

# NORTH ISLAND MODEL A FORD CLUB INC. - NEW ZEALAND

Chapter Members of:



## MODEL A TORQUE

Month: April 2023

Issue Number: 2023/3



### 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 using the Model A Ford.

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

- **Visit our website [www.modelafordclub.co.nz](http://www.modelafordclub.co.nz) for new events, articles & updates.**

## **North Island Model A Ford Club Upcoming Event Planner 2023**

Date	Day	Thoughts and upcoming Events		Status
17 <sup>th</sup> May	Wednesday	Tech night		
20 <sup>th</sup> May	Saturday	Law changes for Incorporated Societies and membership fees		confirmed
28 <sup>th</sup> May	Sunday	Drury and South To Truck Museum		Details to come
14 <sup>th</sup> June	Wednesday	Tech night		

*The committee are working on events for the upcoming year.*

*Please keep a watch on the website [www.modelafordclub.co.nz](http://www.modelafordclub.co.nz) for any recent updates.*

## **17<sup>th</sup> National Rally Wairarapa 23<sup>rd</sup>-28<sup>th</sup> February 2025** **Early Bird Registration**

Please deposit \$40 per member/couple by online banking to ASB

17<sup>th</sup> National Model A Ford Rally 12 3068 0187485 51

“Reference” your surname and “code” 17thRally

Then please send a short email to Martin Rees, [nima.fc.secretary@gmail.com](mailto:nima.fc.secretary@gmail.com)

Giving your name/s, email, mobile phone number, Model A body style and rego number and \$40 paid. Martin will email you a receipt and the \$40 will be deducted from final registration fee in late 2024. Early Bird registration will close in September 2023. We would like as many people as possible to ‘pre-register’ so we get a good idea of numbers coming and have a fund for the 17<sup>th</sup> Rally.

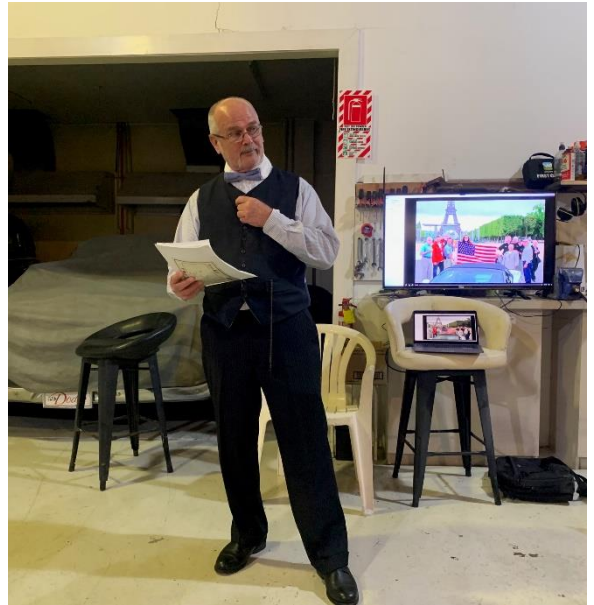
**Print this page off for reminders and stick to your fridge!**

**or keep an eye on the website for updates.**

## Captain's Comment –March 2023

Well Jack and Mary Crabtree from Denison, Texas, USA, arrived here on the 30 th March and came to our place as a base. On that Friday I took them down to Sunnynook to pick up their hired motor trike. Mary had to come as she needed to get her helmet but elected to come home with me .We managed to lose Jack as he was following us, we doubled back to constellation drive looking in car parks and side streets as we drove past. Till we got to the motorway and decided he was lost and expecting the worst .We decided to go home hoping for the best, he was there before us . What a relief, knew I would not have to worry about him after that. Saturday Jack decided to bring their trip forward from Sunday to give more time to get to Wellington to catch the ferry, I tried to get him to leave earlier, because of the forecasted rain, than the planned 2 pm , no way Jack goes when he is ready. Serving him right the rain chased him to Rotorua where they spent their first night. They bought some decent wet weather gear in Wellington having a good trip from Rotorua. However their ferry was cancelled on Monday, rebooked for Tuesday but that was also cancelled, so they cancelled South Island. Zig zagged back to our place, arriving good Friday where they spent the weekend as orphans, as we were away till Monday.

Tues/ Wed were spent preparing for Tech night where Jack gave a presentation on their 2011 trip from New York to Paris which was very informative. I need to do something like that. There was a good turnout enjoying dinner of butter chicken and rice, plus sweets that were bought. Thanks to those there for making the effort to attend.



They left us again for a trip north on Thursday, staying at Coopers beach, where they stayed again on Friday night after tripping on trike to Cape Reinga. Dining at the famous Mangonui Fish & Chip shop. They arrived home here on Saturday after I picked them up from the trike place, to experience kiwi life here, shopping and looking after our mokopuna (who had met Jack and Mary before as he was staying with us when they arrived.)

We went on the Club run to gulf harbour on Sunday. Ten Model A turned up and a couple of moderns. A good run with a bit of brain needed. We got a lift for Jack with Mark Corbett in Mark's pickup. We were last to leave as had a toilet stop. (actually, I have to say as we are normally one of the last to arrive, we were second to arrive at this run). As we were going up Silverdale hill, we got a call from Dave Mossman asking if we had a tow rope as Mark had broken down on the hill. As we didn't Dave said don't worry he would get one and to carry on. Well we had a discussion and no one had seen any sign

of them and clicked that was Jack's ride. So we doubled back to find no sign of them and decided they had obviously got going again (i believe a fuse problem). We all managed to arrive at the restaurant where we ordered meals and refreshments. Marty handed over the Handbrake award ( write up elsewhere in mag), Warren and Marilyn Thorburn won the competition side of the run again (have safe travels you two and thanks for giving someone else the chance to win while you are away). From there people made their way elsewhere. Thanks to Bill Duffy and John Castle and partners (John could not be there because of Covid but is better now) for organising an enjoyable run. Much appreciated.

Jack and Mary were great guest and our household was quiet after they left but nice to find out they are safely home after one cancelled flight from LA to Houston (weather). Friendships we have made through the club.

If you get The AA Directions Magazine page 24, you will see a write up about a Colin Howard who makes replica cars, 1931 Alfa Romeo Monza as they were made in the day, clients need to fit with their own motors. He is happy to host a tech night for our club. So there will be more info coming out as soon as the date is confirmed. A very interesting Guy as I took Jack out to meet him. Sure it will be of interest as they make it up on site and what not is done to their specs and moulds.

We need more info on runs and tech nights for the club that is different and if you even see a write up like above then please let your committee know. Special meeting coming up on the 20th May as you will have already received notification which will tell you all about it. In everyone's interest as it is your Club.

We still need a Treasurer, training would be given if required in Xero our accounting system and mentoring. You would not be thrown in the deep end.

Don't forget your early bird registration for the 2025 Model a Ford Rally in Wairarapa, details have gone out plus sure there will be more in the magazine. I have actually done mine, so we will be there

That's it for this issue, take care, so I will leave you with this

"My sweetheart is always taking health food crazes too far.

Now, it's even affecting my driving. She took the carb-orator off my car!"

Wade Alexander

## **50 years ago in the club (August – November 1972)**

### **From Newsletter Volume 1 Number 8, April 1973.**

*In response to the membership drive we have had a steady stream of letters from as far afield as Tokoroa. Most of the applicants (30 in number) are from within the city, so we look forward to numbers doubling for our coming events.*

*Welcome Adrian Irwin (ex Australia) with his 1930 coupe.*

*Next meeting to be held at Dominion Yeast Company social club rooms Williamson Ave. (upstairs room)*

*Did you know, Maurice Houdaille of Paris France invented the Houdaille Shock absorber, it was first used to check the recoil of the famous French “seventy-five howitzers” used in the First World war.*

*Adrian Irwin has his 1930 Coupe for sale while Bob Comer was looking for a set of V8 16” wheels.*

*Notes on the 1931 new purchase price for various items was published:- Model A  
Horn = 1 pound 7 shillings and sixpence.*

*Front fender = 4 pounds 10 shillings, rear fender = 3 pounds*

*Running board = 3 pounds 10 shillings, shock absorber 2 pounds 10 shillings*

*Luggage carrier = 2 pounds 10 shillings, Steering wheel – 2 pounds 2 shillings*

### **Member Profile – Stan Ayling**

*Vintage = 1911, Manufactured = Invercargill – Marque – Stanley*

*Motive power = one time steamer, no internal combustion. Gear Ratio = 2 shoes to 2 socks to 1 pair jockeys to 1 pair pants to 1 shirt. Tyres = fairly soon, Tubes = clogging but respond to flushing with H2O and proof spirit. Brakes = rules, speed limits, glasses. Springs (off) = 2 daughters, 2 grandsons, 3 granddaughters. Upholstry = comfy. Body = beautiful. Finish = around 2011 (after a ton)*

### **From the Minutes Book:-**

*A meeting was held 9<sup>th</sup> April at Stan Ayling’s place, in Devonport. 4 members present, with apologies from Warwick Woollam’s.*

*The membership application from Adrian Irwin was proposed and accepted.*

**Paul Smith (Club Historian & Life Member)**

### "A" Ramblings

by "Lugnut"

My "A" is not restored aesthetically, However, I keep making progress in this direction. I am only a fair mechanic, I am no panelbeater either. Nor will my bank account allow me to take the "A" to a professional for some time. I would like to restore my Roadster to concours condition but about all of this I have mixed feelings. True it would be nice to have that cup on the sideboard plus a ribbon or two but as I have watched the strain on the faces of the owners of cars which were in competition at Vintage Car Club meets over the years, I wonder if it is worth it.

I will always remember a chap who finally pulled his head out from under his hood, where he had been meticulously wiping, to frantically bite his nails. Finally he shrugged his shoulders and looked wordlessly at his tense young lady companion who gingerly took a tissue, opened the door, carefully stepped on the running board, and worriedly wiped the

- 3 -

the spot on which she had stepped. Without a word they walked off, he continuing to work on his nails. I am sure they were not enjoying the meet as much as I was.

One of the biggest pleasures of driving my "A"s over the years is that if I miss the running board and kick a fender or part of the body it didn't matter. Also to throw in your sleeping bag, a bit of tucker, a good mate and away for the weekend - not having to be too worried if stones and tar are going to harm the paintwork - or that it looks like rain and panic because that Hi-Gloss polish job took four hours to complete that morning.

They were good times, no preparations, no waxing and polishing, get in and go, drive it often, for work, or for pleasure, build them to enjoy them.

Then again, it would be great to step up and be handed a presentation for best of show or 1st place in a club meet. At the moment I look forward to how it will look and speculate about which colour to paint it. I'm not so sure I won't take to biting my nails also when it is completed. When you think about it, Model "A"s can be fun cars for families, maybe I will restore it up to the mark in a couple of years time - at the moment it might be a good thing to enjoy the car, restore the car to a standard that will be accepted by fellow club members but not to the standard where the award winning Model "A" remains covered and untarnished in the garage.

While to restore your car is a worthwhile project for any enthusiast to embark on and I say work diligently until you've achieved your goal. Dedicate yourself to preserving the vehicles sparkle and excellence. Embellish the damn thing with the best of everything, such a task teaches respect. I can't help thinking it also tends to narrow ones thinking often concealing the joys of owning an old car - this after all is what the sports is all about, or is it?.

I have written these notes with all due respect to those who for reason of conscience, conviction and confusion will not go along with my thinking, who have spent a great deal of money and time on their lacquered, lovely, out there in the garage covered up, untouchable, till the next rally in four months time.

To them and the rest of you who are "old car nuts" I say this - build your car the way you prefer. But don't knock someone else because his tastes differ, after all it's his car.

***From an anonymous source printed in the April 1973 Newsletter***

## GOOD DRIVING

On our way to Palmerton North last weekend we passed these two Model A Sedans a little before Mangaweka where we turned off to follow the scenic route through Peep-O-Day, Kimbolton and Cheltenham.

To our surprise, as we drove into Palmerston North, there were the two Model As again having beaten us there by sticking to the main highway, this being Friday.

On Sunday we set out back to Auckland and once again to our surprise there were the two sedans honking along on the Desert Road.

We followed them briefly and they were sitting on a steady 80kph. They were also exemplary in pulling over to allow overtaking whenever practical.

I didn't recognise the cars but their considerate driving was impressive and appreciated.

Keith Humphreys



## Notices

The **treasurer's position** is vacant at present and a volunteer is needed to take over the role. The committee made the decision to move our accounting to the xero on-line system. This will, after some initial training which Fiona Learmonth can provide, simplify the task and help us meet the reporting standard required by the Incorporated Societies Act. While some of the terminology and report titles may look a little daunting to someone without an accounting background, the data entry of income and expenditure is very straightforward. Please consider helping with this important task.

Many of us enjoyed the local hospitality and scenery in the Gisborne area during the 2021 National Rally. The small town of Te Karaka where we assembled before the Motu run has been devastated. We also have club members in other cyclone affected areas. A club donation to one of the relief funds was considered, but the committee decision was to leave this to individual members.

With a club our size and geographic cover, the committee does not always hear of bereavements and other events that they would like to acknowledge. If you think it appropriate to do so please pass on any news like this to a committee member.

## THE BEACHES OF WHANGAPARAOA April Club Run

We headed out from Silverdale under lowering skies with a stiff but warm breeze blowing – 26 of us in 9 Model As and 3 'Moderns'. Our release was staggered so we'd have space to challenge our own navigation skills instead of just following the car in front.

Our clear instruction sheet took us out along the peninsular, dropping in at various beaches and points of interest along the way. We were encouraged to take our time to check places out, in part because our lunchtime destination didn't open until 1.00pm. Watching foiling wind surfers, checking out historical sites and fruitlessly searching for a knight living to the left of the Tindalls Beach boat ramp helped to fill in the time – as well as interacting with fellow club members who we inevitably bunched up with along the way.

The quiz questions were great, not too many and not too cryptic (except, perhaps, the knight) and doable if you put a bit of effort into looking around, counting and deciphering. The search for clues took us to a children's playground, boat ramps, a woolshed, a predator-proof fence and a ferry terminal.

Our destination was the Mainsail Bar & Bistro, a lovely spot with impressive views of Gulf Harbour's canals, marina and apartments. An excellent lunch was enjoyed followed by the presentation (at last!) of the much-coveted Handbrake Trophy.



It was a fun day! The rain held off, beautiful beaches and scenery were enjoyed and tasty food and drink was consumed. Many thanks to Bill Duffy and John Castle for organising and setting up the run. (John, of course, was unable to attend as he was recovering from Covid).

### Graeme and Mary Jones



## Results from Whangaparaoa Run

First Warren and Marilyn Thorburn

Second Equal Andrew and Marlene Costello  
Marty and Anne Perkinson  
Ross Bolton  
Graeme and Mary Jones  
Martin and Alayne Rees

## The Handbrake Oscars

After an excellent run on Sunday 16th April exploring the beaches of Whangaparāoa we gathered for lunch at Mainsail Bar and Bistro in Gulf Harbour.

It was a perfect opportunity to acknowledge the new recipient of the Handbrake Award.

Over the last few months Marty (the current handbrake holder) had used the title to coerce, cajole and even bribe members of the club to do in possible new candidates for the award.

There were three nominations.

1. Hugh and Ann-Marie took part in the Hubley Dubley in Methven and got a time of 9.99999. In fact they still haven't finished.

2. Andrew and Marlene lost their rear number plate in the South Island. Unknown to them but found by someone following.



3. On Sunday, Jim and Jan's son Mark was driving their Ford Pickup. Not only did he have trouble with the gearbox - which initially could only drive in second - but then later he couldn't even make it to the top of a hill. Mark was able to solve the gearbox issue himself and the troupes rallied round trying to find a tow rope, only to find the problem was a loose fuse. (Two mishaps in one day!) It was great to see Mark and we commend him for his persistence.

And the Winner was!!!!!! ! - Jim and Jan Corbett as irresponsible parents for "setting their son up for failure." =

Anne Perkinson

# After years apart, this 1929 Model A Ford was reunited with its original family – for good

*Some people get socks for their birthday; the owner of this Model A Ford was gifted an automotive classic.*

**Words: Jane Warwick   Photos: Tessa Chrisp   This NZ Life magazine**

When Alfred (Alf) Wendelborn bought his new 1929 Model A Ford Phaeton, vehicle registration was assigned regionally and number plates were orange on black. What Alf's original plates displayed has been lost but, in 1964, just after ownership of the car passed down to his grandson Allan, registration began to be nationally aligned, starting with the prefix AA from the top of the North Island. By the time new registrations rolled down to Kawakawa, the second letter had tumbled through the alphabet to W, so AW it was — a



historical nod to original owner Alf and an unintentional personal plate for Allan.

The Ford's plate was AW900 all up, white on black, and if the designated letters were inadvertently appropriate, the following digits would also play an amusing bit-part in the car's history.

The number nine is a strong and mystical number. It is the symbol of patience, the number of faith and love, a character of truth, and the number of completion and fulfilment. All these attributes and virtues would play a big

part in the little vehicle's distant future.

It was a gutsy little car, well worth the £208 it cost, and its sturdy Canadian-built engine had a heartbeat in rhythm with Alf's until he was well into his 80s. It also took Allan's parents, Jack and Moira and their newly married hearts on their honeymoon. So, right from the start, the vehicle has played an integral part in Wendelborn family history.

When it was time for Alf to turn in his keys, he sold the vehicle to his eldest grandson Peter for £75 on the condition that when Peter tired of it, he would give first dibs to his younger brother Allan for that same amount. It was a deal, and a couple of years later, in 1961, 19-year-old Allan made the transaction. He drove the car between his parent's house in Paihia and his job in a bank at Kawakawa — about 10 pre-metric miles each way — and frequently to Kaikohe, Moerewa and Kerikeri to visit friends, play soccer, be chauffeur and generally gad about. It was an easily parched little car, so a flagon of water was always on board and stops at petrol stations were frequent.

In two and a half years, Allan drove 14,000 miles across gravel roads, fields and farmland, sometimes with a mate sitting on the sturdy front mudguard with his feet on the bumper, his rabbiting and birding gun blasting away. And sometimes (as you do) setting the hand throttle, then standing on the running board and steering through the window.

The bank transferred Allan to Christchurch and, as was the deal, he offered the car to the next and youngest brother Scot for the stipulated £75. It was 1966, and Scot was a bit 'Yeah... nah' about the offer of what was probably, in his eyes, a dinosaur of a car, not at all in the 1960s groove.





To his delight, Halford Motors in Kawakawa put a welcome £150 in Allan's pocket, although if Allan had put that sale off for a week, he would have been even more delighted as someone in Kaikohe belatedly offered him £250.

A couple of years and a Fiat 500 Bambina later, Allan was back up North visiting his parents in the Bay of Islands when to both his surprise and dismay, he saw his old ride on the side of the road. It was rusty and forsaken, nestled in the long kikuyu grass, now owned by someone in Moerewa. Allan took a nostalgic photo and drove away, reminiscing.

Life moved on. There was a Volkswagen Beetle, a Morris 1300, a

Datsun 180B and a Mini, all small and sturdy like the Model A. Allan shifted back to Auckland, and apart from a surprise phone call in 2002 when someone in Te Puru (near Thames) who had bought the little car to restore, tracked Allan down through the ownership papers and was asking for some reference photos, the wee car was simply a fond memory.

A significant birthday loomed. Allan's wife, Glennie, was casting around for a significant present. In an otherwise-idle conversation with his grandfather, their son Marc found out that the current owner of the Model A (that gentleman in Te Puru) had rung him also for information regarding the planned restoration. However, the best-laid plans... as they say; the car was neglected and derelict in a paddock.

Using the information left with his grandfather, Marc tracked down the vehicle, and then he and a friend talked Glennie into buying and restoring the small car as a cracker of an ending-in-zero birthday present.

Glennie opened her chequebook, and here come the nines: the cost was \$9000 dollars. And although the friend quoted her a nine-month job, the project actually took nine years, meaning the recipient's birthday was no longer a special zero-ending event but one ending with that purportedly most sophisticated of cardinal numbers, nine.

Despite the delay, Glennie was determined it would be a surprise, so for nine years, she and all concerned kept the secret.

"I had no idea; it was an amazing secret to keep," marvels Allan. "Glennie still often asks, 'You're sure you didn't know?' but I had no clue. She's a paragon of a woman."

So, on that nine-ending birthday, Glennie threw Allan a surprise party at their Takapuna home. Allan hates surprises, but he was about to make an exception. After the icebreakers, the guests were invited outside for another activity. As they were milling around, what should appear from behind some neighbouring buildings but a pristine Model A, number plate AW900. Allan was enchanted to see the vehicle again, looking so spruce. The party had a vintage theme, and as the passenger in the car was a friend, Allan assumed it was his chum's clever find and a nod to the era.

"I chatted with the driver, who I gathered owned the vehicle and was in charge of the restoration. For about 15-20 minutes, I poured over the car and was telling





stories about driving through flood waters in it and shooting pheasants and quail from it on a farm. Then I said to him, 'You must be proud to own this?' He replied, 'Oh, I don't own it', to which I asked, 'Well, who does?' He said, 'You do!'"

And so he does; Grandpa Alf would be stoked.

It's a fair-weather car and easy to drive, although its 3.3-litre engine means it is not very economical but, says Allan, he doesn't worry about that because otherwise, what's the point? Other drivers wave and flash their lights in admiration; whenever he parks, people come up to talk. He must be wary of sounding the horn as its cheerful ah-oog-ah! tends to startle passers-by.

It was a long haul, but the attributes of patience, completion and fulfilment promised by all those nines in the car's history have shone. And as the car has also carried three brides to their weddings, the number's other elements of faith and love have also been proven.

When Allan's wife Glennie received the Model A, it was an unregistered, rusted, and dilapidated mess. The chassis was stripped to nothing, and the roof was torn, so she had to find an upholsterer and a restorer. Not only did the restoration timeline blow out, but so did the budget — to five times the original estimate. Despite its complete restoration and roadworthiness because of its age, the vehicle cannot be insured for more than \$50,000, well below its value. Also, because of its age, it was at first hard for Allan to renew its warrant as the local VTNZ couldn't comprehend such items as, for example, the leather brakes. Luckily, Allan found Ewert Burger at Parkway Motors in nearby Mairangi Bay, who can navigate that red tape.



Allan and the car have had their moments.

"Once, I'd only just left work when about 600 metres into the drive, there was a terrific bang and the engine stopped," remembers Allan. "I looked at the engine, but there was no sign of damage, so I thought I would just try starting it again. It started okay, but only another 500 metres along, there was another bang. Rather scared of doing some serious damage, I called Dad for a tow back to Paihia. Just as he arrived, a sudden thought occurred to me. Before leaving Kawakawa, I had filled up with petrol and water but had inadvertently put the

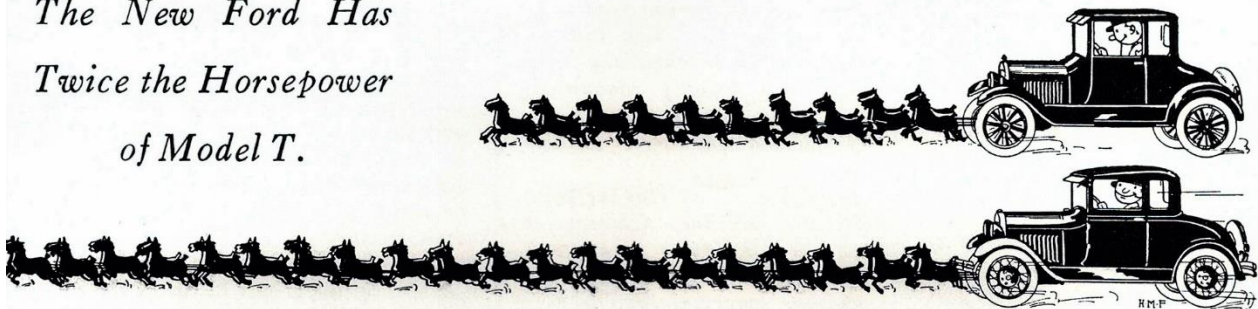
vented petrol cap onto the radiator and the unvented cap on the gas tank. Thus, a vacuum was being created in the petrol tank as I drove — then 'boom!' as it eventually sucked the fuel back into the tank.

"And there was this thing at the bottom of the steering column with a clip holding the light-wire harness to turn on the lights. When driving over rough roads, that clip would drop out, and I would be well and truly in the dark. Not that the six-volt lights were much more than candlepower, anyway," he laughs. The electrical system has now been upgraded to 12 volts, so Allan can see where he's going at night.



## An Englishman and the Model A Engine design

*The New Ford Has  
Twice the Horsepower  
of Model T.*



### HIGH-VELOCITY CYLINDER HEAD

**O**BVIOUSLY, if we increase the compression of an automobile engine from the 35 pounds (of Model T. Ford) to the 65 pounds (of new Model A. Ford), we greatly increase the horse power. Just as we increase the power of a steam engine by raising the steam pressure.

Higher compression was not used in the Model T. Ford engine because "detonation" or knocking occurred when carbon collected. But this tendency to detonation and knocking has been eliminated in the new Model A. engine by using a "dome-shaped" combustion chamber, right over the valves, so that when the piston rises on its compression stroke, the gases are powerfully forced from the space over the piston into the dome-shaped space over the valves.

This principle was discovered by an English engineer named Ricardo, who called this swirling, churning action of the compressed gases "turbulence", and found that this whirlpool action made a more homogenous mixture.

By changing the *shape* of the combustion chamber to a small, compact space, Ricardo found that the flame, resulting from the spark more smoothly and quickly spread through the entire charge, thus giving a more powerful and smoothly running engine.

Another advantage of turbulence is that as the piston rises, the gases "scour" any partially vaporized fuel from the surfaces of cylinder head and piston, mixing this fuel with the charge, so that the fuel is burned to develop power, instead of coking to form carbon in the engine.

An idea of how the high-velocity head operates can be obtained by considering the tremendous power de-

veloped when a wedge is driven into a log of wood. In much the same manner, the powerful explosion of the gases around the spark plug drives a "wedge" of gases between the cylinder head and top of piston, forcing down the piston in a very powerful manner.

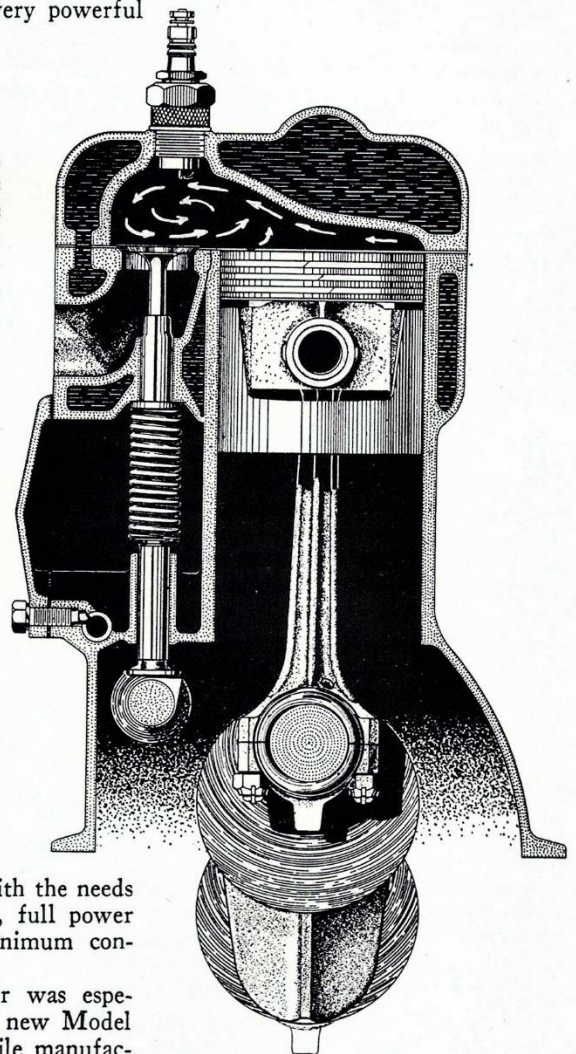
### CARBURETION SYSTEM IMPROVED

**N**OTICE the clean, free sweep of the inlet manifold, and the ample opening through the carburetor, with no obstructions to curtail the development of power. Notice the "hot-spot", where the inlet manifold fits against the exhaust manifold, and so receives just enough heat to vaporize the fuel, without over expanding the air. Well vaporized fuel means power and speed, together with fuel economy.

The improved carburetor is of the multiple-jet type, with an opening for idling, another for speeds up to 35 miles an hour, and a high-speed jet for extreme power at speeds of over 35 miles an hour. Since fuel is supplied in accordance with the needs of various engine speeds, full power is developed with a minimum consumption of fuel.

The special carburetor was especially engineered for the new Model A. Ford engine and, while manufactured by Zenith, includes many refinements suggested by Henry Ford

himself such as the single, substantial bolt which holds the entire assembly together. The Zenith-Ford carburetor thus includes the best ideas of two of the largest manufacturers in their individual lines.



*High-Velocity Cylinder Showing  
Turbulence*

The previous article by Murray Fahnstock is part of a larger one about the increase in power the Model A had over the Model T. It is from the Ford Dealer & Service Field for March 1928 and appeared in the May-June 1970 issue of the MAFCA "Restorer" magazine.

Harry Ricardo was born in 1885 and lived until 1974. His life and career was parallel to the development of the internal combustion engine. While at Cambridge University he entered



a competition to design a machine that would travel the furthest on one quart of fuel. His single cylinder motorcycle which was the heaviest in the competition, won with a distance of 40 miles.

Early internal combustion engines were badly affected by pre-ignition of the poor fuel available at the time. A variable compression engine was built to test fuels and Ricardo discovered that turbulence induced in the fuel-air mix led to faster and more efficient combustion. The turbulence could be brought about by offsetting the combustion chamber

from the cylinder. This research also gave us the octane rating system.

During the first World War, British tanks were being lost to enemy action because of their copious exhaust smoke. Harry Ricardo was able to design a new engine fitting in the same space, which not only eliminated most of the smoke, but had greatly increased power. World War Two had him involved in the design of aero engines and he was knighted in 1948.

The side valve engine as we have in the Model A Ford was, compared to overhead valve designs, cheap to manufacture and simple in operation and repair. The work of Harry Ricardo was used to extract the maximum efficiency from the "flathead" until well in to the 1950's.

This article has come about, because on assembly of our Tudor's newly white-metalled engine, the pistons protrude from the block by 75thou. This looked critical and more than last time I was here. The answer is to either machine a bit off the pistons or the 90 year old head. But, what gap should there be between piston and head? Various sources say 30, 38, 40 and 60 thou, but Harry Ricardo said in 1931, that it should be 1/16inch (there is the 60thou.). Did he say this about Model A engines, or flatheads in general? But it seems Ford was taking notice at the time.

So now I know a bit more about the “squish” area, I am waiting for a couple of fairly unmolested heads to be re-surfaced before the measuring starts again. A ‘best’ graphite gasket compresses to 50 thou, so I need a head with a 80 to 90 thou recess above the piston.

Questions remaining

What is the depth of the recess on an original head

What does a copper gasket compress to

Did pistons protrude 0.03125inch ex factory, as I have seen somewhere

Why don't I just get a high comp head and shell bearings.....



By the Editor who enjoys his “tinkering” as much as driving Model A Fords

### ELLERSLIE CAR SHOW – April 23 April

It is hard to believe that almost 2 years have passed since this successful car show was last held. Originally booked to be held in February 2023 Auckland experienced a dreadful storm which we are all familiar with therefore a new date of Sunday 23 April was chosen.



The Porsche Club of NZ were successful in the Teams competition when last held therefore they earned the right to be the Host Club this year. The theme chosen was ‘World of Wheels’ and all displays were arranged by country of manufacture giving visitors the opportunity to view all cars produced by each country.

For the first time the NIMAFC had their cars displayed on asphalt instead of grass and this proved beneficial for those wishing to sit and have a coffee with a bite to eat without their chair legs sinking into the ground. The club only had three vehicles on display Martin Rees 1930 Model A Truck, Lionel Rogers 1930 Model A Roadster and David Mossman displaying Ralph Levinson’s 1930 Model A

Phaeton. These cars proved very popular and it was good to have 3 different cars and 3 different colours.



I was kept busy all day answering everyone's questions while Martin was busy on gate duty and Lionel judging. There was a lot of interest in the Model A with several indicating that they had just purchased one so it was pleasing to hear that the Model A Ford car was very much alive and wanted.

As a tribute to 100 years of Jaguar there was a special display of 'Jags through the decades' and this was a very worthwhile display with much to view. New for 2023 was a display of high quality restored and modified cars which hopefully will enable the organisers to run a full concours competition for modified cars in 2024.

With plenty of food stalls available, good weather and vibrant people this made for a very good day and we look forward to another successful car show next year.

David Mossman





## ***NORTH ISLAND MODEL A FORD CLUB INC***

Website: *modelafordclub.co.nz*

Facebook: *North Island Model A Ford Club*

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## **Newsletter Editor/Website Corner - [www.modelaford.co.nz](http://www.modelaford.co.nz)**

Thank you for the many contributions to this newsletter. If yours does not appear in this edition, then it is being saved for another when pickings may be thin.

**Rob Brown**

(NIMAFC Newsletter)

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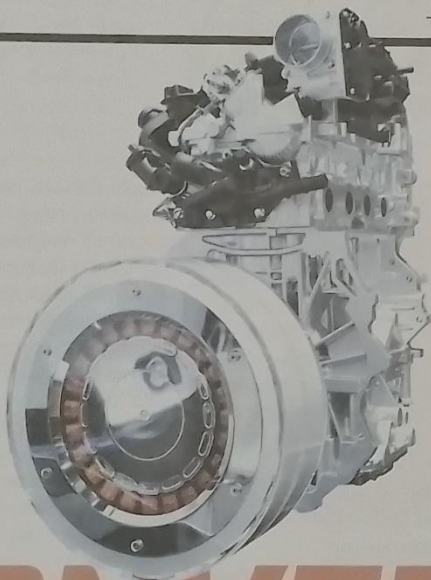


***Please send articles/reports/photos to the Editor by 15<sup>th</sup> of the month (or earlier if you can).***

***In Microsoft Word or directly into an email (Editor can format to publish in the Newsletter).***

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# metropol drive



# CONVERT

T H O S E   C A R S

To accelerate the global move toward sustainable vehicles, Toyota is suggesting simply replacing the inner workings of vehicles already on the roads with cleaner technology.

“ I don't want to leave any car lover behind,” says chief executive Akio Toyoda, from Tokyo. Mr Toyoda says it will take a long time for all the cars to become zero emission, as they only make up a fraction of the vehicles being sold.

Changing old cars to go green, or “conversion,” is a better option, he believes.

Toyota is a front-runner in the industry with its hybrid technology. Its Prius has both an electric motor and a petrol engine, switching back and forth to deliver the most efficient ride. That has often been seen as reflecting the company's reluctance to go totally electric.

Battery electric vehicles make up about 20 percent of the global auto market. Europe remains ahead of the United States and Japan in the move toward electric vehicles.

## Classified Advertisements

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### Wanted

Model A Ford Coupe in any condition for purchase

I have a 1939 Chrysler sedan in original condition with warrant and rego to trade if interested. Condition of coupe not important, but fully restored preferred.

Please contact club member Don Windley 09 4314118

Early style crank handle for 11/16 wheel nut

Contact Editor Rob Brown 0274 745 726



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