NORTH ISLAND MODEL A FORD CLUB INC. - NEW ZEALAND

Chapter Members of:

MODEL A TORQUE

Month: July 2020 **Issue Number**: 2020/2 **Season**: Winter

The BBQ at Long Bay has started – see page 9-10

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.

Officers of the Club/Committee & contacts - see page 5

In this edition:

- Upcoming Events Calendar 2020/2021 - page 2
- Captains Comment - page 5
- Correspondences from Overseas – page 6 - 9
- Ross Bolton's Story – page 16 - 21
- And much much more…….

Event Alert – 12th August 2020 – Tech Night – see page 2

North Island Model A Ford Club Upcoming Event Planner 2020/2021

12-Aug	Wed	Continental Stairs Factory Tech Night	Jim Corbett	Confirmed
16-Aug	Sun	Concours Judging Seminar	Rob Brown	Confirmed
23-Aug	Sunday	Water Gardens Patumahoe	Andrew Costello	Confirmed
	Wed	Tech Night		Pending
20-Sep	Sunday	Shelley Beach	Ross	Confirmed
	Wed	Tech Night		Pending
	Wed	Tech Night		Pending
Oct	Sat eve	Awards night and AGM	Hugh Hulse	Pending
Oct	Sunday	Swap Meet	Bruce Stratton	Pending
		Awhitu Winery		
		Awhitu Regional Park		
New Year's Day		Kaiaua Run Neil Aston		
Feb 2021		Matamata Stewart Broomhall		

FYI – Non North Island Model A Ford Club Events 2020/2021

Last Sun of Every Month		Caffeine & Classics
9-Aug	Sun	Oogahs Rodders
5th Sept		Waitomo Over Nighter
27-Sep	Sun	Rotorua Swap Meet
3-Oct	Sat	Fielding Swap Meet
3-Oct	Sat	Te Aroha Cruise In
8-11 Oct	Sat/Sun	Mc Leans Island Swap Meet
16-17 Jan 2021	Sat/Sun	Kumeu Car Show

Print this page off for reminders and pin to your fridge

"A" Captain's Comment

To our Members, Friends and Followers

There is no doubt about the enthusiasm, sparkle and joy of Model A-ers radiating from our recent outings. Magnificent turn outs to our last events have been a spectacular sight as twenty plus Fords hit the road together. Coupled with the enthusiasm of the public as they give a hoot or a wave as they pass, or when people wander freely and admiringly amongst the cars during park up, is another dimension.

Thank you to all those Members who continually rack their brains to produce the wonderful days and activities that we enjoy together. Thank you also to those members who engage enthusiastically to keep the club activities rolling behind the scenes, their only reward being the satisfaction of happy people. It is the joy to be free.

On the business side your Committee is bringing to you over the next few weeks, an updated website, a fresh view of the old incorporating easy navigation of the club news, events calendar, resources and research, postings etc. While this project has not been for the faint hearted, it will allow the club to operate more efficiently and club members to engage instinctively.

On the serious side our freedoms have only been won by washing our hands, and respecting social distancing etc. Let's keep it that way and continue to stay safe.

Take care.

Cheers,

Hewy

Secretary's Oogah

With Fiona and Garry taking up the reins to take over the producing the Club newsletter, and other club secretaries having written items in the past newsletters, I thought I would attempt to do the same. For those that don't know me I have been a member of the club for some time, but rather dormant most of the time. However, this year since I put my name forward for the secretary's role after the AGM, I have had so much more to do with the club than I ever have, despite Covid 19.

I have a 1929 Tudor (soon to be back on road,) that my brother Scott (Scotty) who some of you may remember being a club member years ago, was made aware of for sale in Kerikeri. I purchased it, plus a motor that was away been overhauled. Needless to say this motor is now in the car. The other motor, as I was coming through the lights in Browns Bay, made a loud bang. I stopped after hearing the bang, and noticed a piston had come through the side of the block, leaving a large fist size hole. I believe, that it would off carried on running getting me over the hill and home, but I actually turned the car off. Anyway it will be good to have it going again, after it has sat in my shed being as dormant as my club involvement for the last 12 years or so. I blame shift work for that in my ex career as a chef.

I attended Johns Castles "North Shore Run & BBQ" at the end of June. I learnt very quickly to make sure I read and comprehend. I arrived at "Smales Farm". No Model A's but a lot of classics, which I remembered were having an event there and I was supposed to be meeting up with a mate. However, the Model A club won the day and I drove through and clicked "oops meant to be at the Lake House" but arrived in time for the start of the rally in my mod. So I joined in the run and enjoyed it. I have to confess making another boob as I did not drive around the beach at Mairangi Bay, however having local knowledge I was able to answer the question for there. Sausages on the BBQ were great, weather was ok, with one shower of rain towards the end of lunch. My wife Tricia with my daughter and only grandchild (Wade – iti, 5 months) joining us for a sausage.

Obviously one proud grandfather, and that's Tricia's reflection in the windscreen of some ones Oogah behind me.

That's it from me this month as I don't want to bore you too much, but remember that I am here to serve you, and if there is something I can or I am not doing, do yell. Until we get the website completed please use my personal email wadeyboy@xtra.co.nz. Cheers Wade

Officers of the Club/Committee - contacts

Position/Name:	Contact details:
Club Captain Hugh Hulse	**Phone:** 021 599 981 **Email:** gatland.park@xtra.co.nz
Vice-Club Captain **(**Event Co-ordinator & Club Health & Safety**)** Andrew Costello	**Phone:** 027 4543 983 **Email:** gizmocat@slingshot.co.nz
Secretary Wade Alexander	**Phone:** 027 272 2130 **Email:**
Treasurer/Memberships Fiona & Garry Learmonth	**Phone:** 021 191 5513 **Email:** fiona_garry@xtra.co.nz
Newsletter Editor Temp - Fiona & Garry Learmonth	**Phone:** 021 191 5513 **Email:** fiona_garry@xtra.co.nz
Committee (Event Co-ordinator) 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) John Ross	**Phone:** 021 437 267 **Email:**
Committee (Event Co-ordinator) Jim Corbett	**Phone:** 027 417 8359 **Email:** jimzz52@outlook.com
Historian Paul Smith	

Website update

We are well on our way now designing a completely new website for all to enjoy. After our troublesome time with the other site we are looking forward to the new site going live very soon. So watch this space for the next announcement.

Thank you all again for your patience. Kind Regards, Fiona.

Merchandise

Update on club merchandise – the committee is currently discussing the feasibility of obtaining and holding stocks of merchandise. In the past merchandise has been slow to sell due to varying tastes and requirements. We are looking at simplifying what merchandise may be purchased to try and meet our member's requirements. Any suggestions, please email Wade, the NIMAFC secretary with your thoughts & designs. Thank you.

Correspondence from overseas

Hi everyone,
Jim Brierley of Temecula California has sent the article below to us and given us permission to share with our members. I replied to Jim and thanked him and asked if he had any photos of his vehicles. The photos below his article are what Jim sent to us.

Thanks for sending the newsletter! I first started getting it after a couple of your members attended the Bonneville Speed Week here in the States. I'm a Model A performance guy, but enjoy reading the NIMAFC newsletter. Your request for articles has prompted me to send you an article that I wrote for MAFCA some years ago, about Fords Diamond Blocks. The article is attached, you have my permission to use it in the newsletter, or not, your choice.

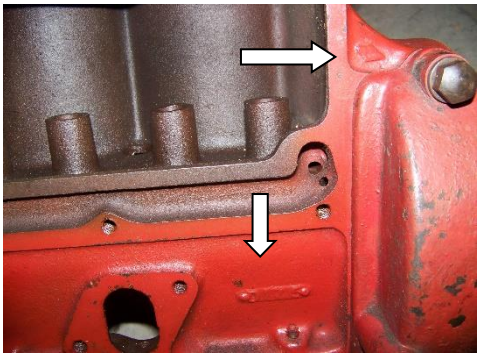
Chapter 23

Diamonds

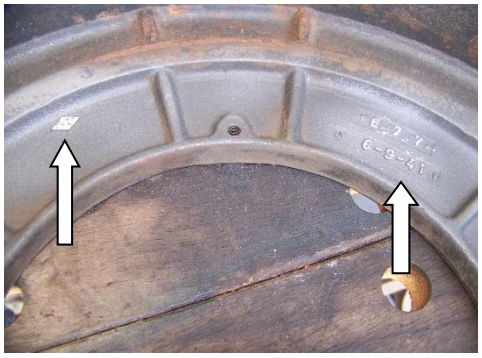
and other stuff

Sorry ladies, this is not about "a girl's best friend," it is about cast iron engine blocks and other weird stuff.

While rebuilding an engine for a friend a few years back I noticed a couple of odd things. The engine was out of a 1929 pickup but the block was a late '31, identified by certain physical characteristics and the serial number. Not too unusual, but I noticed it also had the late bell housing on it, the one with external ribs on the bottom. Not until I was cleaning the bell housing in preparation for installation did I notice that on the inside of it was the diamond mark and a date of 6-19-41. I have a diamond B bell housing too, with the diamond mark clearly visible on the outside of it. We have all seen or at least heard of diamond Model A blocks, fewer people know that there were also diamond B blocks, as well as diamond A and B heads, but I had never before heard of a diamond bell housing. It does make sense though, the diamond is merely a foundry mark, most foundries have their own mark, usually placed in a discreet location. To those familiar with them, the diamond mark found on A and B blocks is easily seen, the ones on other items may not be as apparent. How many of you knew that foundry also made castings for Columbia (overdrive) rear end parts that were a dealer installed item on Ford, Lincoln and Mercury cars from about 1934 to 1948. I don't know which foundry used that mark but they must have had an in with Ford, and were apparently quite busy during the late 30's and well into the 40's. Diamond engines were made after Ford quit production of the Model A and B. They were built for commercial use, things like air compressors, generators, water pumps and all sorts of other uses. Are they better than the Ford-built production engines? They did have hard-seats for the exhaust valves, they are newer, and most had easier lives. Easier lives you say? Yes, they worked hard, and often for many hours per day but they ran at a constant RPM and load, and were usually well maintained, so easier is a relative term. The late '31, and the diamond bell housings, tend to not crack as easily as earlier housings, they look the same on the outside and are identifiable by the ribs on the bottom, on the outside. Most of the diamond items are dated, sometimes the date is upside down and often difficult to read or understand. Diamond A blocks are marked in the same location as the B block pictured. Not related, but Pietenpol also made "B" engines for their airplanes. Their blocks looked the same as a Ford B block but were somewhat different on the inside, wish I had a photo of one to show you. The Piete's had problems with crankshaft breakage for awhile and recommended magnetic inspection every 100 hours of flight time. Having a crank break while in the air could have been most inconvenient! I have also seen a diamond rear bearing retainer/transmission mount on a '48 Ford column shift transmission. Who knows what else is out there?



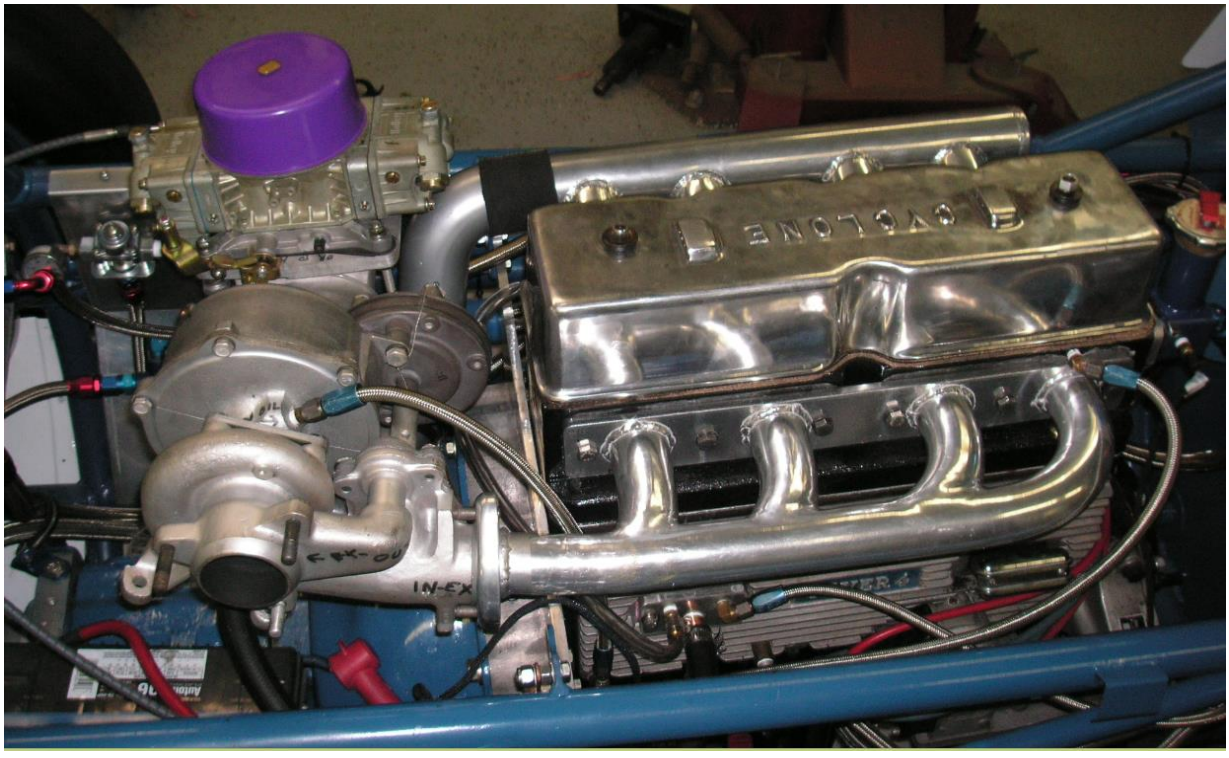
Diamond to left of bolt, date to right of fuel pump boss



Diamond mark upper left, date upper right

Jim Brierley's Cars

4 ever 4 Club Lakester, on the Bonneville Salt Flats



Turbo-Cook engine in the Lakester, early '32 B block, C crank

Vicky at a hill climb in Utah, Rutherford OHV head on a diamond B block.

Below my high-dollar pickup, paid $150 for it in 1958, 4-port Riley on a Model A block, B crankshaft.

My speedster, with one of my self-designed flathead on a Model B block.

North Shore Competitive Rally to Long Bay held on Sunday 28 June 2020

It is always a bit of a challenge to develop a competitive rally. We need to find a winner by having a number of obtuse questions but not make the route too complicated that we lose all the competitors!

Hence the northern run included a scenic drive interspersed with historical and geographical places of interest. For example, the rally included a visit to Lake Pupuke and a few competitors were confused, because what sort of old building nearby would have prime place and views on the shores of the Lake? Well, the old building was originally the Fire Station for the whole of Takapuna – now a rundown group of sheds and tower.

Competitors also needed to recall the number of speed bumps, know the difference between the islands in the gulf and the Coromandel Peninsula. Very difficult especially when the weather closed in!

The final hurdle for the competitors was to answer questions about Henry Ford, Models A wheels, and that Sunday was the shortest day of the year.

Finally, they were able to rest, unpack and await the hot sausages cooked on the BBQ. Our club BBQ is proving to be a fantastic resource especially when the weather is tending to be on the cold side.

13 Model A's and 4 moderns attended this Rally and after eating and socialising we were able to visit the very interesting historic Vaughan Homestead at the north end of Long Bay. Narrow stairways up to the bedrooms, organ (thanks Jenny for the recital) and huge photographs of the North Shore beaches and street maps showing how much development has happened over the last 50 years. Thanks to Barbara and Bill Ellis of the Torbay Historical Society who opened up the building for us to visit.

The competitive aspect of the run resulted in one clear winner with a number of others in a close bunch not far behind. These results remain a surprise until the prize giving to be held at the AGM.

Mary Castle

Vaughan Homestead

Concours Judging Seminar

Presented by

Murray Ashby

To be held at Club Captain Hugh's workshop

39 East St Papakura

Sunday 16th of August

9.30am to 3.30pm approximately

Bring your own lunch. Club bbq available,

Questions to Rob Brown rtmgbrown@xtra.co.nz 09 483 5793

Concours Judging

Having had the privilege of acting as "Chief Judge" at some National Model A Meets, I have been invited to give a seminar to describe the judging process and the duties of volunteer judges.

On the day, one car will be inspected with regards to each of the 23 areas listed in "The Judging Standards and Restoration Guidelines" to score on judging sheets. Points are deducted from the allocated 500, for deviations from the "Standards". Each area will be discussed along with reasons for penalties. This will be a full day with 15 to 20 minutes spent on each area.

Judging Standards and Restoration Guidelines

As declared in each newsletter; 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.

This is our undertaking as a club. The principles - restore, preserve and protect, are of interest to me, and are addressed with reference to "The Judging Standards and Restoration Guidelines". These Standards are published by the American Clubs (MARC/MAFCA) but our NZ applications are continually evolving for being integrated at the National meetings.

There are four sections under which our Model A's may be judged,

A Original/Unrestored

B Authentic restoration

C Touring Class

D Modified

A number of preliminary requirements need to be met for entry into each class.

For Original/Unrestored Class no less than 50% of the upholstery and paint must be original, and at least two of the four shock absorbers must also be original. Cars that have had some (or extensive) restoration are those entered into the Authentic Restoration Class.

Slightly different sets of requirements need to be satisfied for vehicles entered in either the Touring Class or the Modified Class. (Note that “modified” is not “modernised”; only equipment manufactured prior to 1939 is acceptable in this class)

To be Judged in class A and B there is a 13 point requirement

Exhibit current WOF and registration.
Original style radiator fan.
Original engine mounts.
Original updraft cast iron carburettor.
Original type horn.
Original steel spoke wheels and original type tyres-correct for year of vehicle.
Authentic type top and upholstery materials relevant to year and model of vehicle.
Authentic exterior paint colour relevant to year and body type of vehicle.
Original type shock absorbers and links.
Authentic lights for year of vehicle - battery under floor.
Authentic sheet metal - no fibreglass.
Original mechanical brake system.
Original four cylinder Model A engine and drivetrain.

When requirements say “type”, all good reproductions are acceptable but they may score to a lesser degree in the final judging against an original unit. It should be noted that each vehicle is judged against how it was supposed to have been manufactured at the Ford assembly plant.

Final judging, as per MARC/MAFCA judging sheets, is marked out of a maximum 500 points

Murray Ashby

MODEL A CHARACTER ART

DO YOU KNOW WHICH CHARACTERS OWN THESE CARS ?

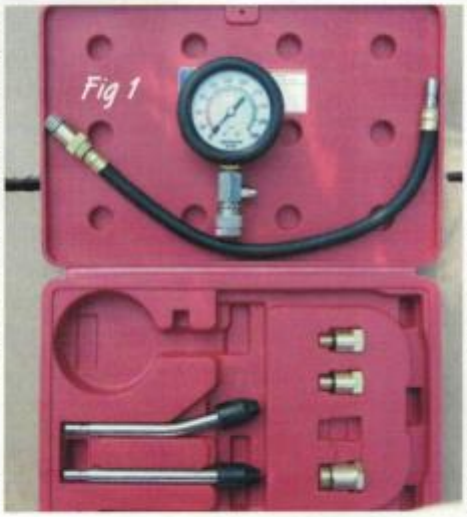
Character Art Designed by Trevor Farr

Compression TESTING

WHY AND HOW TO TEST

By Lynn Sondenaa, Sandy, Oregon

A compression test on the Model A will help to check the internal condition of the engine. The compression pressure is taken on each of the four cylinders, then recorded and compared. Most compression loss in a Model A engine is due to defective valves. This could include improperly adjusted valves, worn springs or guides, bent valve, or valves not seating properly due to carbon build-up. If the valves are known to be in good condition, it may be worn piston rings or a leaking head gasket.



Compression pressure can be changed by the following: decking the block, shaving the cylinder head, increasing the bore, or installing a high compression head. Why do people want higher compression? Higher compression will give the Model A more power and in theory better fuel mileage. The stock Model A cylinder head had a compression ratio of 4.2 to 1. Later in production, the "Police Head" was developed and produced a compression ratio of 5.2 to 1. Again, note that the engine bore affects the compression test reading. All else equal, a larger diameter piston will displace a larger volume of air and fuel into the combustion chamber on the compression stroke, resulting in a higher compression ratio and a higher compression test reading.

Also, compression reading is a factor of barometric pressure. Knowing that, the same engine will read different at sea level than it will at 2,000 feet above sea level. The stock head (on a freshly rebuilt, sleeved engine that is broken in) will produce about 60 psi per cylinder at sea level and will read higher as the barometric pressure rises. This could be due to higher altitudes or weather conditions. The important factor is that each cylinder should read within 5 to 6 pounds of pressure to each other.

A compression gauge (Fig.1) will measure the pressure developed in each of the four cylinders. To check the compression of the Model A, the gauge is threaded into an adaptor (Fig.2) and that adaptor is threaded into the spark plug holes in the cylinder head. (Fig.3).

Most mechanics suggest the compression reading of the lowest cylinder be within 5 to 6 psi of the highest cylinder. For example, if the highest cylinder pressure was 65 psi, then the lowest acceptable reading would be 59 psi. This difference is an indication of a good running Model A engine. Please note the compression values are not as important as is the difference in readings between the four cylinders.

How to perform a compression test

1. Engine should be at operating temperature. (Metal parts inside the cylinder expand and seal better).
2. Ignition key in the off position.
3. The distributor cap should be removed, leaving the coil wire attached. The cap and attached coil wire can hang over the radiator support brace.
4. The throttle should be set wide open.
5. Remove all four spark plugs and connectors. (This allows the starter to turn the engine easier).
6. Insert the compression gauge into cylinder #1 (front of engine).
7. Crank the engine four revolutions and record the pressure.
8. Take compression readings on the other three cylinders and record.
9. Compare the recorded values for all four cylinders. They should not vary by more than 5 or 6 psi per cylinder.
10. Install the spark plugs and connectors along with the coil wire.
11. Return the throttle lever to the top of the steering column.

Note: This test is best performed using two workers. One should be inside the car controlling the throttle and starter. The other worker is on the outside by the passenger side of the engine connecting the compression gauge and recording the readings.

The Average Compression Pressure values were derived from testing local Model A's. Our test group did not have any Lion, Thomas or Winfield heads.

The values are an average and will change according to the barometric pressure at the time the compression test was taken. Also, compression gauges can vary slightly in readings.

Below is a sample of the "Compression Test Recording Form." This form can be used to record the compression test information.

Fig 3 and Fig 4 show testing of various heads.

Average Compression Pressure

Stock head	4.22 to 1	50 to 64 pounds
Police head	5.20 to 1	65 to 72 pounds
Brumfield standard	5.20 to 1	65 to 70 pounds
Snyder's head	5.50 to 1	65 to 75 pounds
Snyder's #2 head	6.10 to 1	75 to 85 pounds
Lion head	6.50 to 1	
Thomas head	6.70 to 1	
Winfield head	6.80 to 1	
Brumfield head	7.00 to 1	85 to 105 pounds

Compression Test Recording Form

Name or Model A: _____ **Year of A** 28 29 30 31

Engine type: A or B **Bore size:** _____

Type of head: Stock Stock-shaved Snyder's 5.5 to 1

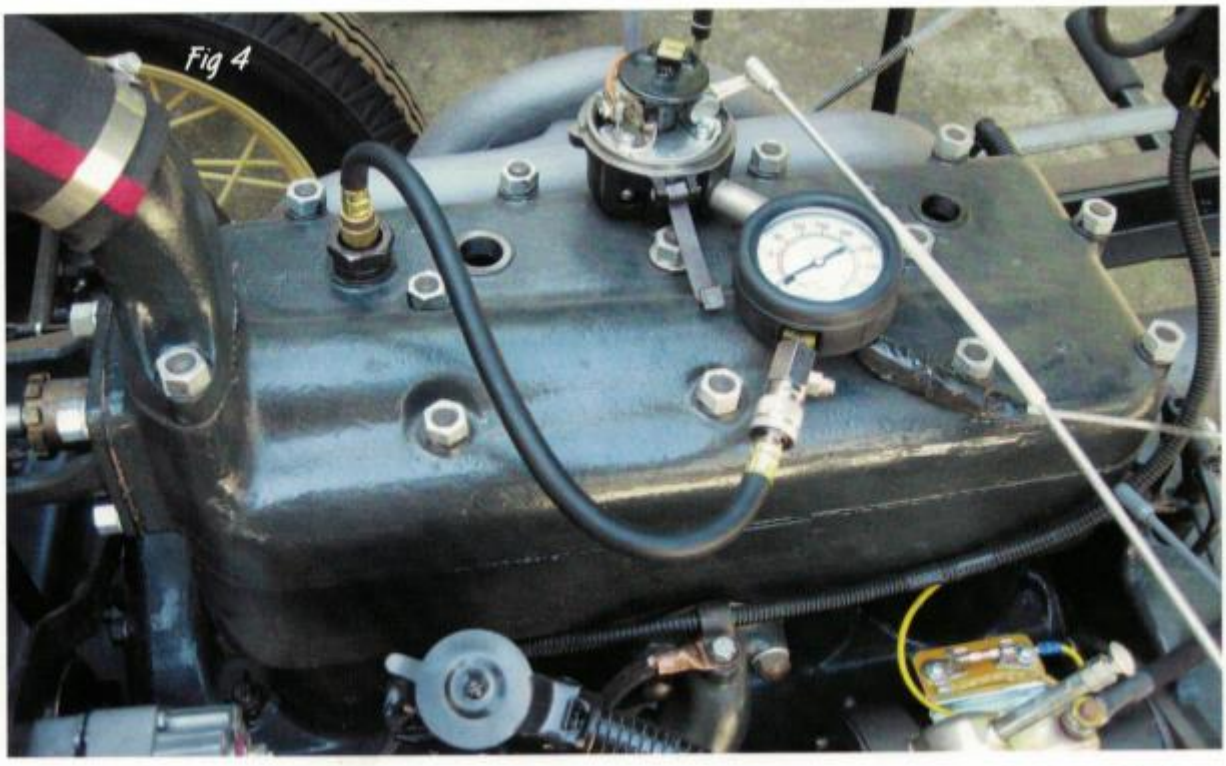
Snyder's 6.1 to 1 Lion Thomas Brumfield Winfield Other: _____

Cylinder readings are taken from the front to the rear of the engine.

Front

Is the lowest reading within 5 to 6 psi of the highest reading? **Yes** **No** If yes, the engine is good. If no, more trouble shooting should be done on this engine.

Date the test was taken: _____



To follow, Ross Bolton's story

Auckland's first fully finished Hot Rod?

Ross Bolton's A V8 Roadster

On the street in 1959

Ross has had a selection of original and restored Model As over the years, but his first was a hot rod. Ross gives us an insight into building a hot rod in New Zealand way back in the 1950s.

It was 1957 & I was 16 when I bought my first car—a 37 Ford Y Fordor which I drove home from Torbay to Mt Albert. The motor was so sick it wouldn't climb up the ferry ramp at Mechanics Bay—my father had to push me up with his 36 Chev—however I was rapt to get it home and pull the whole thing apart—most of the repair work was done during working hours at the AEPB where I was apprenticed as a Motor Mechanic [wouldn't get away with it today] my friend Alan Menzies did all the panel work—he was apprenticed at VW Motors in Otahuhu. After 6 months work it was back on the road sporting a slick ported 10 hp motor with Bosch spark plugs, Castrol R racing oil and home made muffler to terrorize the neighborhood.

My Boss informed me of a 1930 A Roadster his father in law had which was up on blocks as he wasn't allowed to drive anymore. We zoomed over to Ponsonby to check it out—got it started and drove it home--the old man cried as we left.

After selling the Y we started a full body off resto on the A, once again Alan was called on to do the panel work. In those days it was done out of love, contras and cash flow. I was grateful for having access to the AEPB machine shop, as there were lathes, a press, valve machines, boring bar, welding equipment and of course very helpful & knowledgeable workmates. Having this excellent facility enabled me to complete the car within 12 months. I decided to leave the body standard, as WOF required mudguards back then.

At home our single car garage on the street was very small so we carried the chassis & motor around to our workshop/washhouse under the house, the A motor, gearbox, front axle & stubs, all brake parts including rods, cross shafts drums etc was dumped [in those days, there was no market for those parts], I then purchased a 39 standard motor & gearbox from a wrecker, the motor was 3.1/16--24 stud with alloy heads.

I spent hours under the house porting and relieving the V8 block with my

fathers 1/4 in Wolf cub drill, the noise drove everybody mad, and the poor little drill was stuffed when I had finished, then I bored the block out to 3. 3/16 [courtesy of the AEPB boring bar], with ground crank, new pistons, bearing shells etc the motor ran sweet even though it had stock heads and single carb. I recall when we revved the motor there was a terrible noise and found that the pistons were hitting the head so we installed two head gaskets.

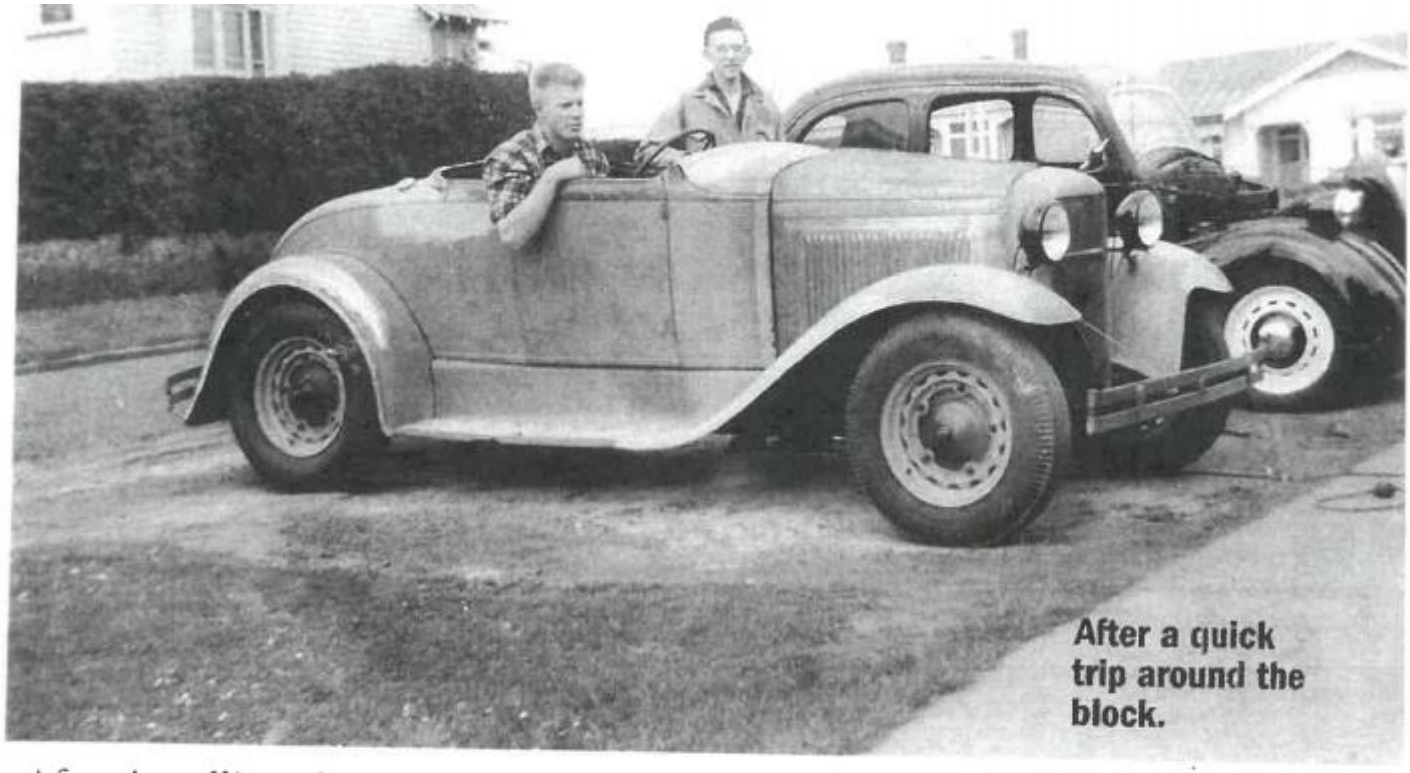
The centre cross member was removed and we installed a 32 cross member to fit up to the 32 rear gearbox mount, front engine mounts were welded to the front of the chassis to accommodate the V8. We also had to step the chassis out about 5/8 so the 34 steering column would clear the head studs. A VW Combi steering wheel [borrowed from VW] fitted perfectly to the 34 steering column. I fabricated the twin exhaust system, the mufflers were just a rolled cylinder outer box and through pipe perforated with holes, the sound was great.

The whole hydraulic brake system came from a 39 sedan which pretty much fitted straight on to the 34 front axle [2in drop] plus stubs & 36 diff housing, I made the front steering arm from 3/4 HT rod, turned & threaded the ends to 7/16 to fit where the top backing plate bolts were then bent it to shape and then welded the end of a steering arm in the crook to pick up the drag link, as they are still done today. The tyres were 650/16 rear & 600/16 front to give the car a slight Californian Rake as we called it then, wheels & hub caps all 39.

A bracket was made to support the 39 handbrake lever on the RH side under the old tank.

Another more complicated frame had to be made to support the brake & clutch pedals mounted to the chassis in place of the old A shaft which was attached to the A bell housing. No Vin was required, everything was self engineered in those days. I recall having to bed in the new brake linings to raise the pedal as the drums were badly worn.

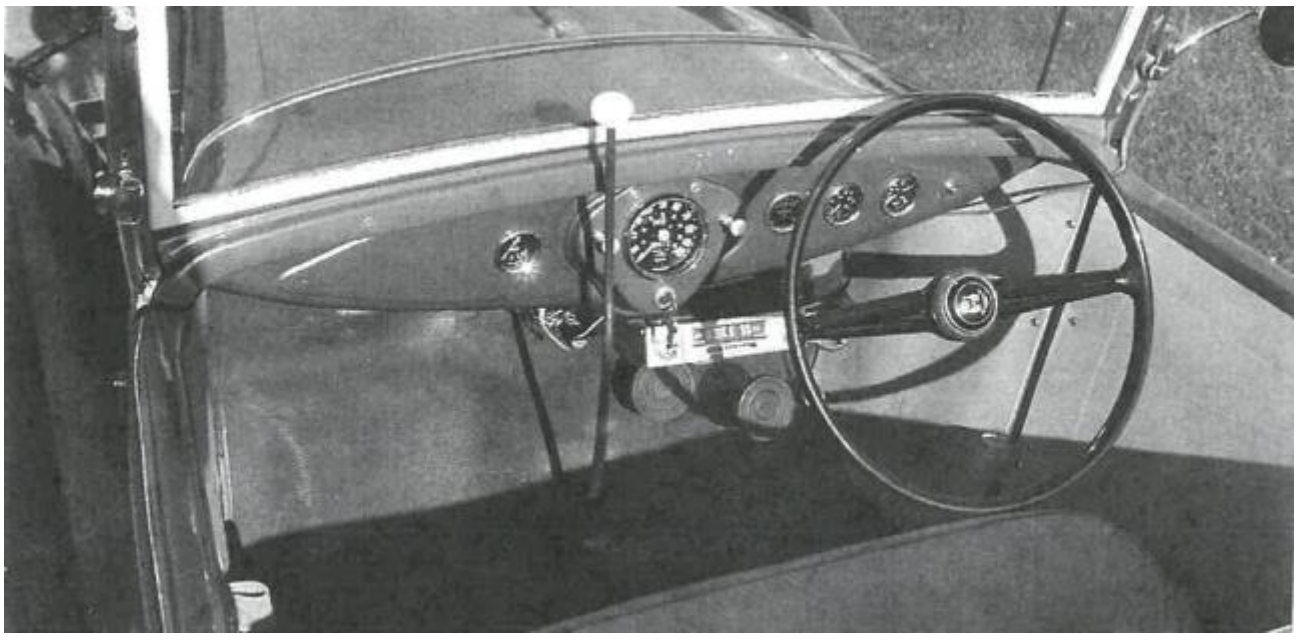
A pround Ross with his finished hot rod - not bad for an 18 year old.

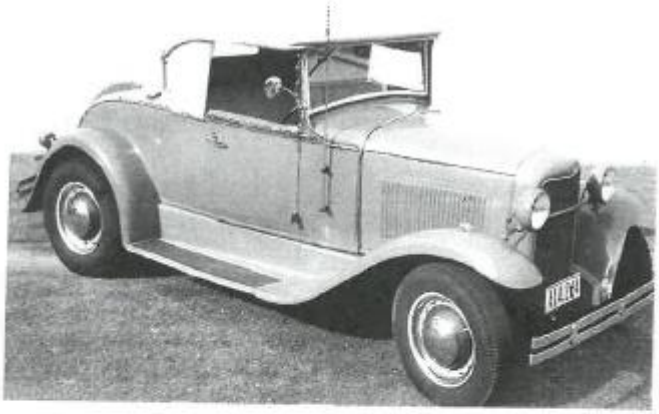


After a quick trip around the block.

After installing the guards & body Alan filled in where the old fuel cap was and I cut out the bottom of the fuel tank with hammer & chisel to give access for the installation of the new instruments [had to have them all didn't I], I particularly liked the V8 push button starter. The A centre panel was filled in & cut out for a Singer Gazelle speedometer. Alan also reshaped the top of a 34 pickup grill to look like a 32, good job Al.

Next we fitted a 38 Chev fuel tank to the foot pad area of the boot/trunk &



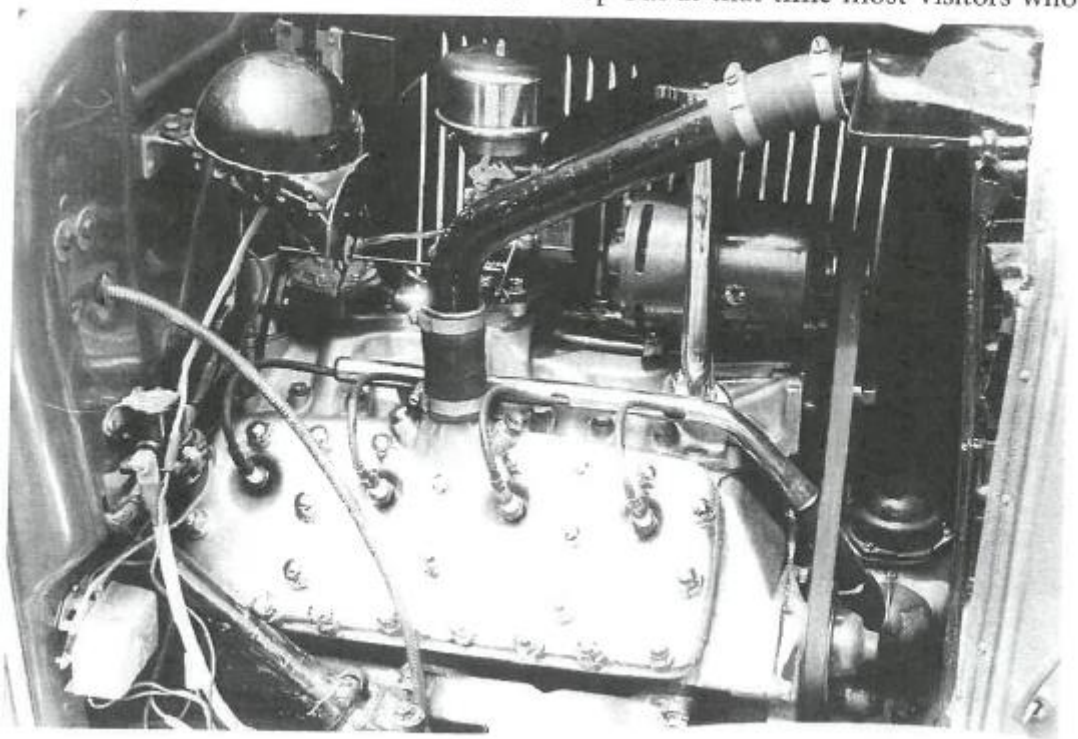


extended a filler tube & cap just behind the driver. The battery [6v] was also mounted in the trunk and a cut out switch installed for security. I made the whole wiring loom just as the A was, [very simple] including sealed beam headlights, no indicators then.

By now we were driving regularly around the block in Benfield Ave in what was an unpainted bare but very quick A Roadster. The first time I came sliding around the corner up to our house my father said later that all he could see through the smoke & dust was a row of my teeth & Alan's eyes bouncing off the dashboard. A similarity to the recent Crumpy & Scotty Toyota ads

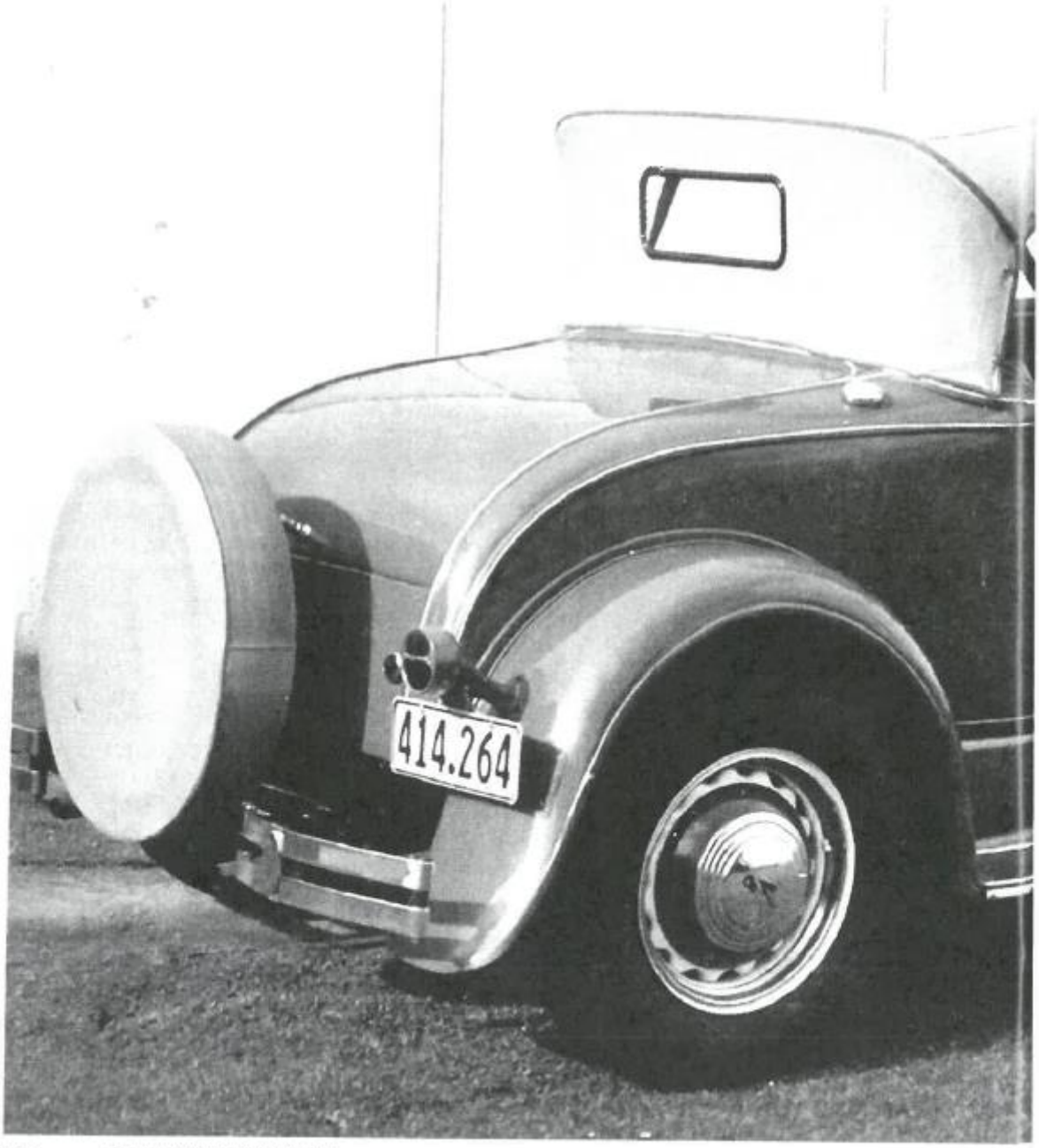
After Alan had completed all the body work the car was taken to his brothers family furniture factory in Nelson Street where Barry [Alan's brother] did a marvelous paint job—Red, blue trim & white pin striping. Barry pretty much perfected the skill of chrome on plastic.The hood bows had to be reshaped in order to look more racy. Then it was off to RA Johnson upholsterers in Newmarket for the finishing touches. I remember also fitting a car radio which was an Ultimate Autocrat, the radio fitted into a pouch and doubled as a mobile radio, very up to the minute.

This may sound a little bit over the top but at that time most visitors who



saw the car commented that it was the first one they had seen in Auckland that was finished, ie. painted, upholstered etc. The Cops followed me all over the place. My parents borrowed the car for a weekend to go to TeAwamutu to visit relations; Dad described the wonder of climbing the Bombay hills passing everything in sight including Jaguars & Zephyrs. When they got home Dad was still shaking with excitement and Mum said "never again"!!

In summary, I reflect with much fondness the many happy hours I spent completing my first & only hot rod project. I sold the car to Garth Souness and bought a MK I Zephyr which had more room for courting & such.



The hot rod moved on the Bob Rossiter and then on the Wright brothers in Pukekohe and wore the name tag Comanchero, but has disappeared in recent years. Ross would love to reaquaint himself with his first hot rod so if you have any info contact us here at *Jammin*.

Email: nohair@slingshot.co.nz

No reproduction or after market parts here - just a pile of Kiwi ingenuity and a bunch of talented friends to creat this beauty

Some of the other Model As Ross has owned over the years

Nice Tudor.

Two tone coupe.

Pristine Tourer

Ross is currently enjoying this low mileage sedan while rebuilding the roadster below.
Could recreate the old hot rod with this Ross!

GINGER AND SCOTCH MULLED WINE

INGREDIENTS

- ¼ cup sugar
- ½ cup water
- 1 small orange , quartered
- 1 lemon , quartered
- 5 whole cloves
- 1 cinnamon stick
- 1 ts vanilla extract
- 2 whole star anise
- 1- inch size piece of ginger , peeled and thickly sliced
- 1 bottle of red wine
- 1 shot of Scotch (about 2 Tablespoons)

INSTRUCTIONS

1. Put sugar and water in a pot over medium heat and boil water until the sugar is dissolved.
2. Add remaining ingredients except for the red wine and let simmer for 10 minutes. I like to squeeze the juices of the orange and the lemon into the pot before tossing them in.
3. Add the red wine and the shot of Scotch and gently heat through for about 5 minutes but do not allow to boil or you will boil away the alcohol.
4. Sieve the wine into another pot or bowl and serve hot.

BOMBAY RALLY RUN AND CLASSIC CAR MUSEUM VISIT

July 2020 by Paul Smith

It dawned a bit damp, but fined-up for the July Model A Club run. First of all the meeting place at the Drury Service Centre (BP) got a few confused as they waited at the Mobil gas station in the old Drury township!

With this sorted thanks to modern communication, Terry & Jos had plotted a quiet country run, and at the briefing Terry pointed out a minor error in the instructions. (he missed the Lyon Rd spelling (Lion) – just as well it wasn't a VVCC rally eh Roger.)

A good number of Model A's and a couple of moderns lined up at the BP carpark. Steering wheels seemed to be the item of the day, with several on show, one resplendent with a new wooden rim. Rob Brown was also seen loading his trunk with various parts.

Off on our route following the instructions, on to the motorway and off again at Drury where we met some of the others (without instructions), cross back over the motorway and over to the Stephenson's Quarry area where new road works made a bit of a mess, and the new 4 lane highway in progress. Then a wee a climb up Paparimu hill and down into the Paparata valley. I witnessed ahead a few indecisive decisions at intersections, but most found their way out to Lyons Rd and onto State Highway 2. The Pinnacle Road turn right could have been a lot worse, but no problems with gaps in the traffic. Yep Pinnacle Hill is a climb from a zero speed start, I followed one who emptied part of their radiator on the way up. (OK who saw the "Farr Road" sign)

From there it was up and over into Bombay and down the old great south road to the motorway under pass, and our destination. Plenty of parking around the sheds, we were even allowed on the lawn!.

By the time everyone was there we'd numbered 22 Model A's, along with Neil Aston's nice 36 V8 Pickup, and several moderns. Good to see a few of the southern local and less active members out for the day too.

Dave and Catherin Parker our hosts, had the museum shed open and a fine display of classic cars on display, from a Packard thru to several Fords and other American Classic's. Those who ventured across the bridge and up past the house we found a Model T, a MKII Zephyr and several more sheds with assorted American Classics, and a top notch workshop.

There was much to see from on the floor and the walls, with a huge array of old tools, and they even had a mezzanine floor with books, posters and memorabilia of all sorts (but with a good lot of old Ford stuff).

Captain Hugh was again master of the BBQ and everyone enjoyed that or their picnic lunches, either inside on the comfy chairs or out on the shed deck in the sun. (never did see what was in that certain lady's fancy blue bag?)

Another collection that you just wouldn't know was there, a very good day.

Thanks again to Terry & Jos for the days planning, simple easy to follow instructions…….keep it up NIMAFC I might even become a regular again……..and with these new road speed limits I can even stay ahead of modern traffic!!

GM

Coca-Cola
CLASSIC

Treasurer's Report

No report this month, only subs information below and a club membership form for new members.

NORTH ISLAND MODEL A FORD CLUB INC
PO Box 99249 Newmarket Auckland 1149
Website: modelafordclub.co.nz
Facebook: North Island Model A Ford Club

Club Subs

July 2020

Your subs information is below:

Annual Subscription, 1 September 2020 – 31 August 2021

Individual / Family Membership

Paid by	15 November 2020	$45.00
Paid after	15 November 2020	$55.00

Payment (Preferred payment is by direct payment into the clubs account – details below.

1. Online Direct payment to the Club's **ASB Account 12 3068 0187485 00**. Please include your name.
   As banks are now starting to stop excepting cheques, e.g. (Kiwi Bank from the 28th Feb 2020) others have & will follow.
   We would like to encourage all members to pay by online direct payment to the club bank account. Details above and please remember to put your name as a reference.
   If paying by Cheque, make the cheque out to North Island Model A Ford Club Inc. Post to the address above.

To keep our database current, please let us know any changes to your email address, postal address, phone numbers or Model A's you have bought/sold in the last 12 months.

Many thanks everyone!

NORTH ISLAND MODEL A FORD CLUB INC
PO Box 99249 Newmarket Auckland 1149
Website: modelafordclub.co.nz
Facebook: North Island Model A Ford Club

New Member Application Form

Name(s) _____

Address _____

_____

_____

Contact Details **Home** _____ **Mobile** _____

Email _____

Individual/Family Annual Membership	$45.00 (includes monthly emailed newsletters)
New Member Fee	$10.00
Youth Associate (under 22)	no charge
Total Individual/Family New Membership	**$55.00**

Payment to –

Post NIMAFC Treasurer, PO Box 99249, Newmarket, Auckland 1149
or
Internet banking Account #12 3068 0187485 00 North Island Model A Ford Club Inc.
Please include your surname as a reference.

Year and Body Style of Model A(s) _____

Description / history, including colour & registration

_____

_____

I authorise the NORTH ISLAND MODEL A FORD CLUB INC., to include my details on a contact list, circulated to Club members.

Yes / No (please circle)

Signature _____ **Date** _____

The NIMAFC Committee reserves the right to decline any application. In this case the above fee will be refunded in full.

The Club's financial year is 1 September – 31 August.

Please email this form to: fiona_garry@xtra.co.nz

Fiona Learmonth
NIMAFC Treasurer

Classified Advertisements

From the NIMAFC Temporary Editor:

Well, here we are again and how the months have flown by. I really don't know where I get the time to do this newsletter, but I hope you have enjoyed reading this edition.

Kind Regards
Fiona

Fiona Learmonth (NIMAFC Temporary Newsletter Editor)

Editor email: fiona_garry@xtra.co.nz until further notice
Please send articles/reports/photos to the Editor by 15th 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.