

Chapter Members of:



MODEL A TORQUE

Month: Jan/Feb 2021

Issue Number: 2021/ 1

Season: Summer



Fantastic weekend away to Matamata on the 12th – 14th February – See stories in this edition.

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.

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

All subject to Covid restrictions <https://covid19.govt.nz/>

Date	Days	Thoughts for upcoming events		Pending
		Fish & Chips Lake Pupuke		
		Fish & Chips Kaiaua		
		BBQ Explosion Bay		
		Awhitu Regional Park		
		Awhitu Winery		
		Kaiaua Run (Neil Aston)		
		Concours Judging Seminar		

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

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

Last Sun of Every Month	Sun	Caffeine & Classics
17 th – 21 st Feb 21	Wed-Sun	Napier Art Deco
7 th March 21	Sun	All Ford Day Tauranga
28 Mar – 4 April 2021	Sunday - Sunday	Gisborne Rally
17 th -18 th April 21	Sat/Sun	12 Blokes in Sheds
16 th – 18 th July 21	Fri-Sun	Winter Art Deco Napier

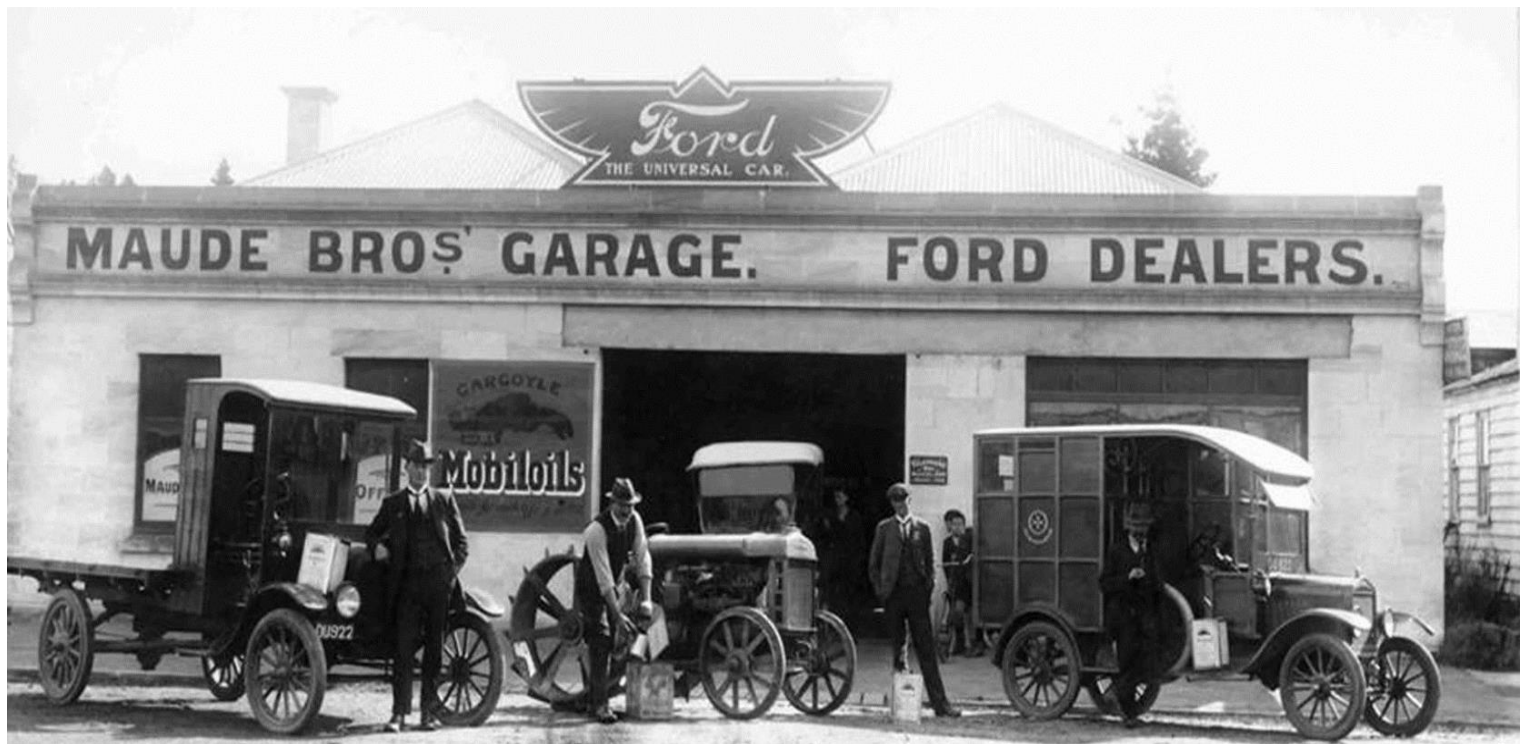
**Print this page off for reminders and stick to your fridge!
or keep an eye on the website for updates.**

A story of the Model A which was on the front page of the December 2020 Newsletter

Hello, let me introduce myself,

I don't have a fancy name like some of you Model A's, but I am a 1930 Standard Coupe. Born in the Canadian Walkerville plant in October 1930, (engine # CAU 9862) before a ship ride to my new country New Zealand, where I arrived into the port of Timaru and went to the Ford factory there late in 1930.

After a bit of re-assembly and a spruce up with my paint being dark brown with black guards and a flash sky blue side stripe, (Ford NZ did this stripe to help sales) I was then sent on my way to the Maude Brothers Ford dealership in Oamaru in early 1931.



Mr Thomas Fitzgerald from the small settlement of Whitstone, (now Whitestone) just outside Oamaru came to town shopping and liked the look of me, so purchased me and took me home on the 25th February 1931.

I don't recall much of my early years, but surely would have been driven all over but was well looked after.

When my owner died in June 1960, he gave me to his wife Mary Anne Fitzgerald.

Later that year (August 11th 1960) I was sold to Robert Dale and went to live in Invercargill.

In 1964 (November 27th) I must have been traded in on something newer (having done just 39306 miles) and I found myself at Five Star Motors Ltd, Kilmore St, in Invercargill.

At about this time the NZ Registration system was introducing the new series Black & Silver lifetime number-plates, and mine was allocated AC 5940.

I must have sat around for nearly a year in the yard before being transported to Hamilton to my new owner in William Counsell (January 5th 1966 – mileage 39551).

After a couple of years (25th June 1968 – mileage 43451) I moved to Avondale, Auckland and Mr Ronald Moses. I was only there a short time (16th October 1968) before I moved on to William Gardiner in Papatoetoe.



(Vintage Car Club Rally 1968)



(North Island Model A Club run Matamata 1975)

On the 1st of August 1973, (mileage 45,100) It seems I was again traded in on a newer model and resided for a while in the car collection of motor-racing legend Kenny Smith. (M & K Smith Car Sales Papatoetoe).

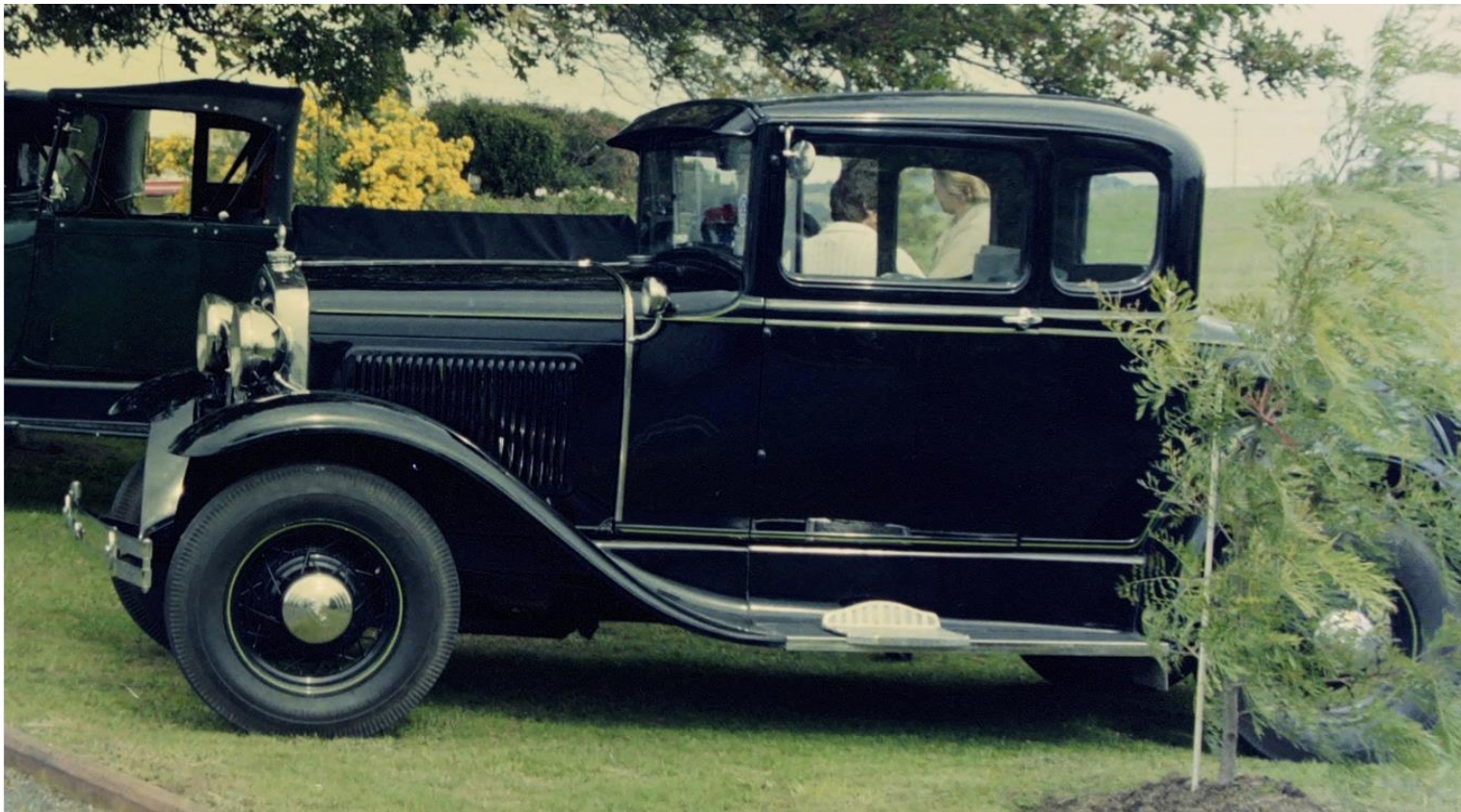
After only doing around 100 miles I was sold in 1977 (3rd May) to a then Model A Club member Terrance Royan in New Lynn. This is where my now owner, first met me. Later that year, actually on my current owners 20th birthday (August 22nd 1977) I moved to Te Atatu South to live with Mr Robert Pearce.



(North Island Model A Club Paihia trip 1977)



(Brian Walker owner 1995 – still original paint colours)



(Brian Walker – Club Xmas 2001 at Len Hoylands)

My next move was January 31st 1985 to another old club member Bob Cleave in St Helliers. Four years later (January 13th 1989) I moved to Panmure and Brett Morris (mileage 55917). Kumeu was my next stopover and owner Brian Walker (22nd December 1995) where I was re-painted all-over black and fitted with some 16" V8 wire wheels and tyres. During this time I caught the eye of Jacky & Malcolm Elliott, then living in Massey, and duly moved in with their late 28 Pickup, 30 Roadster & a Morris Minor convertible (26th March 2001 – mileage 57280).



(Elliott ownership – Rebel A National meet 2010)

The Elliott's became good friends of my owner and he always envied that Coupe, having travelled far and wide with them on tours all over New Zealand. North Cape to Bluff and back including some far out of the way roads, Skippers and the infamous Jacks / Jolley Pass out of Hanmer Springs, thru a few rather deep puddles. The Elliott's fitted me with a set of American Cleweld accessory 16" wheels and big tyres, and that is how I was recognised for nearly 20 years, during which time we travelled some 13,000 miles all over NZ.

Following the 2013 National Rally round Coromandel I didn't see much use, and as the Elliott's direction changed my current owner suggested he would be a good guardian.

So on the 12th May 2020, Paul Smith became my latest new owner (mileage 70922).

For most of the middle part of 2020 the COVID Virus disrupted many plans, however I was taken to Veteran & Vintage where Errol did a complete mechanical overhaul, and repaired anything that needed, including fitting a driver friendly Mitchell Overdrive.

Much of me is still very original, including most of the upholstery, lots of the screws and fittings. There is no apparent panel repairs, and doors etc open and close as they should.

Paul has now re-fitted with original wheels (orange) and a new paint job, (similar to the old original Brown).

I am now all ready to travel, and looking forward to Gisborne 2021 and beyond.

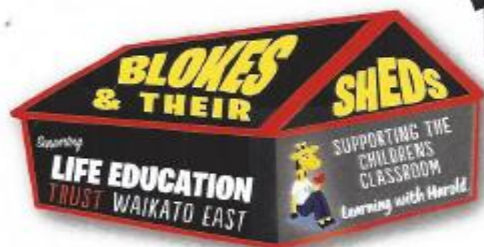


(January 2021 – just had pin-stripping done)



(January 1st, 2021 – VCC Run to Kaiaua)

Story by Paul Smith (proud father of AC5940)



12 BLOKES IN SHEDS

VENUES 9am-3pm

17th/18th April 2021

FRANK & PAUL RADISICH SHED 1
AEGIS OIL HAURAKI RD TURUA
OIL BLENDING PLANT OPERATING
RACE CARS

LAURIE BRUNT SHED 7
STATE HIGHWAY 2
WILSONS RD
NETHERTON
YESTER YEAR BARN

FRANK SCHNURIGER SHED 2
771 HAURAKI RD
HAURAKI
TRACTORS

AJAY'S FORD SHED 8
5 FRASER STREET
PAEROA FORD PARTS OLD CARS
MEMORABILA

DAVID HILL SHED 3
196 CANAL RD, WEST
TRACTORS, FARM & STATIONARY
MACHINERY

ROY BENNET SHED 9
69 PUKE RD
STATE HIGHWAY 2
OLD CARS

ROBIN HILL SHED 4
1131 STATE HIGHWAY 27 KAIHERE
TRACTORS BULLDOZERS

MARK MURDOCH SHED 10
HUBBARD RD
PAEROA
CARS AND MODERN CLASSICS

PETER WILLIAMS SHED 5
1482 27 KAIHERE RD
TRACTORS & TRUCKS

CORBETT HOUSE SHED 11
8088 STATE HIGHWAY 26
HIKUTAIA
TRUCKS OLD CARS

QUINN ENGINEERING SHED 6
RETA CRESCENT
KEREPEHI
RACE CARS

TOYOTA PLANT SHED 12
THAMES
SATURDAY ONLY

**ALL SHEDS WILL BE IDENTIFIED WITH A LIFE EDUCATION SIGN.
ONE TICKET PER PERSON PROVIDES ENTRY FOR BOTH DAYS.
TICKETS MUST BE WORN AT ALL TIMES FOR PROOF OF ENTRY.**

Please contact Terry or Bruce Smith to get tickets: \$40 This is a charity event for the Life Education Trust Waikato East, so well worthy of support.

Terry Costello 0274920642

Bruce Smith 0275797275 colbru@clear.net.nz



Captain's Comment January 2021

To our Members, Friends and Followers

It is so great to begin again with another new year and trust that the experiences of Covid are behind us, but we still await the vaccine. We are free compared to others in the world and we should make the most of it as we cannot be sure what tomorrow will bring.

Club members have indeed been using their newfound freedoms. Kaiaua on New Year's Day for the annual VCC Fish and Chip run, Thames for the Wings and Wheels show along with a great catch up with our 100% Coromandel group. The Onehunga Beach BBQ was also an incredible evening well supported by members, and an amazing collection of Fords on display. The day was a perfect turn for both the weather and the Drury Butcher's sausages. Yes, a great pork sausage beats them all.

Thank you, Stephen for the use of your garage on our Tech night this week. A great attendance and so many new members present also. It is so easy to miss the basics when maintaining a Model A and the evening was a good refresher for all.

Lots of interesting activity coming over the next few weeks with Ellerslie, Matamata, Napier and Gisborne all offering unique experiences to test our indulgence and fortitude. With summer still on a high let us show that comradery club spirit and act free! Remember, we have a 50th Anniversary creeping up soon, and the planning is underway. Keep calm but we carry on.

Stay safe, keep your distance, wash your hands and wear your mask if necessary.

Cheers and have a great new year.

Hewy.

Model A For Sale

We have a 1929 Model A stored in a container in Warkworth. Reluctantly we have decided to sell her (Gerty) as we don't like her fretting away in a container for ages and would like to have someone drive and care for her as much as we did. The car is very tidy, pretty much in original condition with 30k miles on the clock (there is a story!). The body is not perfect but very close with only minor paint damage on one door and a small dent in one rear guard. Mechanically it is pretty mint, the (original) motor having been rebuilt by (?) in Levin and reinstalled by Eric McAlpine about five years ago. Rebuild details include radiator core, descaling, new white metal, bored, new pistons, cam and bushes, adjustable tappets, valve inserts, valves, counterweighted crank and balance, reconditioned starter, gen and distributor.... very reliable car that needs to be driven!

Also, we have bundled with her a spare motor that was used when we sent the original motor away to Levin after running a centre bearing...second motor was still going well when swapped back. There is quite a lot of bits and pieces in the bundle. Drive line pretty much perfect with new diff. Tyres all great

The last time I drove her from the warrant garage to the container it blew some rusty water out but settled down ...maybe could do with a radiator flush after being stored?

Errol estimated the market value for the car at around \$32K and something around there would buy.

Hugh, we really appreciate any help you can offer. We are looking to travel to Aus. mid-March (god willing!) but will be mostly around the Warkworth area till then for people to view. I have attached a couple of photos...I don't have a lot (don't ask!) and would prefer to have people visit rather than take more... it is awkward in a container... comes with personalised plates - Phaetn.

Kind regards, Claire and Keith (Cook)





Chia Seed/Nut Breakfast/Pudding.

*(alter/add
ingredients to your
liking i.e., add
berries etc.)*

*Very yummy & of
course good for
you, unless you add
the cream which I
do from time to
time 😊*

- ½ cup raw cashews
- ¼ cup raw hazelnuts
- 3 cups milk or nut milk
- ¼ cup LSA (ground linseed, sunflower seed and almond mix)
- 3 tbsp honey
- 1½ tsp ground cinnamon
- 1 tsp vanilla extract
- 2 cored apples, skin on, grated
- ¼ cup chia seeds

To serve

- natural or coconut yoghurt
- kiwifruit, peeled and sliced
- oranges, peeled and sliced
- cinnamon, to dust (optional)

Whizz the nuts in a blender to a fine powder. Combine with the rest of the ingredients in a large jar or bowl. Cover and chill overnight or up to 5 days until needed.

Serve topped with yoghurt, kiwifruit and oranges. Dust with cinnamon before serving, if desired.





Photos below of the Tech night at Stephen Upson's workshop on the 3rd February 2021





Ellerslie Classic Car Show 50th Anniversary – Sunday 14th February 2021

The Club was represented again at the show and thanks to Alayne Rees, Diane Humphreys, Stuart and Diane Jordan, Bruce Stratton, and Warren Thorburn for bringing their cars along. Unfortunately, Roger Ball had engine trouble and could not make it. Special thanks to Rob Brown for trailering the “Barn find”, an unrestored original 1928 AR Tudor courtesy of Noel Shaw, who allowed Garry and myself to remove it from its long-term home for display at the show.

You may be interested to know Martin and Alayne Rees had another car entered, an immaculate Porsche 356 in the Teams event, (one of two cars), and the Porsche team won by a clear margin against the six other top quality teams. Their car was 4 years in the restoration process, and this was its first public showing.

I hope the Club will be represented again next year.

John Castle



Noel Shaws 1928 AR Tudor (Barn Find)

The start to the Matamata long weekend 12th – 14th February 2021 organised By Stewart & Raewyn Broomhall & Andrew & Marlene Costello.

Met at Redoubt Bar & Eatery (yes, the past Covid hot spot of Matamata). 12 arrived for dinner and catch up. After we placed our order was taken then we were all given a free meat raffle ticket. Great service and delicious meals. A great night was had by all and the service was simply outstanding and well recommended by Stewart & Raewyn Broomhall. Thanks.



After gathering at the arranged time in our usual uniformed fashion for our first adventure travelling through the Matamata industrial estate and arriving in unison to a brand-new building owned, operated and warmly welcomed by the owner Lewis Swap and his family. We parked up in Model A photogenic fashion in the massive truck entrance.

We were invited into their customer cafeteria area where Lewis presented the history of the Swap foundation with passion and treated us with a delicious morning tea. In fact, one of the 2 serving coffee was Lewis' granddaughter.

There was a massive TV on the wall showing the vehicles in daily operations from palm oil production to delivery and forestry machine maintenance throughout NZ.

There were 3 immaculate Ford trucks of age that were well presented in the showroom cafe area.



We were treated to a magnificent tour in 3 vans provided and driven by the family members around the whole complex from the palm oil production to the large machinery workshop, to a vintage truck section, outside machinery storage area and COF compliance area. Then off site to see the original old 3m x 3m head office shed in the discontinued old yard. Moving on to the truck restoration workshop that they utilise.

We were all blown away by the family generational commitment, foresight, unity, comradery, resulting in a tremendous well-oiled operation and we drove out with a total appreciation of Matamata hospitality as we tootle off to our next destination.

What a great start to the day.

Regards Andrew & Marlene



The following article was taken from the Restorer magazine. Thank you for allowing us to share this with our members.

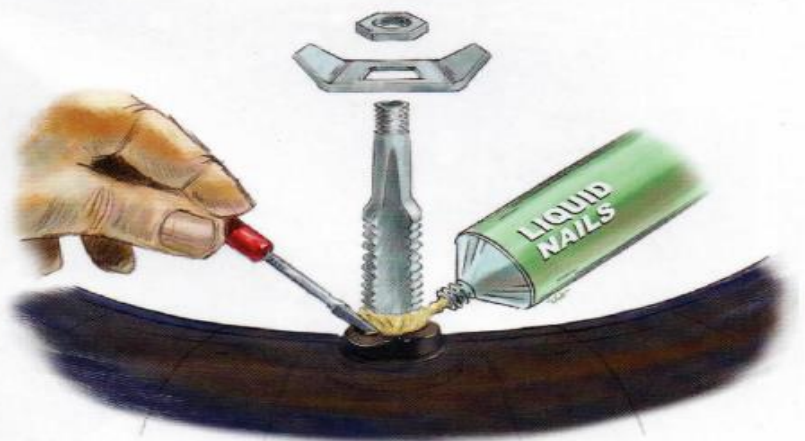
Tiny Tips From MAFCA Members

From Paul Ranney, Georgetown, Texas
Illustrated by Steve Holt, Urbana, Illinois

Stop That Slow Inner Tube Leak

If you are experiencing an insidious slow leak in your inner tubes with metal valve stems, try this solution:

Remove the tube from the tire, remove the nut and bridge washer, and with all air released, thoroughly clean away all dust, powder, etc., from between the stem and the tube. With a toothpick or small screw driver tip force a small amount of Liquid Nails or similar product between the stem and rubber and about 1/4" up on the stem from the bottom. Reassemble and allow the adhesive to set for an hour or so before reinstalling the tube and airing up. Liquid Nails seems like an unlikely product to use in this manner, but it will adhere to rubber, metal, glass, wood and many other surfaces. It works!



If you have a helpful tip about Model A restoration or maintenance that you'd like to share with MAFCA members, please forward it to the MAFCA Office, 250 S. Cypress St., La Habra, CA 90631-5515 or e-mail to: restorer@mafca.com.



fashion DETAILS

By Jeanie Adair
Oregon City, Oregon



Spring Cleaning

After recently cleaning and reorganizing my era fashion storage areas, I came across an article in a March 1931 *McCall's* magazine about organizing an era closet. It got me thinking about how they handled their fashions back in the Model A days compared to how we today are trying to preserve and enjoy our collection of era fashions.

Of course, the main difference is that they wore their clothing on a daily basis, where as we probably don't wear our era fashions even monthly. Today we deal with a long time storage issue.

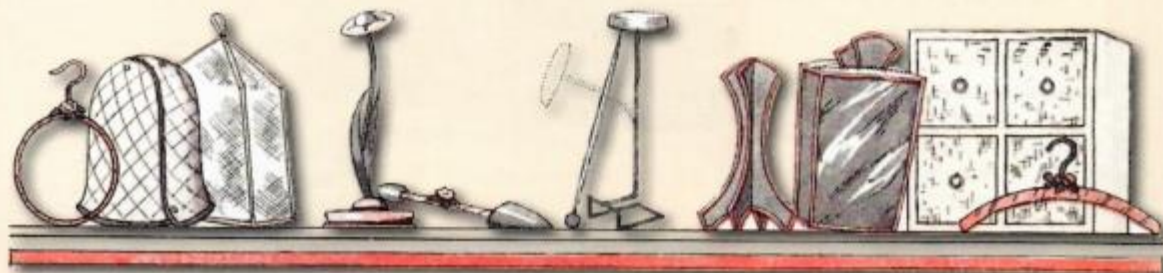
The focus of this article is not a "how to" store era fashions since most of us have been to a seminar on that or learned from other articles or club members about acid free tissue paper and folding versus hanging clothing, etc. My emphasis is more about what do we do with the boxes of fashions we have and ideas about organizing it for easy accessibility and use. Sometimes, just gathering it all in one or two locations is a chore! But I know from experience that having your collection of era fashions organized so you can find those pieces or accessories to wear when you want them saves on the frustration level.



Hat boxes were used during the Model A era, so why not use modern hat boxes to store our era hats? Our cloche hats usually have a deeper crown, and I find that wig boxes work perfectly since they are deeper than a hat box. Now, what do you put the hat on? Styrofoam heads or wig head forms work well, and I've found several styles of hat stands. Note there are hat stands illustrated on the vintage shelf pictured below, also notice the hat covers. The round hanger was used to hang fur scarves. I don't think that is advisable today. Coordinated storage boxes look lovely in closets to store shawls, wraps, purses, lingerie, hankies or any small accessory. Just try to

keep similar items together, so you are not looking in several boxes for one item. I've found vintage satin covered glove boxes that are perfect for what else but gloves!

Do you have an old jewelry box? I've recovered or painted them to hold era jewelry. But my favorite item for jewelry is an antique wooden machinist chest! My husband has restored two of these for me, lining the drawers with felt. The drawers are just perfect, not too deep, and they hold a lot of jewelry.



McCALL'S

Why not store hosiery in vintage style hosiery boxes? You can find them at estate and garage sales or thrift stores. Once in a while, you can even find the box with seamed hose in them. The hose may not be era but can be worn for era image.

Shoe boxes or storage boxes are great for shoes. Shoe mitts can be purchased for slipping shoes in to protect them further. Shoe trees are another helpful item to help shoes keep their shape. Clothes bags were used, and are still available today, for the things that you can hang. Invest in padded hangers and nice wooden ones.

All of these items can be found at antique malls, garage or estate sales, thrift shops, container stores and fabric or craft stores. The most helpful thing is to label every box so you can more easily find an item. I find post-it notes work very well. Or make a label that lists what is in each box.



So if it's time to do some Spring cleaning, consider organizing your era fashions. Whether it's a dresser, trunk or closet, who doesn't like a neatly, color coordinated area when you open it! I know you will be more inclined to wear your era garments if they are more accessible. That's just one of the fun and pleasant details of having a collection of Model A fashions.

This image shows my modern day storage suggestions.

Matamata Car Run. 12th-14th Feb 2021.

This is the first run we have attended for some time as we have shifted from Opito Bay to Kuaotunu, built a new house, faced Covid and just retired.

Packed up and ready to roll, we left Kuaotunu at midday on Friday. We had a leisurely trip down the Thames Coast into Thames, across the Hauraki Plains and into Matamata and our motel.

People who had arrived on Friday met at the Redoubt Cafe & Bar about 6:15pm where we were treated really well. The meals were good and the catch up of fellow Model A'ers added to the great atmosphere and evening.

Next morning we met at the designated meeting place and I think about a dozen cars were there. Off we went to the new J Swap purpose built workshop and cafeteria. We were welcomed by Lewis Swap who gave us a run down on their operation, from the humble beginnings started by their father selling shingle off the farm at TePoi, to a multi million dollar operation today was really interesting. Lewis, his brother David and their children are all involved in running the business now, with grand children also coming into the business is now a 4th generation company. They own and operate quarries, build most of their quarry equipment, run a civil side where they build roads, bridges and they import palm kernel, grind and screen it then blend it with the farmers preferences and deliver it to the farmers. They bring the palm kernel into Tauranga, New Plymouth and Lyttleton ports and deliver it all around New Zealand. They have a work force of about 500 people and a fleet of nearly 300 plus trucks etc.



After this introduction we were supplied with a wonderful spread for morning tea, fresh from the canteen which they are hoping will be used for small conferences and gatherings. It had the most fantastic glass and aluminium sectional door which I guess would have been 5m plus high and about 12m wide. This opened onto a big, covered area and on the other side of this was one of the many workshops which were sparkling clean.

After morning tea, we were chauffeured around in 3 minibuses to view this magnificent new building, there were special oil storage facilities, Lathe shops and service bays. All the trucks are serviced regularly at 10,000km and oil changed at 20,000km. They have 2 long pits and on one they have a brake machine as they have LTNZ on site 2days a fortnight to do COF checks. Roof water is collected off the massive roof to supply water to the truck wash and water blasters. This is truly a magnificent built for purpose workshops, canteen and office space buildings. We were then driven to other buildings on site which housed the palm kernel screening, this is another huge building where truck and trailers can be loaded and turn around inside, we then moved on and saw engineering workshop, also a huge area of land for storage of used gear where parts could be used for repairs to other equipment. We were then taken to another shed that was the start of a museum which held very early trucks the business had used. Then onto

the old premises in the centre of Matamata where the business first started, saw the first very small dispatch office and one drive through pit that serviced all the trucks and is still used today, a small yard with old equipment in it, this property will be redeveloped, and the local countdown has approached them to lease it. J Swap will build the building, but they aren't in a hurry to do it as the piggy bank is a bit low after doing the new buildings. On our way back to the cars we went into another division Swap Race car building where they sponsor a stock car, serviced and repaired by their mechanics. We also saw their restoration building had a D series Ford Truck there which was almost completed. The panel beater told us he had more than 20yrs in the trade and by the looks of things I would say he was pretty good at it. We arrived back at our cars and our appreciation was duly given to all the Swap family that had welcomed us to their business operation and spared no expense to show us around their operation. As we left Andrew Swap said that the person in charge of registrations, WOF's and COF's on their vehicles, was at the last count 1735 of these to look after, which includes 10 portaloo's on trailers. That shows how big a family business they are running.

We went from here to George Diprose, a retired dairy farmer, property, he had a recently built a shed to house his collection of tractors and farm machinery.



After getting his tractors and machinery back from other people who were storing it for him, he is now getting in back into working order again. In his collection were Case, IH, Massey Harris and his love I believe the Massy Fergusons. He had the best collection of Ferguson implements I seen, from seed sowers, 4 -5 different cultivators, and disc's, ploughs, hay rakes, auger, and a couple of cranes, scoops, blades and front-end loaders. There was other equipment we could look at and the girls looked at the well-kept gardens.





Jos and Fiona keeping on the lads CASE.



Next stop was at Stewart and Raewyn Broomhalls residence for lunch under the Persimmon Tree. I might add we were running a bit late by this time due to the great exhibits we had seen.



Next, we travelled about 20min to Ian Scott and his wife's Wapiti Deer Park. Ian, a Vet who is still practicing, gave us a very informative talk about his passion of deer and cattle farming. To pay for his university days he would shoot and sell the meat. This led him to flying in helicopters, darting and jumping out and capturing deer from helicopters. He formed partnerships with various farmers to start deer farms in the Fiordlands. This led him to go overseas and seek better stags and semen for breeding purposes. This took him to Canada, Germany, Sweden and Norway, after many years of Inter breeding he now believes that NZ produces the best venison in the world, and we have the best trophy heads for the very wealthy to go and hunt at various hunting parks around NZ. His property runs a breed that is 80% Elk Wapiti with 20% red deer and other smaller deer. He collects the velvet off the stag deer and after the first year of collection knows if the deer may be further bred to be a trophy deer that ends up on a hunting farm or kept for breeding on his farm. The velvet grows the quickest when the deer's testosterone is at its lowest and can grow about 25mm in length a day. A lot of technical stuff was told to us about the sciences of the deer, but the fact that Ian runs his deer farm alongside his Dairy farm and grain farm was very interesting. Deer chew the grasses much lower than cows and also chew all the weeds out as they don't like rye grass. This leads to fresher grass for the cows and this has meant he is providing double the milk solids of most farmers and through the various mixtures of Maize, Silage and special grasses grown, his greenhouse gasses are about half of most farms. I think most of us were fascinated by all the facts and figures that Ian could rattle off about the deer and can see why he is a leader and asked to speak

overseas about his knowledge and expertise on these animals. Another thing I don't think any of us realised was the weight of antlers that some stags have, some can get up to 36kg.



After thanking Ian, we made our way back to Matamata where we reassembled at 6:30 at the Matamata Club for a smorgasbord dinner.



Day 2.

We all met at Railside and set off for Cambridge. Turning off at Hautapu turnoff we found our location a couple of minutes off the freeway. The premises of C&R Contracting. This is another family business run by the Ross Family, an old Cambridge Family. We were met and welcomed by an employee who gave us a talk on the company. The first building we were in had a lot of muscle cars and museum displays, all the cars were warranted and useable. This is collection of cars that the 4 brothers have collected and driven over the years. There are a couple of restoration cars in this collection, plus a race car that one of the next generations of Ross's has raced at Bathurst last year for the first time. He came 6th out of 46 cars. There was a 60's Diner shop in the corner complete with big black and white tiles.



Going through the double doors into another shed you came face to face with this huge bulldozer blade and machine wow.



This shed with some old and restored working trucks and utes, models and some huge loaders and bulldozers. In one corner was a replica of the original Ross Todd garage. This was started by 2 men in about 1936, the Ross family bought out the Todd family and eventually the 4 Ross sons came into the business and now some of the children are in it too.



The Ross family picked up the IH franchise and imported a lot of trucks, dozers and loaders and civil equipment for sale. The business is now out at Hautapu a short distance from Cambridge and goes under the name of C & R Contracting. They are mainly Civil contracting, they purchased Baker Construction a big Civil contacting firm also from Cambridge and have grown that immensely. While looking at the machinery Tim Ross, one of the brothers came and started up the big Euclid bulldozer which is really 2 bulldozers joined together side by side, the roar of the 2 GM motors roaring was a treat along with it blowing the roofing underlay over most of us like snow.



After this there was good banter with Steve Driver who worked with Tim at Gough Gough & Hammer. Tim also told us about Komatsu bulldozer which is the remote-controlled dozer that was used down at the Stockton mine, this machines blade weighed 38 ton and could push in excess of 60 cube in front of it. They have the biggest Grader in the NZ and the biggest loader in the NZ. We also looked around the truck yard and workshop, the workshop is huge with 2 of the biggest heavy haulage units I have ever seen. After all the thank you we said goodbye to everyone and made our way home.

At Morrinsville we stopped off to see old Model A members Jim and Audrey Anderton. They are looking well and we enjoyed a cuppa and catch up. Arrived home to news of a Covid outbreak. Fingers crossed for Gisborne. Aren't we lucky to be living in Coromandel?

Great weekend and thanks to Stewart and Raewyn and Andrew for organising it.

David & Chris Wight

Matamata Car Run – By Tony & Pam Mannington

After a yummy dinner at Matamata Club Saturday night, it was decided we would meet at Railside, Matamata on Sunday Morning and head off to Cambridge together at 9.30am.

Terry, Joss and Ross couldn't wait and arrived at the Venue before we even left Matamata.

We all arrived before 10.30, some taking a little longer than others.

Some members joined us here for the morning including Steve Driver and Trevor Farr who zoomed down the expressway in Steve's Speedster.

If you missed out on this great morning, we will, tempt you with a few photos. This place is a must do and is open daily except Sundays. Easy to find just off the Cambridge Expressway at 162 Hannon Road, taking 1B exit. Look out for the huge yard of yellow machinery on the left just before exit, when coming from the North.

See link to their facebook page: <https://www.facebook.com/RossBrosMuseum> For those that attended, a great way to end an excellent weekend away, organised superbly by Stu and Raewyn Broomhill.

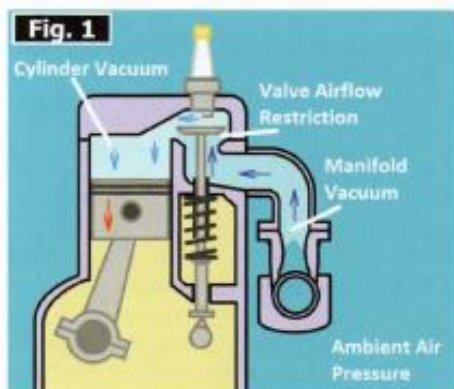


The Insidious Vacuum Leak

By Howard Eckstein, Orem, Utah

One of the aggravating problems a Model A driver can face is for his car's engine to stall upon a quick stop or when decelerating while the clutch is disengaged. This is a safety issue and it must be investigated.

There are several causes of this dangerous stalling. They include an improper float setting in the carburetor, a plugged idle jet, a poor idle screw adjustment, one or more burned intake valves or a vacuum leak. In this article, we'll just look at the vacuum leak, an often overlooked issue when trying to diagnose low speed engine stalling. An explanation of what a vacuum leak consists of is in order before looking at some of the sources.



The Principles

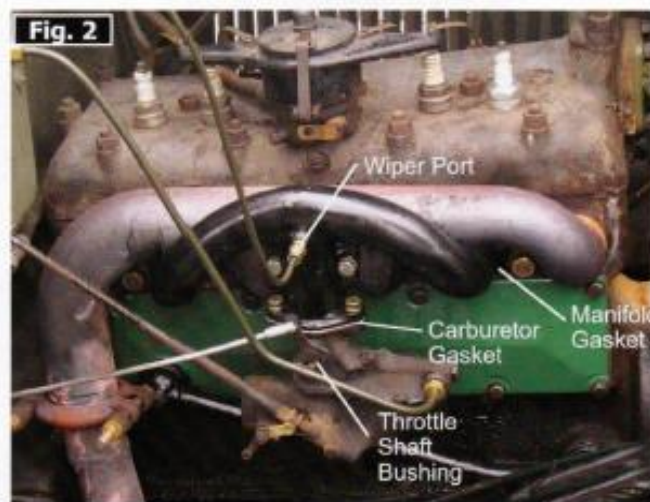
When the engine is running, a descending piston, during the intake stroke, creates a negative pressure in the intake manifold causing air to be drawn in. Due to its density, air behaves similar to a liquid and moves slower than needed through the restrictive carburetor and manifold to fill the rapidly increasing space in the cylinder. The vacuum thus created, in conjunction with the venturi of the carburetor, draws gasoline into the airflow whereupon it passes the intake valve and fills the cylinder. In Fig 1, the shades of blue represent the drop in density of the air where there are differing degrees of vacuum in the system.

As soon as one intake valve closes, another opens, resulting in the manifold being exposed to a somewhat constant level of vacuum. This negative pressure or partial vacuum in the manifold is often measured in inches of mercury and is greater for the same engine at sea level than it is in higher elevations due to the difference in ambient air density.

It's important that the vacuum produced in the engine is kept unpolluted by outside air except for that which is allowed to pass through the carburetor. If air is permitted to enter the air/fuel mixture after the carburetor has metered out the right amount of fuel,

the mixture is diluted with air and there is not enough gasoline in it to burn in the cylinders; thus the engine stalls. This dilution of the air/fuel mixture by air entering into the manifold system between the carburetor and the block is called a vacuum leak.

The level of vacuum in the manifold changes depending on the speed of the engine and is always greatest at idle. When decelerating or idling, the throttle is closed and the vacuum created behind it is high. When running at a fast speed, the throttle is opened, allowing more air to pass through the carburetor and thus picking up more gasoline to mix with the extra air. During fast running conditions, a vacuum leak is inconsequential.



What are the common sources of a vacuum leak? Usually damaged or misaligned intake system components and their gaskets are to blame. The offending leak will occur somewhere between the throttle plate and the engine's intake ports. The places to look are at the manifold gasket against the engine block and at the carburetor gasket. Sometimes air can get into the system through a sloppy throttle shaft bushing. A leaky vacuum hose to the wiper can be a culprit. On rare occasions, a hole or crack in the intake manifold can be the source of a leak. See Fig 2.

Making The Diagnosis

With the engine at idle, spray a *small* amount of WD-40 directly onto the two intake manifold portions of the main gasket. If the engine suddenly runs differently, the gasket is not air-tight. See Fig 3. The WD-40 won't catch fire on the hot exhaust manifold, but it will smoke a lot. (It would be prudent to have a fire extinguisher handy even though your chances of needing it are very slim.)

If the manifold gasket tests okay (that is there is no change in engine idle) the next place to try the WD-40 spray is at the carburetor gasket. This is close to the throttle bushing, so just use a tiny amount so that the gasket test is isolated. Any change in performance points to a leaky carburetor gasket. If that gasket tests okay, next try the throttle shaft bushing and so on to the plug in the vacuum wiper port.

The vacuum wiper tubing and hose assembly can be inspected for a leak with the WD-40 also. Remember to check both ends of the bulkhead pass-through fitting and look for broken or cracked rubber hose sections. Before doing the test on these components, temporarily remove the vacuum line from the manifold and plug the port to see if the engine runs better. This may save some time and effort.

Correcting The Source of the Vacuum Leak

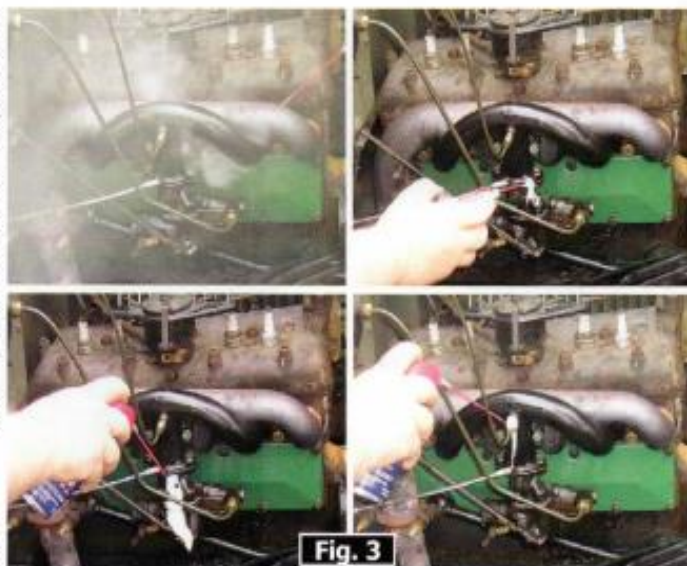
If a leaky intake manifold gasket is found, it will be necessary to remove the manifolds for a look. Clean off the old gasket material and inspect the intake manifold for cracks and flat mating surfaces. Use a straight edge to verify the planarity of the intake and exhaust ports of the manifold assembly.



The intake and exhaust manifold mating surfaces must be on the same plane. *See Fig 4.* If not, keep them bolted together and take them to a place where the assembly can be trued up on a surface grinder or large belt sander. If you have replaced one of the manifolds, this check is essential.

When reattaching the manifold assembly, clean all surfaces and use new gaskets with gland rings in the exhaust ports. If the manifold assembly has been ground flat, the gland rings may be too tall. Check the depth of the recesses inside the exhaust ports and in the manifold to be sure there is clearance. Grind the rings down if necessary.

For the carburetor gasket, be sure the mounting flanges of the manifold and carburetor are not damaged and are perfectly



clean of old gasket material. *In Fig 5* you'll notice that someone in the past used a hacksaw blade on the carburetor mating surface for a reason unknown to the same. If someone before you used a screwdriver to break loose a stubborn gasket, the mating surfaces may be burred and a tight seal can never be obtained. In any case, damaged flange surfaces will need to be made flat and blemish-free before a new gasket is installed.

One other check here is the condition of the threads in the carburetor flange. If they are damaged, the bolts can't draw the flanges together to obtain a good seal. Be sure the flange bolts are the right length so as to use all the threads. Damaged threads can often be dressed by running a 5/16 x 18 tap through the hole.



If needed, a thread insert such as those made by Helicoil can be installed if the threads are unusable. Always replace bolts that have damaged threads.

If a throttle shaft bushing is found to be sloppy, there are oversize shaft assemblies available from the catalogs. After removing the carburetor, disassemble the old throttle shaft by taking out the two screws that hold the throttle plate in the shaft and pull it out of its slot. You can see these parts in *Fig 5*. Once the throttle plate is taken out, the shaft can be removed. Take the oversize throttle shaft and the carburetor to a machine shop and have the bushing reamed to the size of the new shaft.

All of these repairs are easily performed. Remember that smooth and flat mating surfaces are really important. If a vacuum leak is the cause of your engine stalling, then once its source is found and corrected, the engine will idle smoother. It will respond better to adjustments of the idle mixture screw on the carburetor, and most importantly, from a safety standpoint, it will keep running when you bring your car to a stop.

WHATIPU RUN PHOTO COMPETITION

WINNER IS

GARRY LEARMONTH

A LOT OF SMILING GOING ON HERE AND GARRY ALWAYS
HAS HIS CAMERA CLICKING TO CAPTURE THE MOMENT.



Chocolates are on the way Garry!

Website update

The website is working fantastically well, always working on the backend of the website 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. The photo can also be added to the Website Members Gallery. Please visit www.modelafordclub.co.nz and enjoy ☺. Handover to new Treasurer Kay has not been done as yet, so still keeping an eye on things there. 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.

Committee contacts:

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Club Historian:

Paul Smith 027-485-2234 pfsmith@ps.gen.nz

Welcome to new members:

[Warren Tait - Auckland](#) [Eric Drabble - Waiuku](#)

[Trevor Appleby -](#) [Bruce Jefferies - Taupo](#)



Jon Turney's Model A Roadster.

Jon recently joined the club and has just got himself this lovely roadster. Jon joined us on the 13th & 14th Feb 21 for the Matamata Car run. Nice car Jon!

Model A Engine For Sale

Model A Rebuilt Engine -- For Sale

Diamond Block 1935 – re-bored to 0.040 o/s – crank ground to 0.020 u/s mains and b/ends – shell bearings with full flow filtration – modern valves w/ adj tappets & ex inserts – new timing and oil pump drive gears – re-conditioned oil pump

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P O A - contact Steve Driver Ph: 0274949905



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or email gregstokes1932@gmail.com - North West Auckland

Newsletter Editor/Website Corner

We had a fantastic trip away to Matamata over the weekend of the 13th-14th Feb 2021, the weather was great, and everyone was enjoying themselves. It was certainly a nice and timely break away from Auckland. As we returned to Auckland the much-needed rain arrived and so did the next Covid lock down. Fingers crossed this won't last too long. Hope you enjoy the newsletter; it has been a busy time over January & February so far.

Thank you to everyone that sent articles and photos for the newsletter.

Remember, 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 your journey with your Model A, we would love to read about it, so please send to the editor. Thank you.

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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