

Chapter Members of:



MODEL A TORQUE

Month: October 2023

Issue Number: 2023//8



Motat Model A's

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 for new events, articles & updates.

North Island Model A Ford Club Upcoming Event Planner 2023

Date	Day	Event	Details
15 th November	Wednesday	Tech Night by Martin Rees	Air Cleaners and snorkels
18 th November	Saturday	Hubley racing at Taupo	See page three.
10 th December	Sunday	Christmas in the Park	Ralph and Jenny Levinson
10 th January	Wednesday	Onehunga Beach BBQ	Details to come
17 th January	Wednesday	Tech Night	Details to come
20 th January	Saturday	Fuscia Run by Wade Alexander	Details to come
23-25 February		Trip to Coromandel	Expressions of interest sought

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 below – Non-North Island Model A Ford Club Events 2023

If you are aware of an event coming up, please let the editor know so we can share, thank you.

Date	Day	Event
29 th October	Sunday	Swapmeet Taupiri
19 th November	Sunday	Cambridge Swapmeet
11 th Feb	Sunday	Ellerslie Concours d'Elegance

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

Remember to Register for the November Hubley Racing in Taupo

Something is Brewing in Howick



Club Captain's Welcome and AGM Report September 30th, 2023

I welcome you all here today and thank you for making the effort especially with school holidays and the wild weather.

There is an attendance book floating around to record your attendance, please make sure you do sign as well.

Well, another year has gone by. How did I get this Job?

By default, as you know at last year's AGM we were left without a Club Captain with Hugh Hulse standing down. Thankyou Hugh for your contribution as Club Captain. At the first Committee meeting it was decided Martin Rees would take over as Secretary and I was handed the Club Captains Role. I would like to thank everyone for the support I have been given.

First of all, thank you to all current committee members for your work and putting up with me. Thank You to Fiona and Gary Learmonth for all their efforts with Fiona covering the website and treasurer role in absence of one. She has been very supportive in keeping the Club running. I have also welcomed Kirsten Courtney as our new Treasurer, and she has done a great job in picking up the reins in that time. Unfortunately, she was not able to attend today.

Shortly it is time to elect a new committee to take the reins over for running the club. Don't be shy, it's good for a club to have new blood on its committee, so shortly we will be asking for nominations from the floor so please consider it.

The Club is as healthy as ever, but it is good to see us picking up some younger members, so please encourage younger people to come along.

To those of you who are not on the Committee, who have contributed in your own way organizing events, making the effort to be involved in whatever shape, thank you.

17th National Model A Ford Rally is all go. The committee is very focused. I as your Club Captain I am on this committee but as a member. I do not wear my Club Captain's Hat, I am equal to the rest of the team who are doing a great job. This is a learning curve for me but great to see it coming together and being part of it. Thanks to all helping with this.

My desire for the Club under my leadership would be to push for more activity in other areas besides Auckland where we can have events. Don't hesitate about it being too much to do as the committee will assist where they can, we will start shoulder tapping if people don't come forward. I for one organized my first run for the club this year, learnt plenty but it was not onerous, and I enjoyed the day as well as being responsible for someone getting lost!

I have mentioned this before, I also wish to be able to share people's names, phone numbers & towns/area they live in. It's no good being in a club if someone forgets to put their phone

number on a “Run sheet” and you get lost or you break down in your Model A and would prefer to contact someone in the area you know. If there is a general consensus at this meeting, I will then send out a letter in the next week to you all asking if you agree to share these details.

If you don't make a reply by the date stated, then it will be presumed that you are happy to join this list. It is not anything new from all accounts I have heard.

Thank you all for being supportive and being a member of this Club as without you the Club would not exist.

Club Captain

Wade Alexander

Christmas in the Park

Save the date: Sunday 10 December

Cornwall Park (near the cherry trees)

Bring children and grandchildren.

Mastermind Quiz (we've been collecting interesting multi-choice questions all year), prizes, games. And yes, Santa will be there, with



NORTH ISLAND MODEL A FORD CLUB (INC) STATEMENT OF RECEIPTS AND

PAYMENTS

for the year ended 31 August 2023

2022				2023
	<u>Balances, 1 September 2022</u>			
6,620.95	Club Account 00		6,298.56	
133.15	Accelerater Account 50	133.96 19,520.89	Term Deposit 72	19,640.44
<hr/>				
26,274.99				26,072.96
	<u>Plus Receipts</u>			
7,540.00	Membership Fees	5,225.00 120.36	Interest Received	675.46
1,295.00	Functions		702.50	
0.00	Sundry Income		386.31	
<hr/>				
8,955.36				6,989.27
	<u>Less Payments</u>			
1,260.00	Awards Dinner Refund		70.00	
775.11	Badges		253.16	
0.00	Bank Fees		60.00	
3,725.83	Club Functions	1,478.93 569.98	Computer Expenses	542.14
239.50	Engraving & Trophies		270.00	
327.75	Insurance		379.50	
140.50	Postage		180.50	
90.02	Printing & Stationery	131.39 619.22	Subscriptions	300.00
825.00	Taupo 50th Anniversary		8,656.26	
32.48	Trailer Expenses		0.00	
552.00	Website		565.50	
<hr/>				
9,157.39				12,887.38
	<u>Balances, 31 August 2023</u>			
6,298.56	Club Account 00		3,080.99	
133.96	Accelerater Account 50		4,731.25	
19,640.44	Term Deposit 72		12,362.61	
<hr/>				
\$26,072.96				<u>\$20,174.85</u>



NORTH ISLAND MODEL A FORD CLUB (INC)

17th NATIONAL RALLY 2025

STATEMENT OF RECEIPTS AND PAYMENTS

for the year ended 31 August 2023

<u>2022</u>			<u>2023</u>
	<u>Balance, 1 September 2022</u>		
0.00	17th National Rally 2025 Account 51	0.00	
0.00			0.00
	<u>Plus Receipts</u>		
0.00	Early Bird Receipts	2,940.00	
0.00	16th National Rally 2021 Advance	3,000.00	
0.00	Interest Income	47.75	
0.00			5,987.75
	<u>Less Payments</u>		
0.00	Bank Fees	1.00	
0.00	Copthorne Deposit	2,000.00	
0.00	Logo	575.00	
0.00			2,576.00
	<u>Balance, 31 August 2023</u>		
0.00			
\$0.00		<u>\$3,411.75</u>	
	17th National Rally 2025 Account 51		3,411.75



NORTH ISLAND MODEL A FORD CLUB (INC) STATEMENT OF INCOME AND

EXPENDITURE

for the year ended 31 August 2023

<u>2022</u>			<u>2023</u>
	<u>Income</u>		
5,990.00	Membership Fees	7,225.00	120.36
0.00	Sundry Income		416.31
<u>6,110.36</u>			<u>8,316.77</u>
	<u>Less Expenditure</u>		
775.11	Badges		253.16
0.00	Bank Fees		60.00
2,430.83	Club Functions		806.43
569.98	Computer Expenses		542.14
235.00	Depreciation (Note 1)		189.20
239.50	Engraving & Trophies		270.00
323.04	Insurance		336.26
140.50	Postage		180.50
90.02	Printing & Stationery		131.39
619.22	Subscriptions		300.00
0.00	Taupo 50th Anniversary		10,008.76
32.48	Trailer Expenses		0.00
552.00	Website		565.50
<u>6,007.68</u>			<u>13,643.34</u>
<u>\$102.68</u>	<u>Excess of Income/Expenditure</u>		<u>-\$5,326.57</u>



NORTH ISLAND MODEL A FORD CLUB (INC)

STATEMENT OF FINANCIAL POSITION

as at 31 August 2023

<u>2022</u>		<u>2023</u>
	<u>Accumulated Funds</u>	
26,561.79	Balance 1 September 2022	26,664.47
102.68	Plus Excess of Income over Expenditure for the year	-5,326.57
<u>\$26,664.47</u>	Balance 31 August 2023	<u>\$21,337.90</u>
	<u>REPRESENTED BY:</u>	
	<u>Current Assets</u>	
6,298.56	Club Account 00	3,080.99
133.96	Accelerator Account 50	4,731.25
19,640.44	Term Deposit 72	12,362.61
0.00	17th National Rally 2025 Account	3,411.75
0.00	Membership Fees in Arrears	90.00
527.50	Merchandise on Hand 0.00 825.00	Taupo 50th Anniversary 0.00
273.01	Prepaid Insurance	316.25
<u>27,698.47</u>		<u>23,992.85</u>
	<u>Non-Current Assets</u>	
946.00	Plant & Equipment (Note 1)	756.80
<u>28,644.47</u>	<u>Total Assets</u>	<u>24,749.65</u>
	<u>Less Current Liabilities</u>	
0.00	17th National Rally 2025 Fund	3,411.75
70.00	Prepaid Awards Night	0.00
1,910.00	Membership Fees in Advance	0.00
		<u>1,980.00</u>
	<u>3,411.75</u>	
<u>\$26,664.47</u>	<u>Total Net Assets</u>	<u>\$21,337.90</u>

Note 1: Plant & Equipment

<u>Item</u>	<u>Opening Val</u>	<u>Depn Closing Value</u>	
	0.00	0.00	0.00
Tables, Chairs, Cups	0.00	0.00	0.00
Spring Spreader	0.00	0.00	0.00
Signs	0.00	0.00	0.00
A Frame	0.00	0.00	0.00
Sectioned Engine	508.00	101.60	406.40
Gazebo (20% DV)	Donated	0.00	0.00
Trailer	0.00	0.00	0.00
Laptop	438.00	87.60	350.40
BBQ (20% DV)	<u>\$946.00</u>	<u>\$189.20</u>	<u>\$756.80</u>

AUDITOR'S REPORT TO THE MEMBERS OF THE NORTH ISLAND MODEL A FORD CLUB (INC)

I have audited the Statement of Receipts and Payments, Statement of Financial Performance and Statement of Financial Position. The financial statements provide information about the past financial activities and financial position of the Club as at 31 August 2023.

Auditor's Responsibilities

It is my responsibility to express an independent opinion on the financial statements presented by the Committee and report my opinion to you.

Basis of Opinion

An audit includes examining evidence relevant to the amounts and disclosures in the financial statements. It also includes assessing:

- the significant estimates and judgments made by the Committee in the preparation of the financial statements; and
 - whether the accounting policies are appropriate to the Club, consistently applied and adequately disclosed.
- I conducted my audit in accordance with generally accepted auditing standards in New Zealand. I planned and performed my audit so as to obtain all the information and explanations which I considered necessary in order to provide me with sufficient evidence to give reasonable assurance that the financial statements are free from material misstatements.

In forming my opinion, I also evaluated the overall adequacy of the presentation of information in the financial statements. I am a financial member of the Club.

Qualified Opinion

I have obtained all the information and explanations I have required. In common with other organisations of a similar nature, control over the income prior to its being recorded is limited and there are no practical audit procedures to determine the effect of this limited control.

In my opinion:

- proper accounting records have been kept by the Club as far as appears from my examination of those records; and
- subject to the possible effect of the limited control over income referred to in the preceding paragraph, the financial statements:
- comply with generally accepted accounting practice; and
- give a true and fair view of the position of the Club as at 31 August 2023 and the financial results of its activities for the year ended on that date.

My audit was completed on 24 September 2023 and my qualified opinion is expressed as at that date.



Martin Perkinson
JP, M.Com (Hons), Dip Tchg

Awards Presented at AGM Dinner



**Best Amateur Restoration
Ross Bellamy**



**The Ladies Trophy to
Joss Costello**



Hubley Champion Bruce Stratton

Attendance Cup to Don Connew

Concours Cup to David Heilbron

Pride of Ownership



**Aubrey Bateman Trophy to Marty
Perkinson for years of Audits**



**Endeavour Trophy
Martin Rees**



**Best Commercial to Steve
Driver and Terry Costello**



**Elegance Award to
Marlene and Andrew
Costello**

Interclub Hubley Challenge at Taupo Cossie Club.

A Hubley is not essential, come along and spend a weekend in Taupo and join in the fun.

17th/18th/19th November 2023.

For planning purposes please either return completed form below by email, or phone Tony.

Programme in brief.

Friday: Meet and greet at Cossie Club, 5 Taniwha Street. 5.00 pm. If you wish to dine at the Club, please book in as you arrive, but as we will be dining here Saturday night you may wish to try out one of Taupo's many Restaurants, and check out the new Lakefront area.

Saturday: Explore Taupo. Shopping, Lake Cruises, Mini Golf, Lava Glass, L'Arte, Gardens, etc.

Saturday afternoon: Set up Hubley Track.

Saturday: **3.00pm**, Cossie Club, Workshop on Hubleys.

Presented to you from seasoned Racer's and Builder's.

Practice session to tune your cars in.

Official Racing from 5.00pm to 6.00pm, followed by Prizegiving and Dinner.

Accommodation, your responsibility. Anything from Haka Lodge (\$113 per night) to Huka Lodge.(\$3000 per night but unfortunately already booked out.)

Handy to Cossie Club are: Bella Vista Motel, 07378 9043:Haka Lodge 073770068: Suncourt Hotel, 07378 8265: or Book a Bach or a motel of your choice.

Further away: Wairakei Resort: 07374 802. Special rates by joining their Club and booking online. Lakeland Resort: 07378 3893 . Reasonably priced.

Names	Phone	Hubley 0/1/2/3	Fri: Dinner Number	Sat Dinner Number	Home Club

Contact Tony Mannington for any inquiries. Ph 0274942445 or tony.mannington@xtra.co.nz

Club:NIMAFc: North Island Model A Ford Club Contact Person: Tony Mannington.

Club:HBMAFC Hawkes Bay Model A Club Contact Person: Terry Hart

If we could have all Hubley cars pre-registered before the event we can load all our Hubley cars into the 'Derby Magic' program prior to the event.

Entries close on the 4th November 2023. Send to tony.mannington@xtra.co.nz

Late entries will be at the decision of Race Control.

MOTAT Live Day, Sunday 17

September

Jenny Levinson & grandson, Niko (14)

On the 3rd Sunday of each month, the Museum of Transport & Technology (MOTAT) has a Live Day, when the Museum's operational collection comes to life. There's always plenty going on at these Live Days, including the Print Shop, Blacksmith in action, Lollyman, Little Flick, live music and more.

Although allocated 12 parking spaces, our Club managed to display 13 Model A's at the September Live Day, with many photos taken and questions asked. After making a circuit of our car (with its twin side-mounts), one little boy wanted to know why it had 6 wheels.

Our intrepid member, Don Connew, drove down from Mangapai near Whangarei, a round trip of 300kms in his smart 1930 Coupe. Ross Bolton had driven from Mangawhai, via the previous day's Thames swap meet. Graham & Ollie Thompson planned to drive up from Hamilton, but sadly had to cancel just before the event due to a family bereavement. The Club sends condolences to Ollie & Graham. It was good to see new members, Ray & Raewyn Spick join in too in their 1930 Fordor.



The sun mostly smiled on us for the day, many took the free heritage trams past the Zoo to MOTAT's outstanding Aviation Hall off Motions Road, also rode the steam train while over there; several of us enjoyed playing the large wooden games near the front entrance (Niko was crowned champion) and some just stayed put and enjoyed the buzz at this popular Museum.

MOTAT was happy to have us display our Model A's near the Transport Workshops and would welcome us back annually if we wish. Before our arrival, Ralph had to complete some form filling for each car. Health & Safety Rules needed to be observed within the Museum's grounds. To our amusement, this included ensuring our "hazard lights" were operating while moving our cars.



28's Rule at the Birkenhead heritage Festival



Thanks to those who attended and helped make this a successful day despite the weather.

50 years ago in the Club

(August - September 1973)

From the Minutes Book:-

(August) The first year came to an end and the first AGM was held at the Vintage Car Club rooms Penrose, on the 28th August 1973.

Election of officers = Club Captain = Alan Minson, Vice Captain = Warwick Woollams, Secretary/Treasurer = Stan Ayling, Newsletter Editor = Roger Bale, Committee = Mark Henson, Ray Williams, Adrian Irwin. Paul Hansen was co-opted to be organizer of social events.

In general discussion, it was decided for the PO Box to be 32054 Devonport. Parnell Play Centre to be tried for monthly meetings at a cost of \$3 per evening. Meetings to be held on the 3rd Monday of the month. Secretary was to write to parts dealers seeking a discount for Club Members.

(September) Committee meeting was held at Warwick Woollams residence on Friday Sept 7th.

A notice to be put in newsletter re subscriptions due. New club cards to be printed. Also a rubber stamp with the club details and address to be made. Designs for a club badge were discussed as Peter Harvey had agreed to produce these. Rally instructions were to be produced and given to all members.

Planning of events – a workshop night to be held at Adrian's Sat 6 October.

Committee meeting Sept 17th. Discussion on technical articles for the newsletter, The Club Badge, more designs sought, Applications forms to be available for new members. John Rush, Michael Hillier and John Jackson accepted as new members.

From Newsletter Volume 1 Number 12, August 1973.

August:-

Club membership rose over the first year from 14 to now be 40. There were articles on The Russian Model A Jeep, Model "A" Aero engine, and details on the coming club night and coming events.

A Club Run was planned to go to Tuakau. (remembering in 1973 Tuakau was a long way from any Auckland motorway)

Paul Smith (Club Historian & Life Member)

Tech evening, 13 September

Where Stephen Upson's workshop, Northcote

What Flow testing of Zenith carburetor jets

20 Club members turned up for an informative evening run by Rob Brown, unravelling the mysteries of Zenith carburetor jets.

Rob used a PVC pipe rig for a constant column of water, 36 inches high (0.914mm). Near the base of the pipe, he attached a right-angle outlet pipe, with a threaded brass plug into which the jets could be screwed.



Best flow rates –

Main jet	150 – 160ml/minute
Cap jet	170 – 190 ml/minute
Idle jet	44 – 50 ml/minute
Compensating jet	155 – 165 ml/minute (provides extra fuel at higher speeds)

Rob measured the water flow into a graduated container over 1 minute. The flow test simply and effectively indicates whether the holes in the jets produce a flow within the above guidelines. Or whether the hole in a jet is too big, or too small.

The evening finished with hot drinks and shared food. Big thanks to Stephen and Rob.

Ralph Levinson

Photo on right shows flow testing rig. 25mm ID high pressure water pipe is used. Water enters at the bottom orange hose connection, rises toward the open top and flows down the left pipe to waste. This ensures a constant head of 36 inches above the bottom Tee where the jet being tested is screwed into the threaded brass plug. Flow can be adjusted to just maintain the head. Jets should be installed to test in same flow direction as in carburetor. Opposite direction gives at least 10% error, and flow pattern can't be observed.

Good information on this can be found at Model-A.org.

Flow rate information does vary from place to place, but on the night we found an almost totally blocked idle jet that had been causing problems.



Unless an early car, most of our Model A's will have a single venture carburettor with a Secondary well. These are the jets for that carburettor...

Jet	Number	Flow in ml/min	Size "	mm
Main	#20	150-160	0.0394	1.0
Compensator	#19	157-161	0.0374	0.95
Cap	#20	180-190	0.0394-0.0409	1.0
Idle	#11	45-55	0.0216-0.0236	0.55
Throttle plate	#181/2	Keyhole shape idle discharge port		

Other sources have different flow figures

Main 170-185 for better performance but worse fuel consumption

Compensator 138-142 or 155-165

Cap jet 170-190 or 150-185

Idle 44-48

The above from "Ford Garage" website and Model-A.org

To the Sticks and Back was an apt title for the last club run. Wade and Tricia ticked all the boxes with this one. A casual start for a Sunday morning, for the North Shore types at least, some excellent Model A era backroads, some tricky questions and a good lunch stop at the Riverhead Tavern to get over it. The weather was patchy and probably deterred a few, but keen folk from the Waikato and winterless North were there. If you find a jandal on the roadside please call Don Connew.



Broke down in my Model A! No!! (Bill Duffy)

In the past 40,000 miles in my other 3 “A”s, I always managed to get home.

Number One 1928 Tudor. Purchased 1972

Drove from Ranfurly to Dunedin towing an empty but heavy trailer at night with

6 volt lights. The engine missed badly all the way, with the occasional frightening explosion. At home



Haast Rally near Lake Hawea

next morning I did a compression test to find 3 @ 60 approx. psi and

exactly “zero” psi on Number 1!

The explosions of course were due to raw fuel in the exhaust manifold.

The problem was a welded repair on the exhaust valve had dropped off.

The vanadium steel crankshaft must have been twisting a bit (And didn't Break!!) under load on the

big hills on the Pig Route, but the mains and rod bearings were still

sweet.

Number Two 1928 Phaeton. Restored in mid '70s.



Gates of Haast 1977

In this car Robyn and I drove from Dunedin to Kaitaia and back mainly

pulling magnificently in the “long cog” cruising at a lazy 40mph. Two

minor problems were fixed with washers and 10 gauge wire. (Loose

fan rivets and a jammed

brake equalizer shaft.)

Editors Note

Bill, you left out the bit about driving the unlit chassis at night and at speed around the Coastal road to Portobello in Dunedin.

Number Three 1929 Roadster pickup. Restored in 1990s



I drove to work each day in Tauranga with a very tired engine, but it never let me down. It consumed 1 pint of oil to about 20 miles and compressions varied from 5 to 25 psi!! It could still get along at 35-40 mph. and the plugs didn't oil up mainly because the rear main leaked so bad. When I parked up each morning for work I would put an old saucepan under The rear main to collect about 1/3rd pint of oil during the day. Later I put a better engine in it.

Number Four 1930 Roadster (current car) purchased 2019



THEN

In the last 3 weeks my '30 Roadster was missing ever so slightly under load. All hell broke loose, 2 weeks back and the motor missed so badly with rough running that I thought it was going to self-destruct! All power vanished. I managed to park up on the footpath near Rangitoto College in heavy traffic. I called up John Castle who lives nearby. John kindly towed me home. Model As should not break down, or so I thought! After 1 hour checking points, plugs and carb jets with no results, I had lunch, refreshing my aging brain and then looked at the single, 30 amp after market fuse that Henry and Edsel, for some reason thought was not necessary. It was loose! Solution – I squeezed the contacts for a better fit. She purrs now and doesn't Complain.

The Birth of a 150B by Steve Driver

The Model 150B is quite a smart looking Station Wagon and when Murray Ashby asked if I could assist with the wood work how could I say no!

Murray for the record, gave me some essential data and details when I started on my Wagon some years ago. He contacted John Herd of the Nelson region who had built a 150B in the 1970's - I have never viewed this car apart from photos and I may say it looked pretty good! John had procured plans from the "Woody Chapter" in the USA and he very kindly offered us the use of these - I was also able to procure some clearer copies from Bill Ross in Australia - from all of these sheets I had quite a few enlarged (no such thing as "scaled") - each drawing is basically a plan of a "part" - there is no instruction given on what fits where but that keeps things interesting to say the least - each "part" is laid out and some of the dimensions are as little as 1/64" - that is 0.0155 of an inch!!! - rather exacting!

John also located his cutter for the beltline - and Hugh Hulse ran the timber for this - a by chance stroll thru Early Ford in Chch and a chat with George Spriggs and the source of the correct finger joints was found - both of these were of great help and significant savings!

The timbers for the job are from the USA and are available in AK - not cheap and a bit questionable in grades - we have used the appropriate timber types (Ash & Maple & Larch ply) apart from the roof battens as that timber (Basswood) is not available in NZ



Floor assembly - consists of a framed rear platform (mortise joints with epoxy glues) with out-rigger front sills forward to the cowl - the beam at the rear of the seat riser ties these to the rear section along with a steel rear wheel support - the floor timbers are Ash - quite tough and long grained - the front sills are laminated. The planked floor has several recesses to accept seat mounts and anchors

Roof - This as well as all timbers above the floor is Maple - light in color – requires very sharp tooling – the side rails are shaped over the front doors and also reduced in thickness from the B pillars forward and they are drawn inwards over shaped blocks toward the windscreen header. The ribs are laminated to hold shape and for strength - the front 3 ribs are glued into shaped pieces each side more for ease of assembly rather than strength - 19 pieces of timber in all plus the Hemlock battens still to be fitted.



Finger jointed wheel arches

Rear quarter and tailgate - To our knowledge Ford did not use glues in any joint apart from the finger jointed wheel arches & the plans call for some double tenon joints for strength and rigidity – one imagines cutters for such were available – our substitute is simply time – the joint at the bottom of the rear door hinge post took several hours ! The wheel arches puzzled me as I had thought them to be a radius – not so – only part radius and then straightened out!! – that particular plan had me thinking for a while



We still have some way to go but when the rear quarters are put away it is onto doors and trim and hardware and -----

Committee contacts:

- **Club Captain** Wade Alexander 0272722130
nimafc.captain@gmail.com
- **Vice - Captain** Andrew Costello 021943063
nimafc.vicecaptain@gmail.com
- **Secretary** Martin Rees 0274964200
nimafc.secretary@gmail.com
- **Treasurer** Kirsten Courtney
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- **Committee** Hugh Hulse 021599981
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- **Historian:** Gary Learmonth 0272680421
gflearmonth@gmail.com
- **Historian:** Paul Smith 027-485-2234
smithfordnz@gmail.com



Model A owners hands are wanting to get to grips with the single cylinder Ruston Hornsby kindly started for us by the boiler attendant at Motat. The steam tram recently trialled burning compressed bark as boiler fuel. 50% more volume over coal was needed, but only 10% of the ash produced. An ongoing experiment which could auger well for steam enthusiasts.



Classified Advertisements

6 volt Batteries

After a lot researching, I bought a battery from Battery Direct, Whangaparaoa.
Ph 0800128658, email sales@batterydirect.co.nz
Mine cost \$196 delivered, in March this year.
Graham Thompson

Newsletter Editor/Website Corner - www.modelaford.co.nz

What is wrong with Auckland? At present there is no interest from Ports of Auckland, Council, Panuku or the National Maritime Museum in saving this piece of history. Editor.

TUG "WILLIAM C. DALDY"

NOTICE OF INTENTION TO DISMANTLE OR SCRAP A HERITAGE VESSEL IN AUCKLAND N.Z.

PUBLIC NOTICE IS GIVEN THAT DUE TO RECENT COVID AND WEATHER EVENTS, THE CURRENT LACK OF FINANCIAL SUPPORT FROM GOVERNMENT, PORT OF AUCKLAND OR MNZ, PLUS A LACK OF CERTIFICATED CREW AND EXPERIENCED VOLUNTEERS, THE 1935 COAL FIRED, TRIPLE EXPANSION STEAM TUG "WILLIAM C. DALDY" IS CURRENTLY LAID UP UNTIL FURTHER NOTICE. (AUCKLAND COUNCIL PROVIDE FREE BERTHAGE AT DEVONPORT BUT NO MONETARY SUPPORT.)

ALL OPTIONS ARE BEING CONSIDERED BUT UNLESS A SOLUTION IS QUICKLY FOUND IT WILL BE NECESSARY TO DISPOSE OF THE VESSEL AND FITTINGS WITHIN THE NEXT 12 MONTHS.

A SPECIAL MEETING TO DISCUSS THIS WILL BE HELD ON SUNDAY 29TH OCTOBER 2023 AT 11am IN THE DEVONPORT YACHT CLUB. VISITORS WELCOME WITH PAID UP MEMBERS ONLY ELIGIBLE TO VOTE.

SHOULD THE HULL BE SCRAPPED IT IS HOPED THAT PERMANENT HOMES CAN BE FOUND FOR THE HISTORICAL ARTIFACTS SUCH AS ENGINES, PUMPS, WINCHES, WHEELHOUSE, FUNNEL ETC.

ALL FEASIBLE SUGGESTIONS ARE WELCOME PREFERABLY WITH OFFERS OF MONEY OR VOLUNTEER TIME. PLEASE FORWARD THIS NOTICE TO ALL YOUR MARITIME CONTACTS AND SOCIAL MEDIA. FOR MORE INFORMATION SEE WWW.DALDY.CO.NZ, OUR FACEBOOK PAGE. OR CONTACT royswan45@gmail.com Mob.+64272469461



Editor email nimafc.editor@gmail.com

Please send articles/reports/photos to the Editor by 20th 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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