

Chapter Members of:



# MODEL A TORQUE

Month: June 2019

Issue Number: 2019/06

Season: Autumn/Winter



**Best in Show – see write-up on Page 9**

## Welcome to the North Island Model A Ford Club Inc.

The purpose of our club is to enjoy, restore, preserve and protect the Model A Ford automobile and to foster a spirit of good fellowship and family participation through the use of the Model A Ford.

Membership is open to anyone with a sincere interest in the Model A Ford. Ownership is not a prerequisite.

Website: [www.modelafordclub.co.nz](http://www.modelafordclub.co.nz)

## Inside this Issue:

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## “A” Captain’s Comment



**Captain ‘Cook’ on the Club BBQ at Waitawa Bay**

We had absolutely stunning weather for our visit to Waitawa Bay earlier this month. Neatly nestled in the shelter of the Hunua Hills at the old explosives depot we trialed the recently purchased club bbq, enjoyed the fresh oysters of the Clevedon Coast and flavoured snags from the Drury Butcher. A great day all in all and topped off with a generous Kawakawa Bay ice cream. Indeed, joy in its simplicity.

Winter is here and a great opportunity to attend to the little issues arising from the Te Anau Rally. Some of us encountered problems due to the long drives and self-imposed travel pressures. While high spirits and comradery saw us through all the issues, now is the best time to remedy and eliminate them as we cruise more slowly through the winter.

Lots of interesting activity coming up over the next few months as we lead up to the Christmas functions. Errol will be acting Club Captain for the next few weeks as I inspect the ice melt and chase the salmon around Alaska and Canada. Somehow I just don’t think the “A” will cut it there.

*Enjoy and take care, Cheers, Hewy – Your Club Captain.*

## A special Welcome to new Club Members:

John & Raewyn Anderson, New Plymouth, 1930 Tudor

## Officers of the Club/Committee

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



## Treasurer's Report

Our "About Us" Club flyer has been reprinted. It's given to anyone expressing interest in Ford Model A's at Club events. If you would like a copy or copies to give to potential Club members, please let me know - [ralphlevinson1@gmail.com](mailto:ralphlevinson1@gmail.com) or 021 1727 637.

### Could you be our next Club Treasurer?

This is my 4<sup>th</sup> year as your Treasurer and I plan to step aside at the October AGM. Main requirements are some basic accounting/computer knowledge and the ability to maintain the Club's database (an Excel spreadsheet). Please give me a call if you might consider putting up your hand for this job and I can provide more details. I'm happy to assist you to ease into the role after the AGM.

### New barbecue

Club Captain Hugh trialled the Club's super-duper new barbecue at the recent Waitawa Regional Park Sunday Club outing. White sand beach, warm weather, sausages and meatballs sizzling, gentle lapping of waves, the Club gazebo for shade and a proud line-up of Model A's. I looked around and thought ... it doesn't get much better than this!

### Ben Nevis

I've been telling Newsletter Editor Kay for ages, I'll send her an article on the first (and only) Model A to drive up Ben Nevis, the UK's highest mountain. I've finished it at last – hopefully Kay will find space to include the story in this issue. Incidentally, special thanks to Kay for delivering an interesting newsletter each month. For many of our out-of-Auckland members, it's their main contact with the Club.

### \$\$\$

Nothing special to report. All subscriptions are paid, payments are up to date and the Club is in good financial heart.

It's not too late to send a donation for the Club's Ethan Jones fundraising. See recent newsletters for details. We've raised an incredible \$12,321.90 and already transferred \$12,000.00 to a special Westpac account opened by Ethan's parents. As soon as we reach \$12,500.00, a further \$500.00 will be transferred.

### And finally

My skills as a cook are pretty modest, but here's an easy suggestion for Club blokes to extend their barbecue skills and impress their wife/partner during the asparagus season. Buy plump asparagus and fine-cut bacon. Snap off the woody end of the asparagus by bending the stalk. Spiral-wrap the stalks in bacon, leaving the tips exposed. Push 2 parallel wooden kebab sticks through up to 4 bacon-wrapped stalks – this helps to turn them over on the barbecue and keeps the bacon in place. Drizzle on olive oil, add lemon zest (if you have a handy lemon) and barbecue max 1 minute. For anyone who feels this isn't really the stuff of Treasurer's Reports, you're quite right ... but I couldn't resist sharing it.

Best wishes

*Ralph Levinson*



## SECRETARYS REPORT

### NIMAFC Committee Meeting

*held*

Tuesday 14 May, 2019 – 6.20pm

55 Victoria Street, Onehunga

*Meeting chaired by: Hugh Hulse*

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

**Apologies:** John Castle.

**Correspondence: Inwards** – Chevrolet Club Newsletter; MAFCA; NZ FOMC notice of AGM; Steel n Wheels; Computer Solutionz; Emails from Tony & Pam Mannington Terry Costello; MAFFI May newsletter; Western News MARC; Foveaux Ford A Restorers Club AGM.

**Outwards:** Emails to Pam and Tony Mannington; Vanessa Newman.

**Treasurers Report:** Cheque Account \$4,216.38; Savings Account \$ 113.22; Term Deposit (1) \$18,823.76 (2) \$5,000.00

**Membership:** Two new members. Alistair Stephenson; John and Raewyn Anderson.

**Newsletter Editors Report:** Kay to send out June newsletter early due to Queen's Birthday Weekend. If anyone has a story to tell or photos of their journey to Te Anau Nationals please send them in.

**Club Events:** Mid-Winter Christmas; Ryders – 15 June, Tech Night – Tech Night - Gordon McIsaac's speedway memorabilia – 03 July; Competitive Run – 21 July; Tech Night – motors – 07 August; Club Awards Evening – 07 September, Swap Meet – 08 September at Bruce Stratton's workshop; International Model A Day – 22 September; AGM – 18 October; Christmas Party, Cosy Corner Tauranga – 29/30 Nov and 01 Dec.

**Health & Safety:** No problems to report.

### **General Business:**

**Club events** – these were discussed in great depth – how better can we organise these so we do not clash with other events and give club members maximum benefit. The committee are looking at the use of a two-year planner and seeking to include members in the decision making of the tech nights. If you have any ideas please inform the committee so we can follow these through at an early stage to give maximum publicity.

**Western News from Model A Restorers Club Western Australia.** A very interesting article in this magazine month May – follow the link noted in this month's club newsletter for great reading.

**A voucher** for \$300 was donated to 14<sup>th</sup> National Convention in Te Anau on behalf of the NIMAFC.

**Awards Evening** – Theme this year 'I Remember' – get your thinking caps on – 07 September.

**Christmas Party** – this year we will be holding the Christmas Party in Tauranga at Cosy Corner. Tony and Pam Mannington to organise with assistance from Kay Palmer. Dates – 29, 30<sup>th</sup> November and 1<sup>st</sup> December.

Meeting closed 8.30 pm

Next Meeting: Wednesday 05 June, 2019 at 6.30pm

Karen Thomas  
Secretary NIMAFC

## Upcoming Event Calendar

North Island Model A Ford Club Events – confirmed dates as follows.

The calendar will be updated as event details are finalised for publication.

Don't forget your attendance at the Club Events also counts towards the 'Attendance Cup' which is presented at our Annual Club Awards Dinner in September.

<b>Saturday 15 June 2019</b> 	<b>Ryders Mid-Winter Christmas Meal and Movie Night,</b> 177 Riversdale Road, Avondale, Auckland  A unique old time private theatre in West Auckland.  6.30pm - Scrumptious dinner cooked on the coal range, followed by a movie in the adjacent theatre \$30 per person (dinner and movie), paid on the night. Movie, sweets and icecream. BYO Drinks.  RSVP: to Andrew Costello by email <a href="mailto:gizmocat@slingshot.co.nz">gizmocat@slingshot.co.nz</a> or Phone: 021 943 063 (Limited spaces for the venue, so <b>SECURE YOUR PLACE NOW</b> )
<b>Wednesday 3 July 2019</b>	<b>Club Tech Night – Vintage Speedway – 19 Parawai Crescent, Grey Lynn, Auckland, 7pm</b> An opportunity to view Vintage Speedway Memorabilia. This is a must see!  <b>Club Contact:</b> Andrew Costello Phone: 021 943 063
<b>Wednesday 7 August 2019</b>	<b>Club Tech Night – Discussion on Motors – Errol McAlpines Workshop</b> More details to come.
<b>Saturday 7 September 2019</b>	<b>North Island Model A Ford Club – Awards Dinner – CT Club, Greenlane, Auckland</b> More details to come.
<b>Sunday 8 September 2019</b>	<b>North Island Model A Ford Club – Swap Meet</b>
<b>Sunday 22 September 2019</b>	<b>International Model A Ford Day</b>
<b>Friday 18 October 2019</b>	<b>AGM – North Island Model A Ford Club</b>

## North Island Model A Ford Club – Annual Christmas Party – Tauranga

### Advance bookings now open for accommodation

**When:** Friday 29 November/Saturday 30 November/Sunday 1 December 2019

**Where:** Cosy Corner Holiday Park, 40 Oceanbeach Road, Mount Maunganui

**Overview:** Details of the weekend are in the planning stages but will include Friday (optional dinner), Run on Saturday, Hubley Challenge, Saturday BBQ Christmas Dinner and Club Party at Cosy Corner Holiday Park.

**Lead Organisers:** Tony and Pam Mannington (Members NIMAFC)

**Assisted by:** Kay Palmer (NIMAFC Committee Member)

**Cosy Corner Holiday Park Hosts:** Greg and Vicki (Members NIMAFC)

Checkout website: [www.cosycorner.co.nz](http://www.cosycorner.co.nz)

To book accommodation, please email [stay@cosycorner.co.nz](mailto:stay@cosycorner.co.nz) or phone direct 07 5755899. There are mainly Kitchen Cabins and Caravans available. The cabins are near the main amenities and bathrooms in the Park. Other Motel options nearby: Blue Wave Motel or Blue Haven located in Tweed Street who will give a discount (mention Model A Christmas party), and Gateway Motor Inn on Maunganui Road. Or there are plenty of motels located in the Mount Manganui area.

## Out and about in the North Island



# Rotorua Vintage & Veteran Car Club Inc



## THE THIRTY NINETH CENTRAL NORTH ISLAND **SWAP MEET** & CAR SHOW SPECTACULAR

STOCK CAR RACEWAY PARADISE VALLEY  
ON SUNDAY JULY 14<sup>TH</sup> 2019



FEATURING VINTAGE, VETERAN, CLASSIC CARS AND HOTRODS

*This event will be of interest to all collectors of Vintage, Veteran, Classic and Collectable Cars, Motorcycles, Hot Rods, Memorabilia, Old Car Books, Old Toys, Model Cars & Trains, and anything of a Collectable or Antique Nature.*

#### FOR SITE ENQUIRIES

Neville Harper Ph: 07 348 2412 Mobile: 027 494 7249 Email: daharpers@gmail.com  
Car Show Enquiries Ph: Bob Mackay ph 07 332 3849 Email: bob.mackay@clear.net.co.nz  
Website: [www.rotoruvintagecarclub.org.nz](http://www.rotoruvintagecarclub.org.nz)

Admission —  
Seller's vehicle and driver  
\$10.00 per site

ALL others —  
\$5.00 per person  
(Accompanied children FREE)

Expressions of interest to Club Member, Stephen Upson (Phone Mobile 0274 887721), who can take a group and arrange a Hertz Rental Van to travel to the Rotorua swap meet. The plan is to drive down from Auckland on Saturday and Return Sunday.

If you have events happening in your area of interest to Club Members, please let the Committee know or send an email to the Editor



25th Annual Henry Ford  
Memorial Day Display & Swap Meet

"Calling all FORD owners"

**CLAUDELANDS EVENTS CENTRE**  
Gate 4 Brooklyn Road  
**SUNDAY 1st SEPTEMBER 2019**  
Rain Date Sunday 22nd September  
**GATES OPEN FROM 8am** NO DOGS ALLOWED

PEOPLE CHOICE - BEST AUSTRALIAN, EUROPEAN, AMERICAN, COMMERCIAL, VINTAGE & FPV, COMPETITION CLUB AND HOTROD

Proceeds towards **WAIKATO AIR AMBULANCE**

\$10 per show car - Spectators / Adults \$10 - Children under 12 free with an adult  
Swappers (Show Included Entry) \$15 - Trade stands \$25 - *Childrens entertainment*



For further information contact: Paul 027 548 8145 - Bob 027 478 5912

HOSTED BY  
**THE WAIKATO MUSTANG OWNERS CLUB**

Proudly Sponsored by...



**Fairview Ford**  
HAMILTON TE AWAMUTU MATAMATA CAMBRIDGE

## Club Run to Waitawa Bay

On Sunday May 5<sup>th</sup> Model A club members met at the Botanical Gardens in Manurewa to assemble for the drive to Waitawa Regional Park.

As it was a perfect day, some of us took a walk around the gardens, while others enjoyed a coffee and chat in the cafe.

Around ten thirty we all set off for the drive to Waitawa, travelling via Alfriston, Clevedon, and on towards Kawakawa Bay. Most of the Model As were observed, parked up at the Oyster Farm, where their owners were eating and purchasing fresh Oysters.



Arriving at Waitawa, we drove through the park to Mataitai Bay, this being one of four bays in the regional park. Here we parked up nine Model As, Tom Brouchs Buick, and some moderns. Then we set up the new club BBQ and Gazebo. This bay also has free electric BBQs and first class toilet facilities.

Club captain Hugh, with assistant, cooked up a great feed of sausages, purchased from Drury Butchers. First class meaty sausages, as well as some meat patties.

After lunch, while most sat around in the sun and discussed Model A vehicles, others took the walk to the wharf where there were around thirty or more people fishing. Mostly sprats, but I noticed two nice Jon Dory had been caught. This wharf was used by ICI, later Orica, to ship explosives from Australia in a purpose built ship. These were then stored in the magazines on site, and used in quarries and mining. There is also a boat ramp by the wharf, and the managers had the use of a launch. In the past this park also had private beach houses, right on the beach, but when the explosives arrive houses had to be well away from the site. This park was purchased by the old Regional Council in 2004, and opened in 2014. The park has a holiday house for rent, as well as a camping ground. It also caters for walks, horse riding, and kayaks.

As the tide came in, and the weather just kept improving, some of us just did not want to leave. However, we finally set off home via the ice cream shop in Kawakawa Bay, where we sat and chatted the time away.

So, another great Model A day, with beautiful weather, fantastic location, and good friends.

### **Brian Hosking**



## WAIUKU STEEL n WHEELS FESTIVAL

*Sunday 12 May 2019*

*Great display of cars  
despite the weather!*



Meeting at the Autobahn Service Centre for a 9am departure we drove in convoy to Waiuku. With Terry Costello leading the pack, BBQ and gazebo in tow we meandered through the rolling hills of the countryside towards Waiuku. On our arrival into Waiuku the event marshalls were waiting, directing us towards the 6-metre banner advertising Steel n Wheels where all participants were able to have their photo taken before being guided to their final park for the day.

The Club was positioned once again on the grass area beneath the Glenbrook Railway line and behind the Waiuku Cosmopolitan Club. This is an ideal spot for us, a great place to set up a gazebo and room to display the cars well. This year we had 18 vehicles on show with more joining us on the day. Some of the extra cars were not even members of the Club but they brought along their A along for all to see and shared the day with us.

It was unfortunate to see the rain falling and the wind blowing. This did not deter us however, as genuine Model A'ers do they get on with the job of talking to the interested public, showing off the cars, turning the motors on to show people how basic these cars are and maybe encouraging people to buy a Model A and have some fun. With the rain now stopped we were able to wander throughout the festival and view the many attractions. Thankfully we never saw the rain again until after the show had closed.

Waiuku Steel n Wheels is always a well organised festival and this year was no different. There were plenty of classic cars, police demonstration, World War II re-enactment display and battle, Harley chainsaw racing and dragster fire-ups to name a few. There was also plenty of entertainment and carnival activities for the kids. Thank you to all those Club members who joined us on Mothers Day for another successful Club event. Thank you also to Sean O'Sullivan who opened up his home to us all for BBQ sausages after the event.





## Best in Show 'Sylvester' – Te Anau National Rally 2019

BM8894 was first registered in Tauranga on 24th December 1928, the second owner was a young Anglican minister [apparently done his courting in the car] that ironically when he retired was Raewyn's parents neighbour in Tauranga

We purchased the car in June 77 in a rather "distressed" state, Gee can't be that hard to fix up, plenty of bits available! Well, generally found during the "collection" phase that the correct parts were the worst of 3 or 4 bits you had, a box of bits for the price of 1 piece now.

Growing family work commitments, kids sport, life got in the way, so ended up in mum's garage maturing quite ungracefully for quite some time ---[years] before a major move to get this thing of beauty [heap of cr..p] on the road.

I was able to get a copy of the early judging standards, about 12 pages from the late Brian Dunnnett a member of the NIMAFC and a previous winner of the "Restoration cup" [he had done a meticulous restoration on an early pickup.] We had the choice of 2 motors the original or a B4 with counter balanced crank , stuck with CA49039 the original made the 2nd week of September--W1 castings block and head usual problems cracked crank cracked rods [! was an x type] the running gear and chassis was the easy part sand blast and prime sort out rivets new bearings in gearbox bushes here and there brakes refurbished genuine Ford kingpins then the fun trying to replicate paint finishes on various bits--golly--satin gloss flat raven[gun barrel blue works well in places]the devil really is in the detail! 3 panel beaters later to make the body look pretty trial fitting. -- well?

Let's enter for the Wanaka meet 2015 a deadline, body painted by xmas2014 pin striping by Wendy Dalrymple in the back of the shed-final fitting don't scratch the paint!! Letters to VVCC for authentic statements Palmerston North to get old plates reactivated "10 working days" yeah right First fire up smoke alarm ringing dog howling family cheering upholstery 2 weeks' deadline looks impossible, worked till 2am up at 5 to load car on borrowed trailer for VIN inspection in Hamilton Pick up next day Thursday, back home for final fitting clips rubber buffers etc. tune up rego road test!!

With 12 miles on the speedo Wanaka here we come, Napier in 2017 then the biggie Te Anau 2019 about 2500 miles great motoring -great group of people good food and yes won the concours what more do you want [only 9 out of 15 for engine no] anyway we think the car is great!! we call it Sylvester its Niagara Blue and has a weak Horn.

**Regards Stewart Broomhall**

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**AWARDS EVENING**

**07 September 2019**

**Theme: 'I REMEMBER'**

**Put a ring around the date now!**

**More details as the event unfolds**



## 14<sup>th</sup> National Model A Rally Reminiscences – Te Anau, 15 - 19 April 2019

Congratulations and thanks to the 14<sup>th</sup> National Rally organising committee. John Tremain (Chair), Leone Ward, Susan MacPherson, Ewan MacPherson, Richard Savory, Bill Crooks and Coral Gordon (apologies if we've missed anyone). All their planning resulted in a memorable Rally experience for 307 Model A'ers, who drove 139

A's to Te Anau. Impressive when you consider many of our early Fords have already had 90<sup>th</sup> birthdays. Kae & Paul Bond (near Kerikeri) were the prizewinners for driving the greatest distance to the Rally – over 4200 kms return trip.

We're sure others will write about their Rally experiences, but here's some from us, while still fresh in our minds.

- For 3 days it was as if Te Anau had morphed back into the 1930s with Model A's competing with moderns for parking spaces. We imagined overseas visitors - on their way to Milford Sound - thinking they had arrived in a township that time forgot, with many locals still driving their grandparents' cars!
- The 234km round trip (2-2½ hours each way), Te Anau to Walter Peak Station, was definitely one of the highlights. The cross-country route via Mavora Lakes and Mt Nicholas Station, much of it on a gravel road, gave you a great feeling for back-country farming. We even stopped while a large flock of woolly merinos claimed the road.
- The lakeside Walter Peak Station buildings were picture-perfect. Lake Wakatipu glistened in the sunshine, made all the more special with the arrival of the 1912 coal-fired steamship, *Earnslaw*. It's the only remaining passenger-carrying steamer of its type in the Southern Hemisphere. Lunch here – absolutely delicious – in the Colonel's House would have delighted any foodie. It's hard to imagine a comparable day. Anywhere!
- On Thursday, Rally participants drove 67kms to Borland Lodge; this sprawling property is run by an Adventure and Education Trust catering mainly for school groups. It's a gateway to Fiordland National Park. The Lodge's 1963 origins are as a former workers' camp for the roads and electricity line from the remote West Arm Power Station on Lake Manapouri, to the Tiwai Point Aluminium Smelter, near Bluff.  
Options from the Lodge were a road trip to Tuatapere, Nightcaps, Mossburn and back to Te Anau (206km). Alternatively, via the Borland Saddle to the South Arm of Lake Manapouri (80km, 3½ hours), on the electricity pylon inspection road. This remote part of our country has a mountainous beauty – from the Borland Saddle epic viewpoint you look into the very heart of Fiordland (part of a UNESCO World Heritage Area), with layers of mountains receding into the



distance. The road was narrow, unsealed, steep in places and spectacular. Model A's of course were in their element.

- Te Anau's Vintage Machinery Museum is stuffed with tractors, trucks, old road graders, motorcycles, the area's first telephone exchange, early farm machinery and other memorabilia (aka, *good stuff*). Recommended.
- We were so impressed with how many overseas visitors attended the Rally. On the final night dinner we shared a table with 4 couples from South Australia. Others came from Victoria, Western Australia, New South Wales, USA (California) and England (Barnsley).
- After much debate about driving our Model A from Auckland to Te Anau, we opted to fly to the South Island. On reflection we're a bit sorry we didn't drive *Millie* south, but there were good reasons. We'd like to thank the people who generously offered us day rides in Te Anau, especially Gavin & Helen Leckner, whose 1930 Town Sedan, *Bluebell*, has a most comfortable back seat.
- Donald White who purchased the late Aubrey Bateman's well-known 1930 Phaeton from Jeff Broekhals, told us this intrepid vehicle has now done 477,000 miles. Donald said that Aubrey himself did 182,000 miles. Perhaps that should be kilometres, but it's still a huge distance.
- Our Club donated a Rally prize of parts & services to the value of \$300.00 from Veteran & Vintage Spares & Repairs Ltd – won by Alan & Barbara Hill (Rangiora).



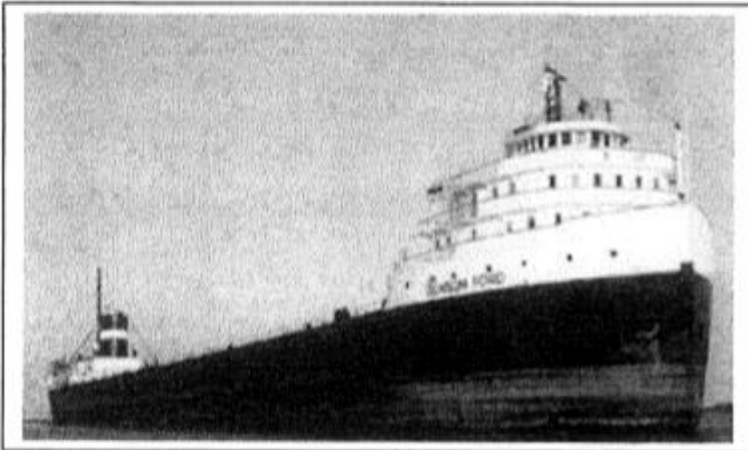
We returned to Auckland via Queenstown (for paragliding), then drove up the West Coast, offering a ride from Haast to Franz to a lovely young hitch-hiking couple. As we write this, we've just dropped them off at Auckland Airport after they stayed with us for a couple of nights in Auckland ... happily extending the good memories of our South Island visit.

**Ralph & Jenny Levinson**  
8 May 2019

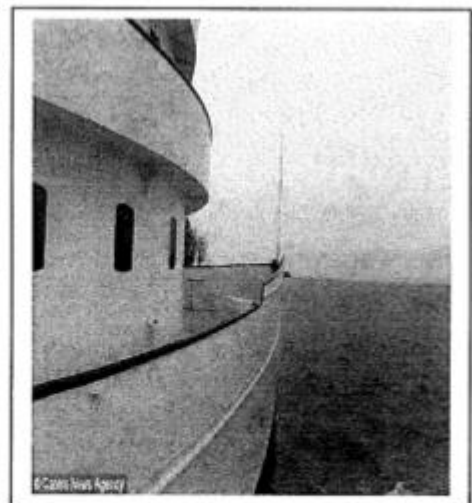
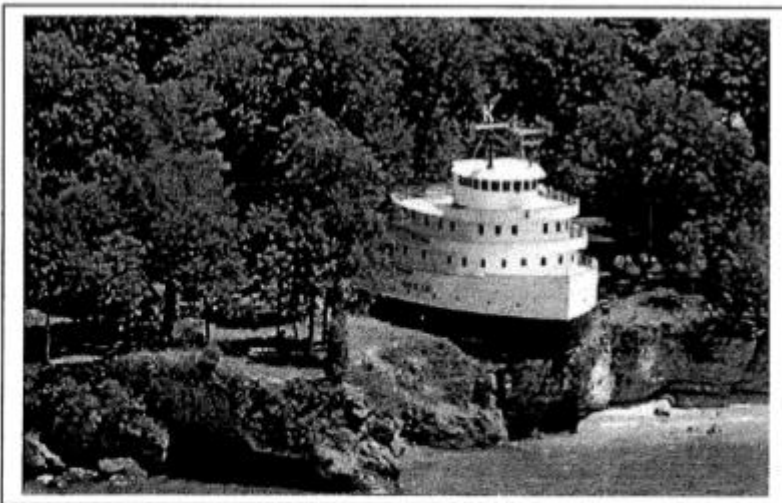


## THE BENSON FORD

This ship was decommissioned in 1981 after nearly 50 years of service.



After being decommissioned, it was left to rust for four years before the front part of the ship was removed and perched on top of an 18-foot cliff above Lake Erie, to serve as a vacation home.



Looking across the bow, it seems that the boat is actually steaming – full steam ahead.

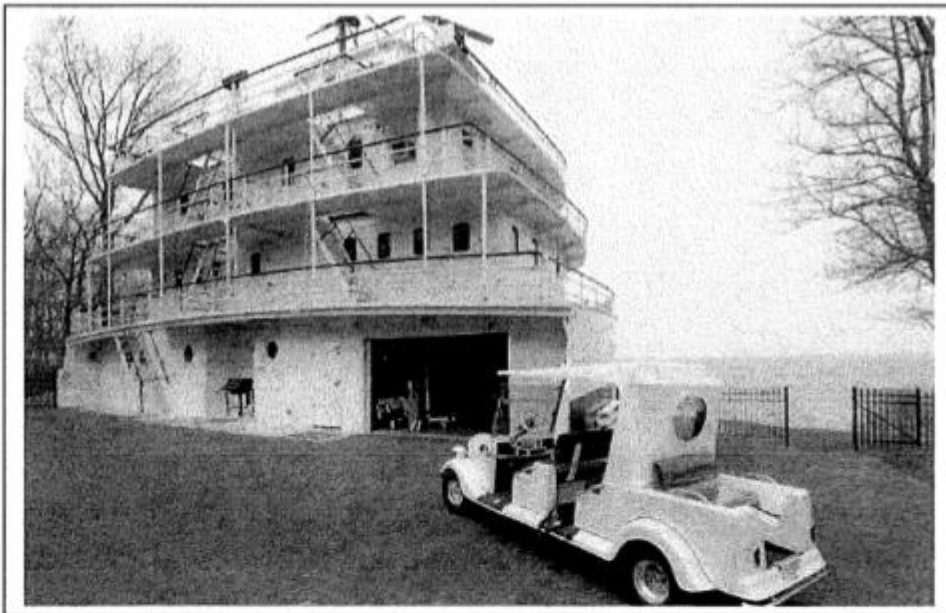


The ship still contains the beautiful wood-panelled, state rooms, dining room and lounge designed by Henry Ford.

The ship was used by Henry Ford to travel across the Great Lakes. Thomas Edison was a frequent guest on this beautiful ship. The present four-deck ship-house is 7,000 sq.ft., and includes walnut-panelled staterooms, a dining room with galley, and passenger lounge designed by Henry Ford for his personal use while on board.

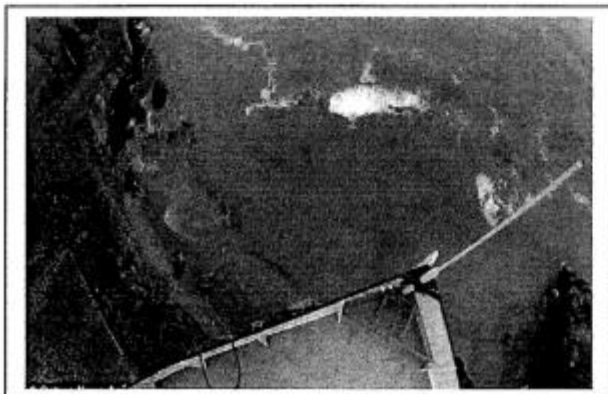
The ship-house was then owned by Frank J. Sullivan, but after failing to turn it into a hotel in 1992, Sullivan auctioned the building to father and son Jerry and Bryan Kaspar, who still enjoy relaxing there while taking time off from work. It has been modernized with a garage, a game room, a bar, a state-of-the-art kitchen, and four bathrooms.

The 90-year-old cargo ship is beautiful, as she sits overlooking her former waterways.



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The 90-year-old cargo ship is beautiful, as she sits overlooking her former waterways.



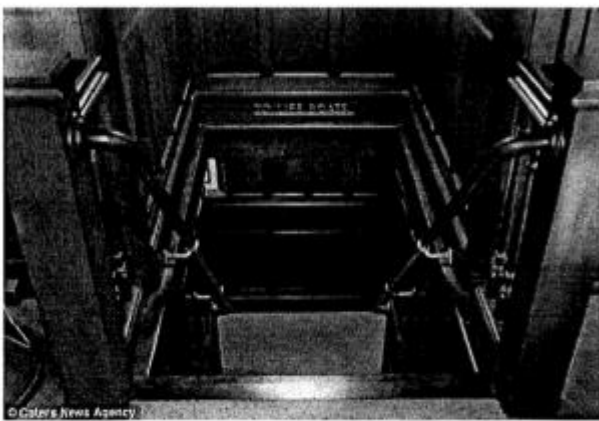
Visitors must be okay with heights if they take a tour onto the bow of the boat and see the water so far below.



This ship-home has maintained the historic and beautiful interior, which is updated with modern amenities.



Bryan Kaspar says: "Everyone who sees our home from the outside, wants to look inside. I think everyone who sees it is amazed at the gorgeous woodwork throughout our beautiful ship-home."



This impressive getaway includes five bedrooms, four bathrooms, a captain's office and living room with panoramic views across Lake Erie. "I love the deck on the fourth floor. It's a great place to enjoy a cocktail overlooking the lake and the nearby cliffs, and to watch the sunsets is amazing from there."

Videographer Nick James, who conducts tours of the home, says, "The most incredible part is standing at the helm with the way the boat hangs over the cliff. It actually feels like you're on the open water. I love the history that remains all around the Benson Ford." "In the parlor, you can imagine Thomas Edison and Henry Ford sitting there puffing on their cigars. When you're there, it feels like you're stepping back in time, and that those two famed gentlemen could appear at any moment." An incredible beauty of a long-ago ship, still available for water lovers to see.

Submitted by Club Member Colin Freland

# Amazing conquests of Ben Nevis by a Model T and a Model A

Ralph Levinson

In June 2018 Jenny and I with 2 friends were in a rental car, driving north towards the Scottish Highlands. We'd left Helensburgh on the edge of the Firth of Clyde and were following Loch Linnhe, towards the town of Fort William. We rounded a bend ... staring at us from a driveway was a 1918 4-door, LHD, Model T Ford, in superb condition.

How could I not stop? It transpired the car belonged to local, Ken Groom ... he'd imported it from the United States 6 years earlier.

Some of the back story as told by Ken ...

He'd seen it advertised on eBay, but lacking his wife's blessing, hadn't made a bid. A year later he recognised the same car again on eBay and this time, with his wife's agreement (something about a kitchen update promise), made a paltry bid. Incredibly, it was accepted! Ken mentioned the sum – it was eye-wateringly good, if you were the buyer.



I was beginning to get into trouble with the others for keeping them waiting in the car, but Ken had an interesting story. A wealthy American had left his wife to marry a much younger woman. In the course of time, he died and the young widow left for Florida with the Rolls Royce, but didn't rate the Model T. Family differences over the estate resulted in the low offer being accepted for the Model T's eventual sale.

Ken then told me an even *better* story of a Model T being driven to the top of Britain's highest mountain, nearby Ben Nevis (1344m, 4409ft), in 1911. Henry Alexander, the son of an Edinburgh Ford dealer, set out to prove the ruggedness of the Model T. To reduce unnecessary weight for the attempt on Ben Nevis, the car was stripped of mudguards, running boards, splash aprons, front doors, hood, lights, windscreen etc. The fuel tank was relocated behind the front seat to prevent fuel starvation on the steeper slopes. Parsons Non-Skid Chains, costing around one pound, ten shillings, were fitted to the Goodrich tyres on the back wheels. Similar chains had helped Sir Ernest Shackleton on his journey to the South Pole.

The rental car passengers were getting really impatient by this stage ... so a reluctant farewell to Ken.

After our return to New Zealand, I did some research and have been able to piece an old story together.

The feat involved 10 days of reconnaissance work – finding a "driveable" route and placing bridging planks over impassable gullies and streams. The Model T with a support party on foot set out on 8 May. The proposed bridle path was found to be impracticable due to sharp bends. On an alternative route, the car became embedded in the boggy, snow-covered ground and needed to be both lifted and pulled out by rope. Nevertheless there were occasions when the skinny wheels and tyres, plus good ground clearance, also worked in the T's favour. Sinking into the mud, the wheels often gained traction at the bottom of a rut.

Yet another route was attempted, via the valley of the River Lundy. On 10 May, after many obstacles described as "near things", the car reached a hut called Halfway House. The remaining path to the summit was too narrow in parts, requiring a work



BEN NEVIS

gang to widen the track. But on 13 May, 5½ days after setting out, the game little Model T arrived on the snow-covered summit of Ben Nevis.

The ecstatic Ford company in London were over-the-moon and invited around 50 journalists and photographers to witness the descent. A chartered Scottish Express carriage left from London. At Ben Nevis, ponies carried the party to the top – some Fleet Street city-slicker types having to finish on foot after mishaps in the saddle! Hot drinks and a generous supply of sandwiches awaited them at the top.

The descent on 17 May took just 1½ days, assisted of course by the gradient, which exceeded 1 in 3 in places. Said to have only adjusted the brakes after arrival in Fort William, Mr Alexander drove the car home to Edinburgh. But not before the whole town turned out to give the adventurous driver a Highland welcome with a triumphal march through the town to the Caledonian Hotel, followed by much speech-making and congratulations.

The local 'Oban Times' reported, *To those acquainted with the topography of Ben Nevis, the bare idea of putting a motor car on the serrated slopes of the giant Ben seemed, to use a colloquialism, like A tempting of Providence.*

Writing in 'Autocar', a Mr Whittall put it in context –

*Imagine a jutting crag, with a hairpin bend impossible of turning on any lock yet conceived by designer and having to be negotiated by literally tickling – there is no other word for it – the car around by use of reverse gear, with sudden and violent death as the penalty for going six inches too far back or forward, and you begin to gather some idea of what had to be done, not once but a dozen times ....”*

There are 7 minutes of rare footage of the 1911 event, <https://www.youtube.com/watch?v=jaNgYhvmztA> This mostly covers the car's descent, after arrival of the Ford-hosted cinematographers on Ben Nevis.

### **Forward now to 1928, when a Model A tourer repeated the exercise, with the same driver.**

This time they followed the reworked walkers' route from Glen Nevis. Starting at 10.45am on 13 September, the climb to Halfway House took only 2¼ hours and the top was reached in a total of 9½ hours. One report says they had to change a rear axle near the summit. Another mentioned a delay while replacement rear wheels were brought up by packhorse. In any event, the A looked very neat and proper for the ascent, however it was decided to remove the front mudguards, windscreen, hood and running boards for the descent.



Here's 22 seconds of archival film on <https://www.youtube.com/watch?v=EDlJY-seuucs>

100 years later, 2011, a re-enactment of the Model T ascent was set up with two Model T's, one with a motor, one without. The lower reaches of Ben Nevis are controlled by British Alcan who allowed one of the T's to be driven to 1500 feet. The John Muir Trust who manages Ben Nevis denied further progress for health and safety reasons, so the car without the motor was taken apart and carried to the top, to be re-assembled in a snowstorm!

In 2018 a bronze replica of the T was made (a feat in itself), each part cast from an original. It's displayed on the main street in Fort William – including a bronze Henry Alexander at the wheel. Fortuitously our visit was just a short time after it was erected.





## Baker's Report



THE BAKERS TRIP SOUTH

Limited Edition

The Baker and his misses decided to pack up a few dozen Blue muffins and head South with the Team Leader from Pukekohe.

We hadn't gone very far in fact we only reach Waitomo when the little red truck gave up the ghost and the father in law lost several granddad points when the son in-law and daughter had to return the truck to home.

The following morning the yellow roadster wouldn't go and our man from Hamilton was losing his Brownie points quite quickly and his overseas guest was wondering what was going on, but he had his mind on other things like his partner was coming out from England to join him and was now questioning the Baker on his Blue Muffins and things seemed to be getting harder for him.

The group was to stop at Te Papa and take in Gallipoli what a wonderful presentation and the Baker was seen sitting in front of the Nun for several minutes confessing his wrong doings.

On returning to the car park we found that some miserable b -----ds had tampered with the starter motors disconnecting them and the Baker had lock the keys in the Bakers Van.

You have to feel sorry for our Aeronautical Engineer he is now giving that occupation up and taking on the art of bridge demolition as he finds it a lot easier mentally. If anyone has a name of a good panel beater send it to the Baker so he can help this poor bloke out. (A give a little fund could help to pay for the repairs.)

But he wasn't finished, and then he decides to knock on the local policeman's door upsets the guard dog and asks for a coil and then when he is installing it he drops the fitting then gets the policeman to find it for him.

If the bloke from over the North Shore whose ring gear came off and wedged the motor gets in contact with the Baker he will send him some retaining screws and some Loctite used in his muffins for keeping old people quite in the Rest Homes.

Now comes the good part when the bloke from Northland and the bloke from Mt Eden get together there on to it. Next thing we know we have a lovely single young lady from America who is a qualified mechanic by trade and builds race cars and is right up these twos alley. The bloke from Northland had her in the front seat to Walter Peak Station while the bloke from Mt Eden was taking group bookings to go to Bonneville to watch this young lady attempt the speed record in her own car.

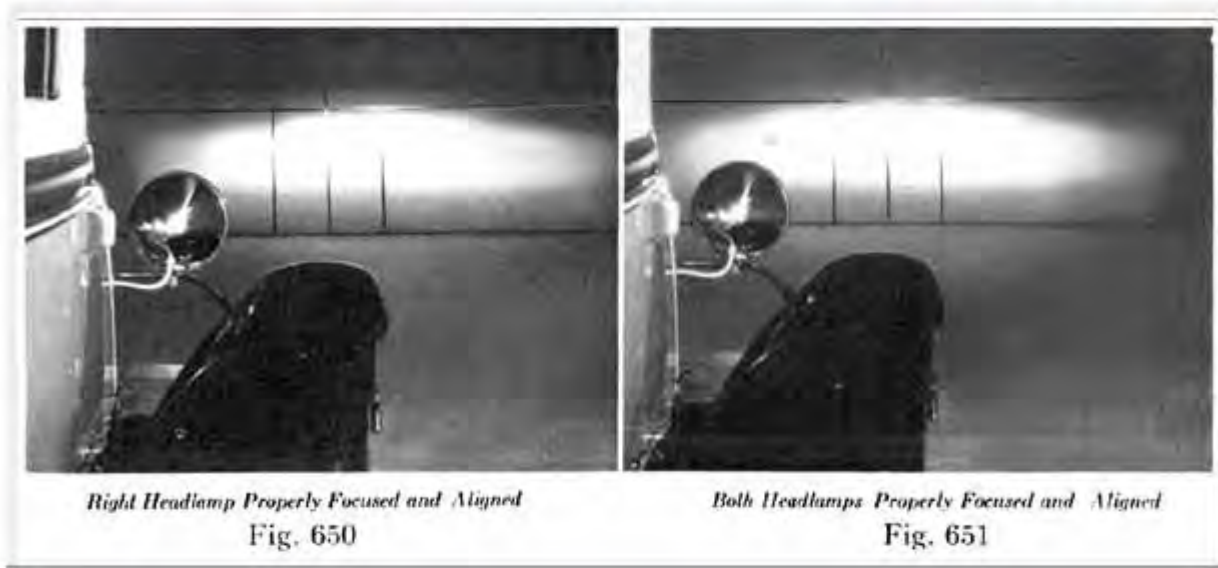
As you will fully understand the bloke's wife is not pleased as it's a trip for men only and there is premium accommodation available by negotiation. (P.S. The pit crew is all women.)

Remember you heard it first from the Baker.

Regards,

*The Baker*

## **Ford Model 'A' Headlamp Adjustment - Twolite Type**



### **General**

The Twolite headlamps were introduced in February 1929 (later on foreign models) and phased in on passenger models first. Most passenger models had the new lamps by late March. The Twolite headlamps are distinguished by the prism lenses and larger diameter wiring plug. The reflectors, light sockets, and lenses are also unique to these headlamps. If any of these items are incorrect, proper focus can not be obtained.

The following information is adapted from the *Ford Service Bulletin* for February 1929. Although the method for adjustment is similar to the early "H" headlamps, the grid used to position the lights is quite different.

The new design Ford Twolite headlamps were supplied in two types- a two bulb type for cars without cowl lamps and a single bulb type for cars with cowl lamps. These lamps were nickel plated in 1929, stainless steel thereafter. Black enamel headlamps were furnished for trucks and commercial jobs.

The new lamps were supplied with 6-8 volt double filament double contact gas filled bulbs. Both of the filaments were 21 candle power. The lower filament provided a beam which gives exceptionally brilliant road illumination for high speed driving. The upper filament provided a downward tilting beam which illuminates the entire road surface close to the car.

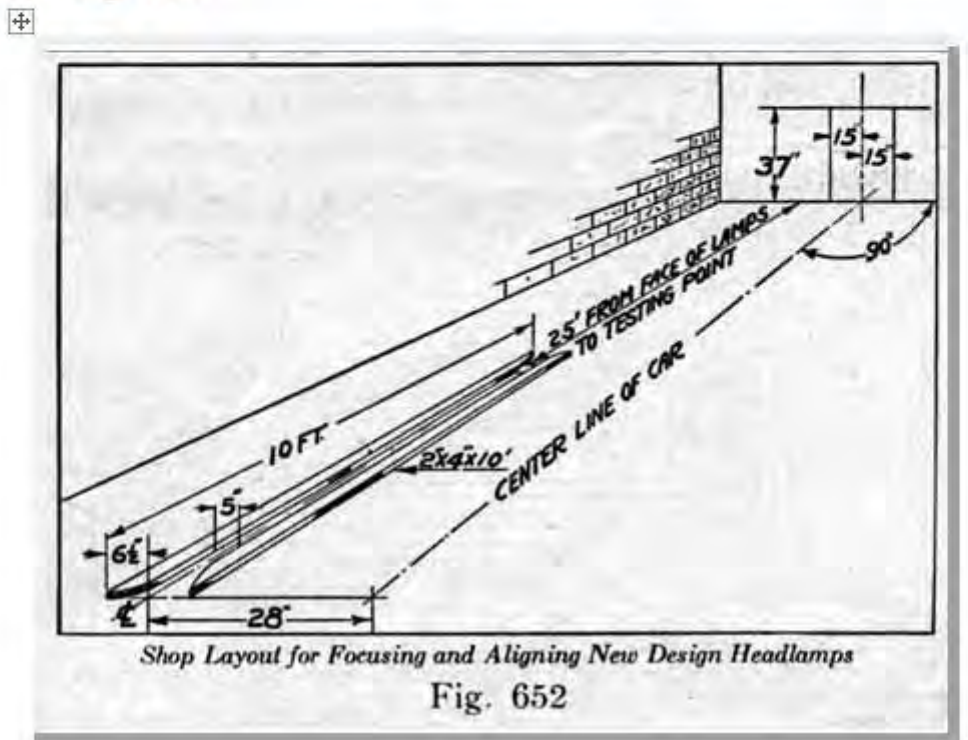
The two bulb headlamp had a separate 2 candle power bulb mounted in the upper part of the reflector for parking purposes.

In addition to the standard 21 candle power Twolite bulbs Ford also released through service (in those States in which the law permitted) a 32-21 candle power

bulb A-13007-D. This bulb gave a driving light of greater beam intensity than the standard bulb.

### Headlamps - Focusing and Aligning

Align and focus headlamps with empty car standing on a level surface in front of a white wall or screen 25 feet from the front of the headlamps. This wall must be in semi-darkness or sufficiently shielded from direct light so that the light spots upon it from the headlamps can be clearly seen, and must be marked off with black lines as shown in Fig. 652.

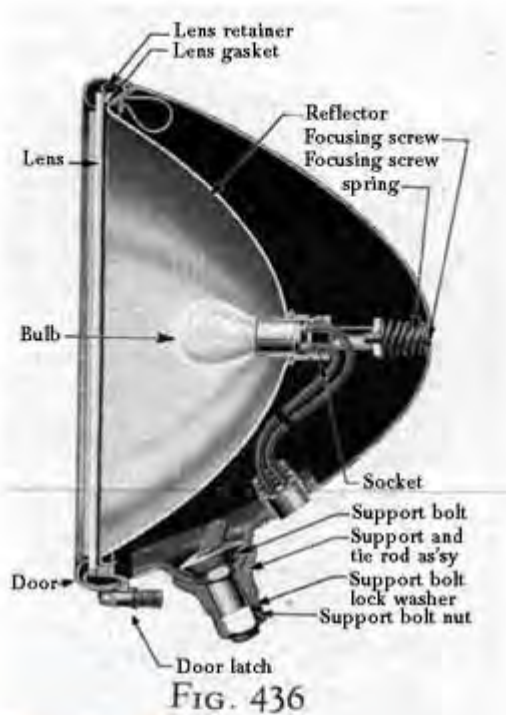


### Focus

1. It is important that lens be installed in door with the word "top" at top of door and with all lettering reading properly from front.
2. Turn on upper beam.
3. Focus by means of screw at back of lamps, first one lamp and then the other, adjusting the bulb filament at the focal center of the reflector to obtain an elongated elliptical spot of light on the wall, with its long axis horizontal (see Fig. 650). In focusing, adjust the bulb to obtain as good contrast and as well defined cut-off across the top of the spot of light as possible.

With lamps thus focused for the upper beam the lower beam will be in satisfactory position.

No adjustment is necessary for the small bulb for parking light.



### Alignment

1. Headlamps are aligned by moving lamps after nut at bottom of bracket has been slightly loosened.
2. The tops of the bright spots on the 25-foot wall are to be set at a line 37 inches above level of surface on which car stands. (See Fig. 652.) With tops of bright spots thus set for empty car, the headlamps comply, under all conditions of loading, with the requirements of the various states.
3. The beam of light from each headlamp is to extend straight forward; that is, the centers of the elliptical spots of light must be 30 inches apart.

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### Summary

Original Twolite headlamps when properly restored, focused, and adjusted, are extremely effective. HOWEVER, there are distinct differences in the components that make up the different headlamps. If the components are mismatched the headlamps cannot produce the proper lighting.

# Henry Ford's "X" ENGINE

Patent No. 1,638,333 Filed August 2, 1920, Issued August 16, 1927

By Bruce McCalley

It's no secret that Ford was working on an eight-cylinder x-shaped engine to, perhaps, replace the Model T engine. The concept was unique, to say the least, and one might wonder just why it was ever considered for an automobile. The design places the crankshaft in the center which would require the engine to be placed quite low in the chassis, or would require a gear train to lower the output shaft to the rear axle, to say nothing about the problems of oiling and dirt on the lower cylinders. In any event, Ford abandoned the idea. Interestingly, though, is the fact that he apparently came up with the idea in 1920 or earlier and applied for a patent on the design.

Aside from the unique "X" configuration, there are a number of interesting features of the engine. It consisted of two four-cylinder banks with the pistons from each of the bank of four cylinders connecting to one throw of the crankshaft. All cylinders of a bank were in line so that the connecting rods were also in line. This required an unusual system of opposite pairs of rods to have offset lower ends so that they could sit side by side on the crankshaft, occupying half of the bearings width, and the second set placed on both sides of the first set.

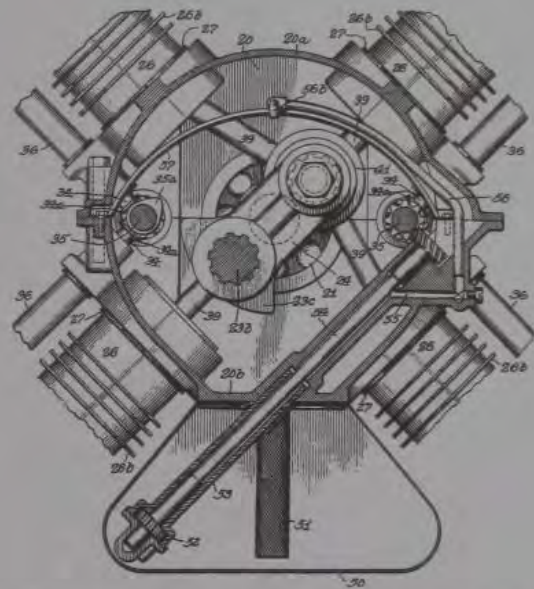
The design of the individual cylinders was such that the valves were offset from the cylinders so that they could operate from separate cams on the camshaft. The illustrations show flywheels on both ends of the engine. These flywheels were made to act as fans to cool the air-cooled cylinders. The engine's power was to be harnessed to the flywheel at the end where the cooling air exhausted. Note the use of ball bearings for the crankshaft and camshaft main bearings.

Oiling was by means of a pump which was located in the crankcase, driven from a gear on the camshaft. The pumped oil was piped to the upper side of the crankcase where it could drip downwards to the crankshaft and also supply the camshafts. The idea seems to be that the crankshaft and connecting rods would distribute the oil to the cylinders, etc., and that it would then drip down to the crankcase. What was to prevent it from entering the lower cylinders is an

open question.

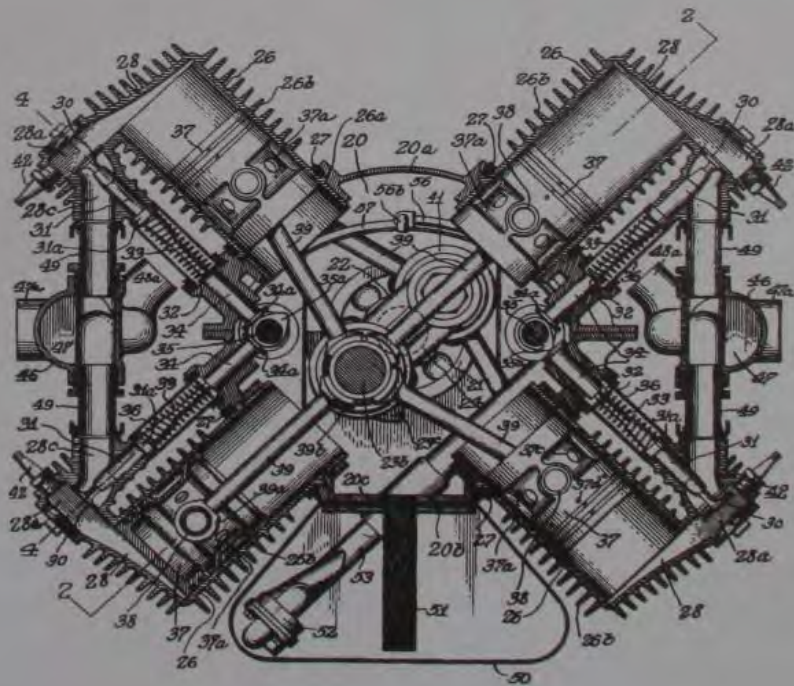
In any event the idea was dropped when, apparently, they became aware of the many shortcomings inherent in the design.

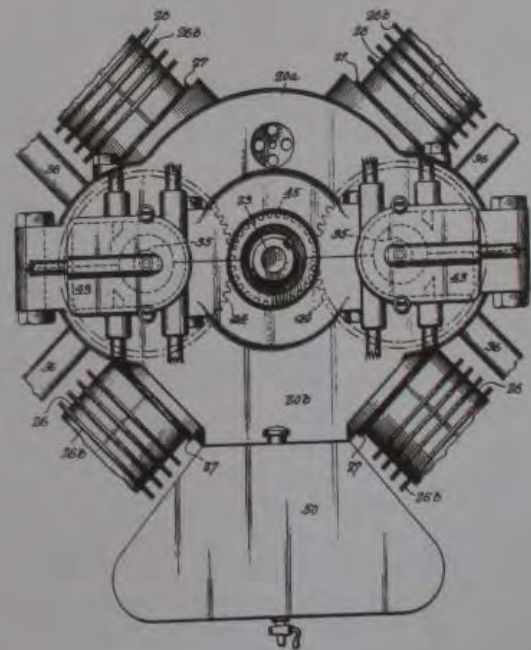
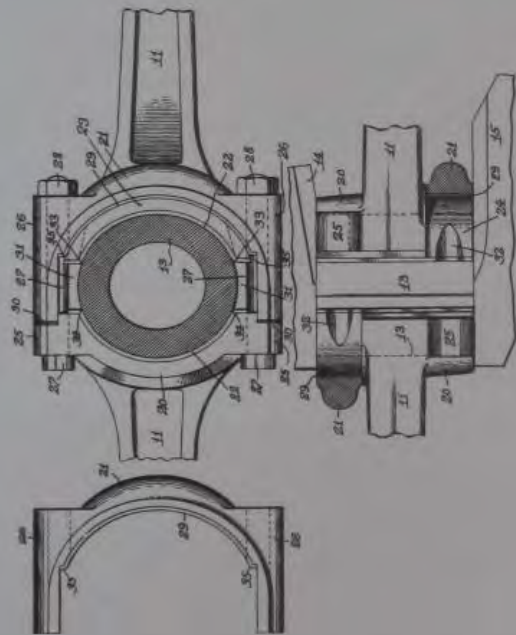
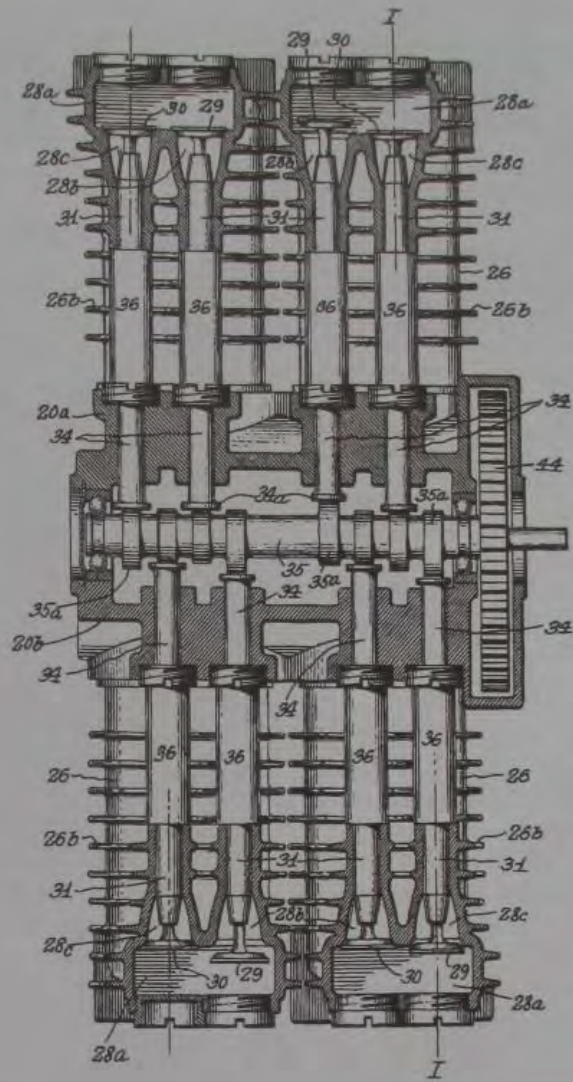
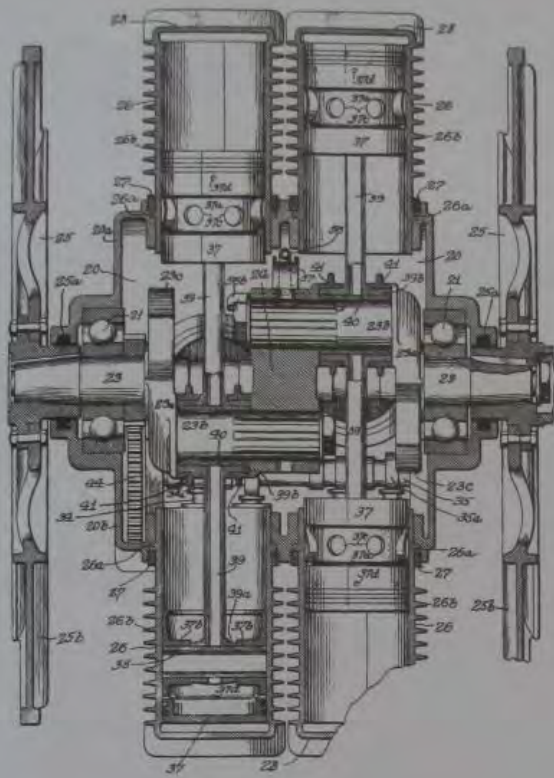
Shown below are some of the drawings from the patent document. □



Above: Simplified drawing illustrating the oil line routing and pump.

Below: Illustration of the general engine design.





The arrangement of the four connecting rods, two of which are shown as 11, and the other two as 21 which are shown from the crankshaft end. The patent document details just how these four connecting rods work together but are impossible for this writer to understand. It appears that the two opposing rods have their clamping bolt bosses offset from each other so that the bolts are on the outside of the pair. The second pair of connecting rods apparently straddle the first pair with their retain bolts in line with the rod rather than offset.

The usual practice with radial engines is to have a master connecting rod with the other rods attached to it, rather than have every one mated with the crankshaft directly. We might be thankful that this engine was never produced. □

**Submitted by Paul Smith**



### Sunshine Report

*With a few of our Club Members arriving home from a break in the South Island whilst attending the National Rally, there were some*

*who were unable to attend due to health concerns. We hope you are feeling better now and enjoyed some sunshine like we did.*

*I have been informed that some members are undergoing a stressful time at present with diagnostic testing, chemotherapy and the like. They know who they are and we give them our full support and wish them a speedy recovery. To those who are experiencing a cough or cold remember **stay hydrated** and enjoy a good old cup of lemon, honey and ginger. Guaranteed to work if taken regularly.*

*Karen Thomas Secretary*



## Model A Ford Club of America

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### FREE 2019 MAFCA MEMBERSHIP

**May 7** - MAFCA is offering a free 2019 membership to ANYONE who has never been a MAFCA member in the past.

Current members may print and hand out an application to any eligible person. Make sure that you put **YOUR name and chapter on the application** so that you get credit for the new person under the Blue Oval Program.

- [Free 2019 Membership Int!](#) - any questions please contact Karen Thomas, NIMAFCA Secretary for details.

### MAFCA HAS LOST ANOTHER LEADER

**May 11** - MAFCA President, Doug Clayton, announced today that MAFCA has lost another leader.

"I must, with the utmost sorrow, notify all of you that MAFCA Treasurer **Alex Janke** passed away yesterday afternoon as the result of a tragic tractor accident. Few people have done more for MAFCA and the Model A hobby. Alex was working at the family ranch at the time of the accident.



Some of our Club members will have known Alex well. Alex was such a good ambassador for the hobby, always trying to help others with their projects.

He enjoyed the Kiwis visits to the conventions because we provided him with a different perspective on Model A'ing.

On behalf of all those who new Alex we pass on our condolences to the family.

*Karen Thomas, International Delegate*

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



**EarlyBird Registration is now open for the 15<sup>th</sup> National Model A Rally.**

**The Rally will be held from Sunday 18 March to Sunday 04 April 2021 in Gisborne.**

‘Earlybird’ indicates to the organisers you have chosen to receive your rally information early and avoid missing out on the news as it comes to hand, or tours that may have limited numbers.

**EARLYBIRD REGISTRATION FEE - \$20**

To obtain your Earlybird Registration Form email the team at

[gisbornemodelafordrally@gmail.com](mailto:gisbornemodelafordrally@gmail.com)

or phone Karen Thomas 027 419 0191 or Kristina Rarere 022 367 5776.

**Be sure not to miss out!**

**David Mossman**

Phone 0272 350 444

**Tony Bartlett**

Phone 027 272 5648

Advertisement



## 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

I recently purchased a collection of mainly early 1928 and 1929 original parts and have aimed to offer these to club members where possible first so if you need an original part I may have it.

Phone John Castle 021957032

### For Sale

I am putting my 1930 closed cab pickup up for sale for \$70,000.00. It has done barely 500miles since it was completed in 2014 & is running really sweet.

The modifications on the vehicle are a lightened fly wheel, high ratio crown wheel & pinion for quicker speed on the motorway (80 to 90Kms/hr comfortably) & flathead Ted brakes with new cast iron drums. All else is standard 1930 Ford.

It will also come with a chest full of spares (incidental bits & pieces), a spare running engine, a usable gearbox & a spare rear end & also a full width chromed bumper (front one) with the rear steel brackets to fit it to the rear of the vehicle. The rear tail-lights need to be moved onto the rear mudguards to fit.

The vehicle will be sold with a current WOF & registration but not with the personalized rego. plate.

Phone Ray, 0274 836 236, (09)4138 059 or (09)4139 705      email.raymargaret@xtra.co.nz



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## From the NIMAFC Editor:

Just as well it's a long weekend coming up!, as this Newsletter has evolved into a 'Whopper Edition'. Plenty of reading for all. Grab a coffee, take a break and enjoy. Thanks to many of you, who made this possible, putting pen to paper, sourcing articles, sharing stories etc. I look forward to receiving them. Please continue to email your contributions to [nimafc@outlook.com](mailto:nimafc@outlook.com).

Thanks Hugh and Anne-Marie for organising the Club Run to Waitawa Regional Park. A great day (pic taken at right on the wharf), a short walk from the picnic spot. Perfect weather, and topped off, with a meal of fresh Salmon and Oysters, bought on-route at the Oyster Farm.

Also a recommended website to visit as follows:

[modelafordclub.com.au/newsletter/](http://modelafordclub.com.au/newsletter/)

Thanks again, Stephen for assisting me with Photography.

*Best Wishes, Kay Palmer (NIMAFC Newsletter Editor)*

**Editor email:** [nimafc@outlook.com](mailto:nimafc@outlook.com) or [editor@modelafordclub.co.nz](mailto:editor@modelafordclub.co.nz)

**Please send articles/reports/photos to the Editor by 15<sup>th</sup> 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*



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## On a final note: Era Fashion – Service Station Attire – Model A Era

By approximately 1920, 15,000 gas stations were located in the United States. They were primitive at best, some little more than shacks, with advertisements littering their walls and the roads leading to them. They were considered by many to be an eyesore, and even worse, there was little confidence in the product they offered.

Major oil companies took note and began to standardize their stations, making them visually appealing to the motorist. Not only did the station need to look good, the service employees needed to project honesty, integrity, reliability and quality. What better way to do that than through the clothing they wore?

**This mechanic also wears a shop coat with the same type of cap. The shop coats were designed to promote ease of movement through the use of pleats in the coat.**  
*Ford Service Bulletin, August 1928*



**Extract from: 'The Fashion Files' – Compiled by The Era Fashion Committee,  
The Model A Ford Club of America**