone number after buying tickets, so we can contact you if necessary. If you don't have internet access, please phone Ralph Levinson 09 578 3000 (home) or 021 1727 637 to arrange payment.

Where Depart from and return to the western side of Princes Wharf. Parking on the wharf or downtown. Weekend rate at the Downtown Carpark, \$10.00.

Cancellation due to weather is unlikely (the tug is a large vessel), however like all things vintage, mechanical issues can arise. Please check your emails on the morning of departure. Tickets refunded if cancelled.

Contact Rob Brown at rtingbrown@xtra.co.nz or 483 5793 (home) or 0274 745 726

HERITAGE STEAM TUG “WILLIAM C DALDY”

Named after William Crush Daldy, the first chairman of the Auckland Harbour Board, this tug was built in Scotland and began service in Auckland in 1935. She was retired in 1977, saved for preservation by Captain Neil Hudson and has never been out of survey since. Built of riveted steel, the 750 tonne vessel is propelled by two triple expansion steam engines with an indicated horsepower of 980 each. Steam is supplied at 180 psi by two “scotch” type coal fired boilers. At present she is the largest operating steam ship in New Zealand and one of the last operational steam tugs in the world. Run by a dedicated team of volunteers with a crew of around 15 for each sailing, private and sponsored charters are the main form of income to keep the ship afloat.

With the writer being the beginner, here is a beginners' orientation of the engine and boiler rooms. Entering the engine room from either Port or Starboard, stop at the top of the ladder to the engine room floor. The steering engine is beside you and is controlled by a shaft drive from the wheel on the bridge. The emergency wheel is also here. Looking forward you see the large white lagged pipes delivering steam to each of the main engines. The steam pipes enter a main valve operated from the lower level at each engine. The engineer adjusts this valve according to speed instructions delivered by telegraph from the bridge. Dead slow will need only 20 psi delivered to the high pressure cylinder. The main engines are counter rotating and reach only 110 rpm at top speed. Steam enters the far cylinder first which is the high pressure cylinder and of the smallest diameter. From here it exhausts to the intermediate and then the low pressure cylinder. The engines are double acting so there are six power strokes per engine revolution giving high torque quietly and smoothly. All the while the steam is expanding and finally exits the engine to the condenser which is below where you are standing. This large cylinder has many internal tubes through which sea water is pumped by the small steam driven pump below the walkway on the Port (left) side. The volume of this cooling water is seen going overboard on the Starboard side near the engine room door. The cooling tubes within the condenser create a large cold surface area so the steam rapidly condenses back to water, creating a vacuum which increases the efficiency of the engines. This vacuum is increased by an air pump at centre below the walkway. One or both of these pumps may be operating. The exiting air from the pump can be heard and felt at the large pipes just below the steering engine. On descending to the engine room floor, the condenser will be behind you and the condensate is piped below the floor plates to the boiler feed pumps ahead of you. These pumps can be run manually or automatically and must deliver water at above boiler pressure and via a preheater, the red cylinder up on the port forward bulkhead. Visitors are not encouraged to go to the other side of the engines as a sudden operation of the reversing gear could be hazardous. On the forward outer port side are the general service pumps for bilges, fresh water and other uses. To the starboard side is the electric power dynamo. This is the only pressure fed steam engine on board, all others are total loss to the bilges. The DC dynamo is disconnected and a belt driven 3 phase alternator supplies all ships power. The two engineers will have spent up to an hour filling all the oil boxes and with an oilcan lubricating moving parts of all engines. Just before sailing, wicks will have been inserted at the oil boxes to the pipes drip feeding important bearings. The crosshead slides at the bottom of the piston rods are lubricated by dipping into a trough of water and soluble oil mix. You may see a lot of steam just prior to sailing, this is warming the engines through with cylinder drains open to prevent damage caused by steam condensing within a cold engine. The valve gear on the main engines is operated by eccentrics on the crankshaft. You will notice two valve rods for each cylinder joined by curved bars called a Stephenson's link. Depending on which rod is under the valve, the engine will go forward or reverse. This gear can be operated manually if needed, but normally by a small steam driven reversing engine.

Leaving the engine room and entering the boiler room on the port side you pass the steam engine and fan for the forced draught air supply to the boilers. The heat from the three fire boxes in each boiler travels from the fire to the combustion chamber at the back, up and forward through the fire tubes to the smoke box and then up the funnel. Firebox walls are corrugated giving a larger surface area for heat transfer. The most vital gauges on the ship are the four water level sight glasses showing boiler water levels. These are monitored constantly by the chief engineer. To avoid excess smoke, the fires are fed lightly and often for an efficient burn. It is quite a throw to get an even shovel full to either left or right at the back of the fire. One fire in each boiler is lit two days before sailing, banked that night then a second in each lit one day before. Early on a sailing day the third fires in each boiler will be lit and pressure raised to 170 psi. This procedure ensures a gradual even expansion of the boiler parts. To ensure that the safety valve doesn't open and waste steam, the rate of burn is controlled

HERITAGE STEAM TUG “WILLIAM C DALDY” -- continued

by closing off the forced draught to the fires. It can get tricky as the needle creeps toward 180psi as the stokers and engineers wait for action just before departure.

There are normally three or four deck crew at the bow and stern to handle mooring lines and steam operated windlasses. Deck crew are also responsible for passenger safety as well as taking a turn on the wheel. The skippers are a special breed who operate with no modern devices like bow thrusters or joystick control. In fact, they have no direct control over the engines, but must rely on a quick response from below.



View of engine room as described

Article Submitted by Club Member and Event Organiser: Rob Brown
William C Daldy cruise on 24th February 2019

Park in the Park, 16 December 2018

by Ralph Levinson

Despite preceding days of sulky weather, we had (almost) perfect weather for the final get-together of the year. 24 Model A's lined up, decorated in Christmas finery. Santa would be proud of the imaginative decorators!

Cornwall Park was bursting with walkers, cyclists, café patrons, picnickers and visitors just enjoying the day. Our line-up of 24 vintage cars with a collective age of over 2100 years was hugely popular; many questions were answered and photos taken. Some members also arrived in modern cars – I counted 60 people comfortably seated under the welcome shade of 2 gazebos and adjoining trees. And happily this number included some very welcome grandchildren of Club members.

A quiz paper (with some quirky questions) completed at leisure, produced some interesting answers. Here's some examples –

Qn. Name for a group of frogs? Answers (1) Ribbett, (2) Froggle, (3) Noisy bastards. (Correct answer, an army).

Qn. What is an aglet? Ans. A baby ag. (Correct answer, plastic or metal piece on the end of a shoe lace).

Qn. Complete "Mares eat oats and does eat oats"

Ans. And Mosey dotes, dosey dotes. (Correct answer, "And little lambs eat ivy").

Our Mastermind 2018 was Diane Jordan. Closely followed by Anne & Marty Perkinson, Bill Quelch and Helen & Gavin Leckner.

Prizes were also awarded for the most Christmassy looking cars (won by Martin & Alayne Rees) and the most unusual object brought in either a pocket or handbag (won by Trevor Farr, with a clever wiring diagram of a Model A, soldered from many pieces of wire). Garry & Fiona Learmonth actually brought a kitchen sink in Fiona's generously sized handbag!

Special acknowledgement to members who travelled a considerable distance – including Tony & Pam Mannington (Taupo), Bruce & Colleen Smith (Thames), Ross Bolton (Mangawhai), Dugald Hoyland & friend, Nancy (Kuaotunu).

And good to see Gavin & Helen Leckner home after several months travelling in Australia. We also welcomed new members present, including Jack & Marilyn Nazer, Peter Church, Mike Sheene, Victor & Maureen Yukich.

FYI, while the road to the top of One Tree Hill is now closed to vehicles, you can apply for a code number to open the barrier, allowing you to drive elderly or disabled persons to the monument. Phone Auckland Council, 301 0101.

You may be interested to know for our Cornwall Park day the Club needs to complete an application in advance with the Visitor Centre, also provide copies of both our Health & Safety Manual and Public Liability Insurance policy.

After 3 consecutive years, Cornwall Park seems to be a popular end-of-year venue for our Club. Thank you to all those people who came and celebrated the timeless Ford Model A. Ahooga!



Photo Gallery – Christmas ‘Park in the Park’



Thank You

ONEHUNGA BEACH BBQ – WEDNESDAY 16 JANUARY



We would like to thank all those who attended the BBQ at Onehunga this month. To the 47 members who came along your support was very much appreciated. It was a good night and we hope you enjoyed yourselves. There were two challenges on the night, one being the new club BBQ and the other was the wind. Neither of them were warm! We will see what we can change for next year.

David Mossman & Karen Thomas
NIMAFc Members



SUNSHINE REPORT

With the festive season now behind us we move on to another bright and happy new year. We may not have had a dry Christmas Day but the weather since this has been superb with plenty of sunshine.

I have been informed of the passing of one of our early members, Mr Ian Bow on 29 December 2018. Ian will be known to our older members. He has not been a member in recent years.

Remember: *Every day may not be a good day
But there is good in every day.*

Karen Thomas
Secretary NIMAFc

Snippet – Final results for the university electric race car team:



- 3rd Place Design (design methods used and overall engineering approach in designing the car)
- 2nd Place Skidpad event (a figure 8 course designed to test cornering)
- 3rd Place Endurance (a 22km continuous run)
- 2nd Place Vehicle Efficiency (based on energy consumption during the endurance event)
-

So overall 3rd Place in the Electric Vehicle Class

MODEL 'A' Burnout

Hi all,

At a recent model A club event, a woody "Driver" was observed after a compromising incident. Apparently a 55 horse power model A Woody can lay rubber.

The "Driver" may deny involvement however the proof is in the photos.

May I suggest that these photos are published to deter our fellow club members from participating in these reckless (albeit fun filled) activities.

Steve (the Boy racer) Driver should have the right to reply !!!! And I can hardly wait for his defence to these allegations / presented evidence to be presented in a public forum.

FYI Garry Learmonth



Out and About in the 'A' - by Fiona and Garry Learmonth

DATE: Wednesday evening the 16th January 2019
PLACE: Onehunga beach front
EVENT: North Island Model A Ford club annual Evening BBQ

It was the night before the 17th January 2019, two nights after the 14th January 2019 and 730 nights before the 16th January 2021. A gathering was about to happen. A get together of guys and girls and their magnificent machines.

A collection of “nuts” and bolts that are held together by a copious dose of passion.

We left home to battle the north Shore Rush hour traffic, (now 3 hours), and climbed up and over the Harbour bridge on our way to enjoy the company of this collection of “nuts” and bolts, Model A Ford mad! Club members.

We arrived to an impressive group of Model A'er's braving the exceptional windy south westerlies. A great turnout of Model A's and of course a few moderns amongst the mix.

Many of our hard working illustrious committee members were once again catering for the needs of their super appreciative fellow club members.



Cooking (master chef style) gourmet sausages. Sautéing those perfectly sliced onions and peppers. Served with the elegant flavours of their home made sauces and served on a finely presented selection of baker quality breads.

As powerful conversations took place between members who were intent on solving the world's problems (we are sure that a few were solved that night), a game host was working the crowd.

Could the members count? That was the question. How many balls in a jar? The winner and master Model A club new official ball counter (drum roll please) is (answer pending).

Next up to entertain us was the reigning world magnetic darts champion showing off his skills. Could he persuade members to break conversation and test their skills in the next best thing since sliced bread? Yes, he did. Many a steady handed club member stepped up to the plate to impress the waiting crowd.

Techniques ranging from the well proven “throw and hope” method, and the “pray and toss method were used and displayed. A new technique was displayed. The “sit on Stuart's knee” technique proved to be a winner with the crowd. However, in the end only one could take out the winning prize. Grand champion 2019, magnetic dart thrower, Rae. Not since the 2012 World magnetic darts completion has Rae had to bring her skills out in the open.

The evening continued and the wind slowly cooled down the celebrations. The jackets came out which kept the conversations toasty warm.

The model A's and their drivers slowly departed as the evening light dimmed. Goodbyes were exchanged (until the next time,) and that beautiful sound of those flathead four cylinders hummed through the Onehunga air.

A model 'A' belonging to a “Driver” may or may not be capable of laying rubber! (see photo page 14). There was a moment when a model 'A' owner may or may not have thought that someone was driving off in his beloved ride. Surprise, we wouldn't put him through that! ☺☺☺☺

Until next year. Thank you to our committee for organising another great event.

Model 'A's RULE.

Model 'A' Engine Numbers - submitted by John Castle

Engine Numbers:

Date	To Engine Number
February 1928	CA479
March 1928	CA3229
April 1928	CA7172
May 1928	CA13772
June 1928	CA22563
July 1928	CA32817
August 1928	CA44610
September 1928	CA53551
October 1928	CA63174
November 1928	CA71370
December 1928	CA78127
January 1929	CA89474
February 1929	CA102209
March 1929	CA115460
April 1929	CA128690
May 1929	CA137105
June 1929	CA141953
July 1929	CA146518
August 1929	CA150120

Following the "CA" series of engine numbers, a three letter designation was used, with numbers from 1 to 10,000 for each combination as follows:

CAQ series – Sept 4, 1929 through Nov 4, 1929
CAW series – Nov 18, 1929 through Feb 4, 1930
CAE series – Feb 4, 1930 through Mar 14, 1930
CAR series – Mar 14, 1930 through Apr 14, 1930
CAT series – Apr 22, 1930 through May 13, 1930
CAY series – May 13, 1930 through June 11, 1930
CAU series – June 12, 1930 through Aug 7, 1930
CAI series – Aug 7, 1930 through Oct 16, 1930
CAO series – Oct 16, 1930 through Feb 9, 1931
CAP series – Feb 9, 1931 through Apr 1, 1931
CAS series – Apr 1, 1931 through June 2, 1931
CAD series – June 2, 1931 through Feb 29, 1932
(6877 only)

Engine castings often had W or WI or W2 cast into them.

Early engine water outlets had a FORD script cast into them.

Inlet Manifold – the inlet had a machined boss with pivot and rods to allow for R.H.D. spark control.

Technical Tips

Pinion Gear Removal! by Tom Endy

Removing a Model A Ford pinion gear from the drive shaft is not as straightforward as it may appear. The pinion gear has an internal taper that matches the tapered end of the drive shaft and over the years the mating surfaces may have become jammed very tight together, much like a rear brake drum hub can become jammed tight to a rear axle.

The pinion gear can be removed from the drive shaft with a large gear puller and a small bearing puller. Place the drive shaft in a vice. Remove the cotter pin from the nut at the pinion end of the drive shaft. Using a 15\16 hex socket, back the nut off about 1/4 of an inch, but do not remove it. Place a small bearing puller around the drive shaft behind the pinion gear by sliding it on over the front end of the drive shaft until it is up against the threaded end of the pinion gear. Using the gear puller, place the centre point of the puller in the détenté at the pinion end of the drive shaft. Hook the arms of the gear puller around the bearing puller and tighten until there is sufficient tension against the end of the drive shaft. Smartly tap the end of the gear puller with a hammer. Alternately tighten the puller and tap the end until the pinion gear breaks loose from the taper on the end of the drive shaft. Remove the pinion gear nut and slide the pinion gear off the end of the drive shaft.

The photos show a block of steel with a hole bored through it instead of a bearing puller. Since I remove a lot of pinion gears I made up this device, as it is more convenient to use. A small bearing puller will work just as well. The gear puller shown was purchased from Sears years ago and was originally used for pulling flywheels off of Briggs & Stratton lawn mower engine. The reason you do not want to remove the nut from the end of the drive shaft until after the pinion gear has broken loose is that the pinion gear may fly across the room when it breaks loose if the nut is not in place to prevent it.



Printed in the Nickle 'A' News – Wisconsin, dedicated to the restoring driving and restoration of the Model A. Thank you for allowing us to reprint this article. Submitted by Karen Thomas

North Island Model a Ford Club is a registered Chapter Member of the **Model a Ford Club of America (MAFCA)**.



Classified Advertisements

There is no charge for members selling their own items. Items will be advertised 3 times unless renewed or cancelled. Business size commercial ads are \$25 per year.

For business ads contact Ralph Levinson (09) 578 300.

For Sale

Model A Engine CA55021 built October 1928

Short block

This engine was the one fitted to my 1928 Tudor when I purchased it in early 2010.

The car was fully restored in the late 70's and little used through until I purchased it.

This engine was replaced by a fully modified engine in the Tudor in 2013 and has been in storage since, now surplus to requirements and is in good running condition.

During 2010 the following work was done to the engine -

Bores honed and new piston rings fitted ,pistons are .060 oversize .

New fibre timing gear .003

Larger oil drain tube 3/8 fitted

New set of valve guides and springs

Valves and seats lapped.

New set of head studs & nuts fitted

New set exhaust manifold studs fitted

Main bearings checked & measured .002 , white metal was excellent when checked.

Standard Flywheel and camshaft

Compressions (hot) 1 (70) 2 (65) 3 (68) 4 (70) as at

22/1/2018

Block treated with ironize antirust sealer

Includes flywheel and flywheel housing , excludes carb, distributor, water pump , starter , and exhaust/inlet manifold.

The engine can be seen & heard running

Price \$1200

Contact John

Castle 09 4794135 or 021957032 or email jmcastle@xtra.co.nz

FREE

2 x 2 gal imp. petrol cans for free.

Both need to de rust and repaint, a small hole on one side of one needs soldering.

One is standard shape with no logos the other is a 2-part kiwi tank with BP on the sides.

Both have brass caps.

Contact: Trevor Farr 09 265 0431 (Botany)

Classified Advertisements – continued

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For business ads contact Ralph Levinson (09) 578 300.

For Sale

Model A Engine – fully reconditioned – with or without acyl. head – for full specification and list of work carried out please contact Steve Driver – 0274 949905 or driver.s@xtra.co.nz



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1127 Scenic Drive, Swanson, Waitakere, Auckland

From the NIMAFC Editor:

Thanks to all the contributors to this month's Newsletter - Hope it makes interesting reading for you all.

The Fordor has been busy as a wedding car of late – see photo at right taken recently on the North Shore.

A great year of events ahead. Please look out for details as they are finalised, and mark the dates in your diaries.

A reminder a Newsletter is issued on a monthly basis – if you have heard of any club member not receiving a Newsletter, please contact me or a Committee Member, so we can get a copy to you. It's important to keep in touch with club happenings.



I am soon to head off to Napier with Stephen, to the Art Deco Festival. We will be participating in a vintage car rally, and getting involved in the various activities – my Era outfits are packed and ready to go.

Then back to Auckland, for a cruise on the 'Daldy' – what a great opportunity! We are looking forward to this. So much happening with a National Meet not far away too in April.

Hope to see you at an event soon, please come along and get involved with our friendly group of Model Aers.

Best Wishes, Kay Palmer (NIMAFC Newsletter Editor)

Letter to the Editor

Thanks for a great newsletter, enjoyed all the pics. Envious of your lovely open countryside, great for the A s some lovely cars, Hedley and Sandra, Seaford, Sussex.

Editor email: nimafc@outlook.com or editor@modelafordclub.co.nz

Please send articles/reports/photos to the Editor by 15 of the month (or earlier if you can).
In Microsoft Word or directly into an email (Editor can format to publish in the Newsletter).

The views and articles expressed in this Newsletter are the views of the authors and may be reprinted provided acknowledgement is given. Where articles have been reprinted, the NIMAFC recognises those authors and thanks them for allowing their article to be used in our Club Newsletter

On a final note:

Car quote of the month:

Shoes make an outfit; they're like rims for a car

Omari Hardwick (www.brainyquote.com)