

Chapter Members of:



MODEL A TORQUE

Month: December 2020

Issue Number: 2020/7

Season: Summer



[Article about this car will be in the January 2021 Newsletter](#)

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.

In this edition:

- Upcoming Events Calendar 2021 - page 2
- Something for the ladies and more for everyone in this edition.

Event Alert – 13th January Onehunga BBQ - if wet 20th January 2021

Visit our website www.modelafordclub.co.nz for new events, photos and articles etc – keep up to date!

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

13 th Jan 2021	Wed	Onehunga Beach BBQ	Confirmed
20 th Jan-(if wet)	Wed	“	
12,13,14 Feb 2021		Matamata - Stewart Broomhall	In progress
		Awhitu Regional Park	Pending
		Awhitu Winery	Pending
		Kaiaua Run (Neil Aston)	Pending

The committee are working on events for the upcoming year. Please keep a watch on the website www.modelafordclub.co.nz for recent updates.

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

Last Sun of Every Month		Caffeine & Classics
30 – Jan 2021	Saturday	Wings & Wheels
7 - Feb 2021	Sunday	Great Waipu Car & Bike Show
14 – Feb 2021	Sunday	Ellerslie Car Show
16 - 17 Jan 2021	Sat/Sun	Kumeu Car Show
28 Mar – 4 April 2021	Sunday - Sunday	Gisborne Rally

Print this page off for reminders and stick to your fridge! or keep an eye on the website for updates.

Park-in-the-Park, Sunday 13 December 2020

Ralph Levinson

It's the week following our Park-in-the-Park pre-Christmas get-together. Editor Fiona has asked for some event notes for the next newsletter. So, lest I forget, I'm getting on to it *tout de suite* – as the French say. Having written this much, I'm away like Jimmy Allan's spanner.

Fortunately, good weather for our Cornwall Park event. A gentle breeze, some shade from clouds overhead and everyone in relaxed mode. What more could we ask?

Several Club stalwarts had said they couldn't come on this occasion, due to a clash of dates with other events. One well-known Club member had 5 events on his calendar for 13 December! So, Jenny and I were imagining a small-ish turnout and were pleasantly surprised with the arrival of 18 Model A's and a similar number of moderns – around 70 people altogether. Thanks, marvellous Club members for coming along, particularly when there are so many demands on time as Christmas gets closer.

Santa was seen to emerge from the back of David Heilbron's beautifully restored 1928 Commercial Van. Will future images of reindeer be replaced by Ford Model A's? And as an aside, our grandson Josh, who with his sister and parents recently visited Santa in an Auckland department store, said at the Park on Sunday, *it wasn't the real Santa at the store; he was too young. So, I'm glad I came today because the real Santa was here.* We're very fortunate Santa Marty agrees to take on this role each year. Thank you, Marty.

At the beginning the quiz sheet was considered easy, but Club members had second thoughts as they progressed through 34 questions. The winners of the 2020 NIMAFc Mastermind Quiz were Warren & Marilyn Thorburn, with Dianne & Stuart Jordan, a closely placed second. There were several make-you-think questions (our Cornwall Park quiz is intended to keep people on their toes!).

The owners of the most Christmassy-looking cars, judged by Wade & Tricia Alexander, were Martin & Alayne Rees (first), Hugh & Anne-Marie Hulse (second) and Brian & Kay Hosking (third). Many other Club members were also deserving of a place and had gone to considerable lengths to skillfully decorate their A's. Thank you all for the artistic efforts. Judges comment, *it was really hard to decide.*

The coolest Christmas attire, judged by Alayne Rees, was worn by Carol Farr and Hugh Hulse. Congratulations Carol and Hugh and thanks to everyone who wore something Christmassy. Didn't Grahame (Coxie) Cox look spiffing in his Santa gear!

Special thanks too to David Mossman and Karen Thomas who came to the rescue when I forgot to bring the gazebo fabric roof. I remembered the framework ... but forgot the roof! David & Karen detoured and saved the day.

We finished with a couple of races for the children, bravely joined by some adults. Well done grandparents!

This was our Club's final event for the year – the 6th consecutive year in Cornwall Park. It seems to be a popular day, gets our vintage cars out and gives the public an opportunity to see why Model A's Rule. But best of all, at the end of this often strange and truncated year, we simply parked both cars *and* ourselves in the Park and enjoyed a pleasant get-together on a summery day.

PS Who was Jimmy Allan, the spannerman? (see 1st paragraph above) Not really sure, but it sounds interesting!





Park-in -the-Park continued



Congratulations to the following members for their long membership with the club.

They have received the following badges:

Gavin & Linda Walker – 40 Year Badge

Brent & Dagmar Bellamy – 30 Year Badge

Nigel & Julie Hawkes – 30 Year Badge

Jason & Kerry Jurasovich - 20 Year Badge

Subject: You never know where it will end? By Keith Humphreys

Our Model A speedster has had one of those tuning issues which should be simple to trace, but has had me thoroughly confused over the entire Covid 19 period.

First, one needs to appreciate that it has two carburettors (Strombergs out of early Holdens) and two petrol pumps as the tank straddles to prop shaft. Otherwise, it has an original wiring loom.

Just prior to the first lock-down we took friends down to the Sanctuary Mountain Maungatautari for a weekend, in the Model A and Daimler SP250.

On the return journey in stop-start traffic on the southern motorway, the Model A wouldn't idle.

Subsequent investigation discovered that it was only idling on the rear two cylinders. Simple really, it must be the front carburettor!?



I stripped this down giving it a thorough clean and reinstalled it only to find that now it was idling only on the front two cylinders?

Surely this must be an electrical issue? And advice from the States and the supplier of the Mallory distributor suggested condenser and points. So these were purchased from the States at some expense and the condenser fitted which made no difference. The new points were then fitted too without any change.

Around this time, we discovered that the coil was very hot, so that was replaced also making no difference.

In the early days we had had a problem with the ignition switch, a reproduction one, so I ordered a replacement from Errol which turned out to be the same as the earlier one, but I fitted it and it made no difference also.

We also have a cut-out switch and there have been times when it did not appear to be switching on positively, so that got replaced without any improvement in the situation. With the floor boards lifted, I discovered that the earth battery terminal was not very tight, and this suggested that this must be the problem, but once again no change.

Around this time one of the petrol pumps packed up and felt very hot so I ordered a replacement plus a spare. The pump was replaced only to have the second pump pack up shortly afterwards, so the spare was installed.

A friend rather more systematic than me, offered to have a look, and it was apparent that no fuel was getting to the rear two cylinders, so I dismantled and thoroughly cleaned the rear carburettor. To my delight the car then idled perfectly on all four cylinders, but on a drive, had a serious flat spot and died at intervals only to restart again.

By this stage, in utter frustration we employed an auto electrician who specialises in older cars (pre-electronics) and after checking the more obvious possibilities, he decided that the fuel pressure regulator was faulty (using a pressure gauge inserted in the line to check) and we await the arrival of a replacement.

As a chance conversation with Errol talking about something completely different, he asked how the A was going and when I described the problem he said immediately, it will be the ammeter, and sure enough, when I removed it, the plastic spacer under one of the connections had clearly been subjected to excessive heat and been seriously distorted. Aha, I thought, at last, we have found the real source of our problems and replaced the ammeter (Both repo's as they need to be able to register 30 amps with an alternator)

But in fact, this too made little difference, although the motor idled sweetly, but there was a still a big flat spot and it was still dying unexpectedly.

By this time, I began to doubt my own skills and having dismantled both carbs which have adjustable main jets, I wondered if I'd miss-counted the number of turns the main jet needles were supposed to be set at. So experimentally I opened them both another half turn to get an instant improvement in performance, in fact it was running pretty close to its previous best.

Encouraged, I tried another half turn giving a total of one full turn from the previous settings only to discover a further small improvement in performance.

In fact, it burnt out five pumps in quick succession, and I've installed a new pair of a different brand, but it's been suggested that the built-in regulator in the alternator may be faulty and spiking, giving yet another thing to check.

At this point in the saga, I'm feeling pretty happy with how it's running but we'll have to do a few shorter runs to regain our confidence for the longer trips we usually enjoy.

Addendum to the above:

Fitting the replacement fuel pressure regulator made no difference

I decided to check all electrical connections and, in the process, found that the distributor was loose. How it ran so well with it like that I don't know, and I thought, here is the answer, the distributor is not getting a good earth?

In fact, the locking pin which in this set-up stops the distributor from rotating, had stripped its thread in the alloy head, so it was off with the head, a larger thread cut, and a new pin made to suit the thread.

At this point, I really was expecting all our problems to be solved!

We ran it up before the second torque down and yet again it died a number of times before settling down to perfect running.

The fuel line has an in-line filter with a glass surround and it looked fine, but in desperation, I removed it and inserted a length of copper pipe. The car started without missing a beat and upon close inspection of the filter there appeared to be very fine filaments clogging the actual filter.

In summary, yes, it probably was the ammeter that was the main cause of our problems, however many minor issues were discovered along the way, and my resetting the main jets in the carbs incorrectly didn't help. Ultimately it looks like the fuel filter was clogged, but after a little running the fuel was able to get through OK. Still, something of a mystery, but by golly it's running very sweetly now.

Di Humphrey driving the speedster below





Hi.

My name is Andre Kraenzlin. I am a member of the Canterbury Model A club and have just bought a model A Roadster in Queenstown. The previous owner did not know a lot about the car only that it came with personalised number plate "ROADSTER".

I know the car was first registered in Auckland in May 1990.

Any information of the history of the car would be appreciated.

My phone number is 021 996 223

Thanks for your help.

Regards

Andre Kraenzlin

Great Waipu Car & Bike Show 7th February 2021

Folks,

This is to invite your members to the annual GREAT WAIPU CAR & BIKE SHOW.

This Waipu Lions Club Event is held annually on Waitangi Weekend as a fundraiser for good local & national causes. The proceeds are donated to the likes of Northland Emergency Services Trust Rescue Helicopters, St. Johns, Waipu Fire Brigade, etc. Last year we attracted over 500 cars & 230 Motorcycles. They included all makes from USA, Great Britain, Europe, Australia & Japan, vintage, classics, hot rods, muscle cars, sports cars, racing cars, classic road & track bikes & choppers.

Next year it will be held on Sunday 7th. February 2021 at the Waipu Caledonian Park. There will be food & merchandise stalls, entertainment & lots of prizes including best car, people's choice, best club display, best dressed, etc.

Entry is \$10 per Person, under 12 free, Family Pass \$30. The show is quite short; 10: am – 2:00 pm, giving plenty of time to meander here, enjoy the event & camaraderie, maybe have a swim at Waipu Cove or Langs Beach & dawdle home by any number of routes.

All enquiries should go to Ron Cave: 021 992 445, or look us up on Facebook <https://www.facebook.com/Waipu-Car-and-Bike-Show>.

We hope to see you there.

Ignition Timing Dwell & Backlash

By Lynn Sondenaar, Sandy, Oregon

Dwell is sometimes a misunderstood term. It is the period of time when the points are closed. This is when current flows through the circuit. When the points are open, the magnetic field in the coil collapses, sending high voltage into the secondary windings of the coil. This is where the spark is produced for each of the four spark plugs. For the original style Ford points, the specifications for point gap is .018 to .022 with .020 being ideal, because of the fiber contact block. This fiber contact block is soft and will wear fast rubbing against the distributor cam causing the point gap to change. The point gap should be checked every 500 miles according to Ford specifications. If you are using the modern upper plate and points, they have a nylon contact block which is hard and wears very slowly. (Fig.1) Their point gap should be set at .018 and rechecked every

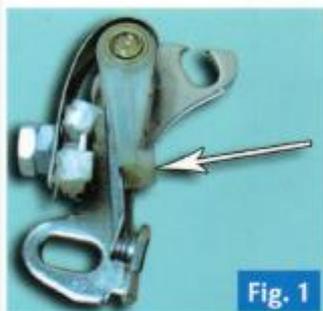


Fig. 1

5,000 miles. A narrow point gap of .014 or less could damage the coil due to excessive current flow. The greater the dwell, the longer the points are closed conducting electricity. A narrow gap will produce more dwell as the points are closed longer. A wider gap will produce less dwell because the points are closed less time.

Now for the technical people out there, the dwell of a Model A should be 31 degrees, which is the number of degrees of rotation of the distributor shaft during which the contact points are closed. Mathematically that converts to a point gap of .018.

An interesting fact that people probably know but don't think about is that the distributor cam lobes are equal to the amount of cylinders in the engine. The Model A has four lobes on the distributor cam and four engine cylinders. (Fig.2)



Fig. 2

On a Model A there can be play or backlash in the rotor. The rotor will move slightly in either direction even though the distributor cam screw has been tightened. This is a condition



Fig. 3

created due to clearances between mechanical items. Sometimes mechanics will call this slack, but the correct term is backlash. Backlash is not harmful; it is designed into the system to act as the universal joint. This helps mechanical parts from being bent or broken. Backlash is a condition created due to clearance between moving metal parts. The amount of movement before a component begins to move is known as backlash. The rotor pushes the cam when the engine is running so there is no backlash present. The mechanical motion takes care of the backlash, but in a static engine there is backlash present and it must be removed from the rotor to correctly time the Model A.

The main source of backlash is developed from the camshaft to the oil pump-distributor drive gear and the two piece distributor shaft. (Fig.3) Now, how do you correctly time a Model A engine with lots of backlash?

The most accurate way to set the timing is to use a 6 volt/12 volt circuit tester light. These testers are available at any auto parts store and quite a few hardware stores. This job is best done with two people, although one person can complete the task. One person will operate the ignition key and spark lever. The second person will use the test light and set the distributor cam and rotor. (Fig.4)

Hopefully you have a basic understanding of ignition timing and have corrected any mechanical problems with the distributor body, points, and distributor plate shorts. The point gap is set at .020 for original points and .018 for modern points, rotor gap at .025, ignition key in the off position, and the transmission in neutral with the emergency brake set. Spark lever fully retarded. Here is the process in steps to remove the backlash and time the engine:

1. Remove timing pin and reverse into the same hole.
2. Hand crank the engine until the timing pin slips into the timing gear indent. #1 piston at (top dead center) T.D.C.
3. Place spark lever in full up (full retard) position.
4. Remove distributor cap and rotor. Replace the timing pin and remove the hand crank.

5. Loosen the distributor cam locking screw, replace the rotor and turn the rotor to opposite #1 distributor contact. (Starting point to remove backlash)

6. Remove rotor from cam and turn the cam in a counter clockwise direction until the breaker points just begin to open. Tighten cam screw in clockwise direction to remove the backlash. Points should be closed. If not, loosen cam screw and readjust cam in counterclockwise direction to compensate for backlash. When the cam screw is tightened, all backlash is removed and points should be positioned just before they open.

7. Connect the test light to the point arm and ground. (I like to use the alligator clip of the test light on the point arm so that the sharp point of the tester will scratch through oil and paint to obtain a good ground. (Fig.5)



Fig. 5

8. Spark lever all the way to the top of the steering column and turn on the ignition key. Safety Note: The ignition system is energized so do not touch, brush, or lean against the coil wire, spark plugs and their connectors, or you could receive a high voltage shock.

9. Have the person in the Model A slowly pull down on the spark lever (advancing) until the point gap reopens. (Person under the hood watches the point gap). If timed correctly, the test light will come on about the first or second notch under the spark lever on the steering column. Double check that the distributor cam screw is tight, and replace the rotor and distributor cap.



Fig. 6



Fig. 4

There may be some cases when this process will need to be completed several times. Ideally, a correctly timed Model A Ford will be at the first or second notch on the spark lever. One item that can affect the timing is a worn or loose upper bushing in the steering column. This would allow the spark and throttle levers to rotate several degrees causing problems. So check the two set screws to be sure they are tight on the upper column bushing. Also check to be sure that the steering column on a two tooth unit is connected tight to the gear box. (Fig.6). Check to see that the distributor arm has full swing between the distributor cap when the spark lever is advanced and retarded. (Fig.7)

With this timing and reference point set at Top Dead Center (T.D.C.), with points opening at 1st or 2nd click (notch) down on spark lever, normal driving position of the spark lever is mid-way down on the quadrant (6 clicks or notches) up to 40 mph. Over 40 mph move the spark lever down 8 clicks or notches (from the top). Never drive with the spark lever all the way down (11 clicks or notches), with the above timing setting. All the way down on the spark lever would be too far advanced and result in damage to the rod bearings.



Fig. 7

Notes About Timing:

- If the distributor cam is turned clockwise, it is advanced.
- If it is turned counterclockwise, it is retarded.
- The distributor cam rotates in a counterclockwise direction when the engine is running.
- Have all backlash removed before timing.
- Double check point gap.
- Do not file contact points, use a wet stone or oil stone to remove pits or burnt spots.
- Double check that the timing pin has been installed.
- Double check that the hand crank has been removed and placed in storage.

One last note, if you really want to see what is happening inside your distributor, take a distributor cap and cut it so that only the middle section is left (**Fig.8**). Replace the solid cap with this modified cap and start the engine. With the engine idling, you will be able to see the spark between the rotor and distributor body contacts. You will be able to see if it is sparking at the

Fig. 8



leading edge, middle or trailing edge of the rotor. Also if you have any shorts in the point block you should be able to see that also. The Model A will need to be in a dark area, not bright sunlight. Do not run your Model A on the road with this cap; it is only for test purposes. The regular distributor cap is designed to keep out dirt and water from entering through the top to the inside of the distributor body. Also do not run your Model A in a confined space as carbon monoxide gas, which is colorless, odorless, and poisonous, will kill!

[Article about the owner & this car will be in January 2021 Newsletter](#)



Something for the ladies☺. If you have any fashion tips you would like to share, please send them to the editor.

fashion DETAILS

By Jeannie Adair
Fashion Editor

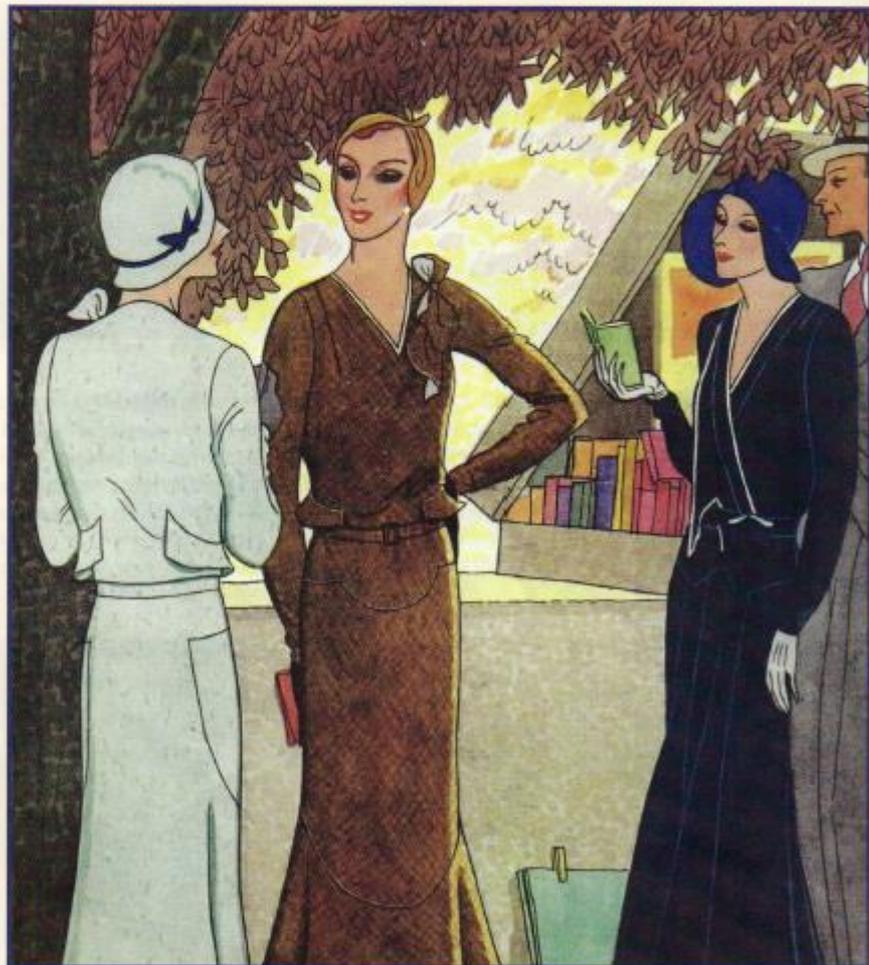


1930 LADIES FASHIONS

New fall arrivals from Paris follow the feminine tailored frock trend. This light blue dress and the brown dress are actually the same pattern, they show the front and back view, using narrow flounces on the bodice to suggest a bolero.

Slender lines and low placed fullness in the skirt are produced by clever circular cut. Bands on the bodice and a slashed jabot over which the belt passes gives this simply cut navy dress some complication.

Puffs on the sleeves and a vestee introduce a contrasting note in a town frock simply made with circular sections at the sides to provide fullness to the skirt of this dark dress. The red dress drapes at the neckline at one side and finishes with a jabot. The skirt yoke is cleverly cut and shaped into points to accent the overall one sided effect. This dress is loaded with details – it has a deep inverted pleat for fullness in the skirt, and notice the button detail that repeats on the front, yoke and sleeves.



MCCALL'S



These fashions are from an October 1930 *McCall's* magazine.



By Lynn Sondenaar, Sandy, Oregon

This article will focus on the selection of spark plugs, how to set the spark electrode gap and the correct procedure to tighten spark plugs. Spark plugs are often overlooked in the Model A. They get taken out of the box and placed into the cylinder head and then forgotten about. Spark plugs can be a cause of poor idling or high speed missing. Model A spark plugs are designed for low speed, low compression engines. They are non-resistor, copper core and have mid-heat range of 5 or 6. Bad spark plugs can cause the following problems: misfire, lack of power, hard starting, or poor gas mileage. Spark plugs should be inspected and cleaned at least twice a year. Clean with a wire brush, check the condition of the center electrode and ground electrode. Clean the outside of the plug while looking for cracks, and then check the gap. Also check to be sure the ends of the electrodes are square (Fig. 1). Spark plugs should be replaced at 10,000 miles regardless of their outside appearance.



8 The Restorer • May/June 2014

In my opinion, there are four types of Model A owners. The "show car" owners, who trailer their Model A's to different show events. The "occasional car use" owners, who use their cars for parades, cruise ins or to give their grandkids a ride. The "go car" owners, who use their cars for short trips or short tours, and the "touring car" owners who use their cars for long distance trips or tours. These four types of owners are good, because they involve people with the Model A.

To select the correct spark plugs for your Model A, one needs to consider the following questions, and then look at the "Spark Plug Comparison Chart".

- How often do I drive my Model A?
- How many miles do I drive my Model A in a year?
- How fast do I drive my Model A in miles per hour (MPH)?
- What is the compression ratio of my Model A's cylinder head?

Something a person needs to know about spark plugs is their heat range. A spark plug must be designed so the temperature of the center electrode and gap is hot enough to burn off carbon and ignite the air/fuel mixture, but not so hot as to cause pre-ignition. The tip of the spark plug (the part inside the cylinder head) absorbs heat, and this heat travels up the insulator to the shell.

Spark Plug Comparison Chart

Spark Plug	Plug Number	How often driven	How many miles per Year	Speed in MPH	Compression Ratio	Plug Gap	Notes
Champion 3X	CHA-429	Seldom	300 to 500	35-45	4.22 to 1	.035	Original style, high maintenance
Motorcraft TT10	TT10 SP488	Occasional	500 to 1000	35-45	4.22 to 1	.035	Low end plug that works well
Champion W16Y	CHA-561	Short trips	1000 to 2000	40-55	4.22 to 1	.035	Lower voltage required to fire
Autolite 3076	3076	Short tours	1000 to 3000	45-55	5.5 to 1	.032	A quick fire plug, will jump higher resistance
Autolite 3076	3076	Long tours	2500 to 10,000	45-55	5.5 to 1	.032	A quick fire plug, will jump higher resistance
Autolite 66	66	Long tours	2500 to 10,000	45-55	6.0 to 1	.030	A modern plug designed for higher compression and heat
Champion 405	RN14YC	Same	Same	Same	Same	Same	

The heat is dissipated mostly by the cylinder head and water jackets, but also by some of the spark plugs' body. The path the heat must follow to reach the cooling system determines a cold plug or a hot plug. Spark plugs with short paths for heat to travel are known as cold plugs. Plugs with long paths for the heat to travel are known as hot plugs. For the plugs that I have discussed, a low number is a hot plug while a higher number is a cold plug. The heat range numbering system used by spark plug manufacturers is not standardized, so if you want other brands of spark plugs you must research their heat range.

Champion 3X	Hot plug
Champion W16Y	Hot plug
Motorcraft TT10	Cold plug
Autolite 3076	Cold plug
Autolite 66	Cold plug
Champion RN14YC	Cold plug

Spark Plug Notes:

- Model A's with stock heads need hot plugs
- Model A's driven at slower speeds need hot plugs
- A hot plug has a slow rate of heat transfer
- Spark plugs too hot will pre-ignite the air/fuel mixture
- Model A's with high compression heads need cold plugs
- Model A's driven at fast speeds need cold plugs
- A cold plug will transfer heat rapidly
- Spark plugs that are too cold will foul
- A wide gap for slow speed & low compression
- A narrow gap for high speed & high compression

To correctly set the spark plug gap, a feeler gauge or circular gap gauge should be used (Fig. 3). The correct gap is given on the chart, but most Model A plugs are gapped at .035. Do not assume the gap is preset from the box, they are not, and they need to be checked before installing. Set the gap by bending the side electrode. If the center electrode is bent, it will crack or break the insulation around the core electrode. Be sure the porcelain is clean and free from grease and oil. Spark plug gap depends on the following: compression ratio,



It is a good idea to use modern 14mm spark plugs with compression ratios above 5.5 to 1. This is easily done using spark plug adapter sets A-12405-ADP or A-12405-DAP. Spark plug assembled into the adapter shown on right.



combustion chamber shape, and type of ignition system. Note: if you are using a high compression head, the gap range should be .030 or .032. High compression increases the resistance of the air fuel mixture through which the spark must jump. A shorter gap therefore is needed to promote the current jump. A wide gap could cause high speed missing.

Spark plugs should be installed by hand and then torqued using a torque wrench as shown in Figure 4. According to the

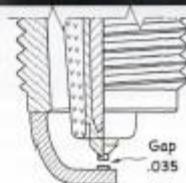


Ford Service Bulletins, spark plugs should be torqued between 34 and 38 foot pounds. If you are using an aluminum head, check the manufacturer's specification for correct torque. Spark plug bodies are not known for their strength.

Too much torque could crack the porcelain as seen in Figure 5. If the plug body is distorted, it could also affect the gap between the body and electrode (Fig. 6). Spark plugs that are loose can cause compression leaks between the plug and cylinder head. If an engine does not idle satisfactorily, it could be due to a narrow plug gap.



Be sure to choose the correct spark plug for your driving application, set the recommended gap and torque properly. Your Model A will enjoy your effort and reward you with easy starting and fun touring!



WHATIPU FUN RUN PHOTO COMPETITION

PHOTO COMPETITION CRITERIA:

PHOTOS MUST CONTAIN:

1. A MODEL "A".
2. A SMILING CLUB MEMBER /S.



A

1. ✓

2. ✓



B

1. ✓

2. ✓

C

1, ✓

2, ✓



D

1, ✓

2, ✓





E

1, ✓

2, ✓

E

1, ✓

2, ✓



WHATIPU FUN RUN PHOTO COMPETITION CONTINUED

Whilst we received other photos, some did not reach the criteria. Photos must contain a Model A vehicle, and most importantly a SMILING 😊 club member.

To assist us in the judging, please send a quick email to the editor headed photo competition, and vote for either A, B, C, D, E & F. The winner (the person who took the photo) will receive a prize for their photographic capture & skills.

Winner will be announced in the next issue.

Website update

The website is working fantastically well, and I promise I will be spending more time on it soon. I haven't done the hand over with Kay yet for the Treasurer position, so still keeping an eye on things there too. I would like to give you some more interesting facts and statistics from our Website activity page, however I have come across a few errors. We will have this fixed for reporting in the next newsletter. What I can say is the activity is high with repeat users and new users and a number of interesting counties visiting the site e.g. Germany, Spain to name a couple. The capturing of some of the historical data to load i.e. previous Newsletters and photos is still work in progress, and I will always be working on the backend of the site when I can. If you would like a picture of your car in the slide screen on the home page, please send an original size photo from your phone to email nimafc.editor@gmail.com with owner's name of the car. I have a number of these already which is great and working on getting these loaded on the site early January. The photo can also be added to the Website Members Gallery. Please visit www.modelafordclub.co.nz and enjoy 😊. Kind Regards, Fiona.

Merchandise

Update on club merchandise – the committee is currently working through the feasibility of obtaining and holding stocks of merchandise. A good idea is to design something for the Clubs 50th Anniversary coming up in 2022. 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 nimafc.secretary@gmail.com with any thoughts about this. Thank you.

Treasurer Corner.

Just a reminder, there are a number of people on the email distribution list who have yet to pay their subs for the 20/21 year. Please contact the Treasurer (nimafc.treasurer@gmail.com) or ph 0275748748 if you are unsure if you are a financial member for the current year. Thank you.

Fiona Learmonth – Current Treasurer

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Club Historian:

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Newsletter Editor/Website Corner

Don't forget to send articles of interest and photos either for the newsletter or website. Also, if you have a story you would like to share about you and your Model A, please send to the editor. Thank you.

See you all in 2021☺

Kind regards

Fiona Learmonth (NIMAFC Newsletter Editor/Website)

Editor email nimafc.editor@gmail.com

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).

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