

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

Chapter Members of:



## MODEL A TORQUE

Month: September 2023

Issue Number: 2023//7



Going to the Sticks

**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	Event	Details
13 <sup>th</sup> Sept.	Wednesday	Tech Night	See Below
30 <sup>th</sup> Sept.	Saturday	Public Display	Birkenhead Heritage Festival
17 <sup>th</sup> Sept.	Sunday	Display our cars at the Motat Live Open Day	Arranged by Ralph and Jenny Levinson. Flyer to come
1 <sup>st</sup> October	Sunday	Annual General Meeting	4pm at Remuera Club followed by meal at 6-6.30pm
11 <sup>th</sup> October	Wednesday	Hubley Practice	Bruce Stratton
15 <sup>th</sup> October	Sunday	Club Run by Andrew and Marlene Costello	See page five.
15 <sup>th</sup> November	Wednesday	Tech Night by Martin Rees	Air Cleaners and snorkels
18 <sup>th</sup> November	Saturday	Hubley racing at Taupo	See page three.
10 <sup>th</sup> December	Sunday	Christmas in the Park	Ralph and Jenny Levinson

***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.***

### **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
10 <sup>th</sup> September	Sunday	All Ford Day and swapmeet Claudelands Event Centre
30 <sup>th</sup> Sept.	Saturday	Birkenhead Heritage Festival
6 <sup>th</sup> -7 <sup>th</sup> October	Friday, Sat. Sun	Canterbury VCC McLeans Island Swapmeet
29 <sup>th</sup> October	Sunday	Swapmeet Taupiri
19 <sup>th</sup> November	Sunday	Cambridge Swapmeet
11 <sup>th</sup> 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.**

**Tech Night Wednesday 13<sup>th</sup> September 7pm**

**Flow testing Zenith Carburetor Jets**

**Stephen Upson's workshop behind the Z station, corner of Ocean View and Sunnybrae Rd Northcote, near the Northcote offramp.**

**Bring something for supper and your jets for testing.**

# September Club Run

## Museum of Transport & Technology (MOTAT)

- Our Model A's on display during Live Day -

**When** Arrive 9.00 – 9.45am, Sunday, 17 September 2023

**Where** MOTAT, Great North Rd, Western Springs

Arrive Gate D, Stadium Rd by 9.45am

Model A's will be directed to the display site near the Road Transport workshop.

MOTAT has asked display cars remain to 4.00pm. Anyone needing to leave earlier can do so, provided a MOTAT team member guides their departure.

**Parking**

Moderns please use public car parking.

**Live Day**

The Blacksmith, Print Shop etc will be functioning at Great North Rd. Over at the Aviation Hall, Motions Rd, videos & interactives, steam train running, military vehicles etc, with a Live Day emphasis on flying.

**Trams**

Free heritage tram rides from/to Great North Rd and the Aviation Hall on Motions Rd.

Departing every 15 minutes (every 30 minutes over the lunch period).

**Costs**

SuperGold card holders (with card), free.

In addition, up to 2 pre-booked complimentary tickets per display car.

Other adults, \$19.00 (show your valid AA Membership card for 20% discount).

Children, under 5, free; 5 – 15 years, \$10.00.

**Club Room**

MOTAT has reserved a room above the café for our use.

The Café will be open.

**IMPORTANT!** Display car space is limited.

**IMPORTANT!** Please 'phone Ralph or Jenny Levinson if you plan to bring your Model A.

MOTAT will then email you your complimentary entry tickets.

**To Book**

Ralph 021 1727 637

Jenny 027 2848 666



## **.Advance notice for October Run**



### **Sunday 15<sup>th</sup> October 2023**

Paeroa Run

Meet at BP Motorway Service Station Centre Papakura

9.30am for a prompt start at 10am Departure

We are travelling 58kms through to Te Kauwhata where we will stop at 10.45 for 10 mins to allow any Model A's from the south to join and then continuing on the inland scenic tour through to Paeroa, a further 62 kms to the One on One café for lunch or Picnic at the Karangahake Gorge.

You may want to walk through the Gorge.

There will be questions on the way for those who are inclined.

Contact Andrew Costello 021 943 063



## 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.**

**17<sup>th</sup>/18<sup>th</sup>/19<sup>th</sup> 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.

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

Contact Tony Mannington for any inquiries. Ph 0274942445 or [tony.mannington@xtra.co.nz](mailto:tony.mannington@xtra.co.nz)

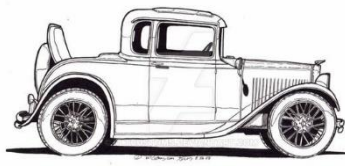
Club:NIMAFc: North Island Model A Ford Club Contact Person: Tony Mannington.

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](mailto:tony.mannington@xtra.co.nz)

Late entries will be at the decision of Race Control.



## Captains Comment

Hi all,

Trust everyone is well, if you do know someone is going through a rough patch please let your committee know so that the club can support them as we all have a common interest and care for each other

Nice to have a bit of sun around now providing us with warmth.

The tech night for August was held with Greg Stokes, of GMS Hotrods specializing in Hot Rod custom design and metal fabrication. He is NZ Agent for Pete & Jakes Hot Rod parts, Brookville Roadster, Sid Chavers Bop Top, Roadster Supply & Retire Whitewall Cleaner. Few turned up for this event and I was one of those who did not as well so hopefully someone else will give us a report on this

August Sunday's run was doubtful as the weather forecast was atrocious, & VCC were having their daffodil run. However as the week progressed we picked up a few interested people, making the decision harder. Tricia and I as organizers had to be there, so we decided we would do it but of course we're still in the modern. We checked the weather and decided if we were lucky we would get a little break in the weather. We left home with the run notes at 10.15 am thinking we would get there before anyone else. Well that was not early enough with 3- 4 Model A's and one modern waiting for us at the Silverdale bus station. We waited till just after 11 am for everyone to turn up, ending up with 7 Model A and 4 moderns approx. 22 people so pretty good turnout including Ross / Don from North also Ollie and Graham from South, special thanks to them and thanks to everyone else for making the effort. We made our way north through Orewa. First problem, one "A" broke down on the side of the road. We stopped but fortunately Dave was in attendance with Karen and he diagnosed the problem of the pin holding gear lever in had dropped out leaving someone to hold this in their hand a new take on the "handbrake award". As no one had anything we could use for a pin it was decided we would carry on and Dave and Marty went off to hardware shop to get something to use as a pin, leaving Anne and Karen to look after the car. Timing of the run meant once they got the car going it was better for them to head straight to Riverhead Historic Tavern where we were all meeting for lunch, they got there okay and as Marty ended up with no second gear I can report that he and Ann arrived safely home afterwards.

Otherwise it was pretty uneventful with us going to Waiwera, then heading west under old state highway one and the new to Wainui, past Sweet Bliss, (the chocolate place Tricia refused me to go and buy from!) up Forestry road around Riverhead forest onto Old North road, onto Deacon and down into Riverhead. Everyone arrived safely even though a few miss directions were made (Deacon road does have a sign). We enjoyed each other's company having refreshments. Ah but wait (thanks Anne Marie for telling me) but we were missing Graham and Ollie. After giving them a quick ring, I knew roughly where they were and decided it would be better if I went to them and guided them in. They were on the right track but just had further to go. Everyone survived, everyone was a winner and all got a chocolate bar with winners Rob & Trish getting a bonus for answering the most questions correctly.





### **Don't forget keep an eye on events in the calendar**

AGM & Awards afternoon/night will be Sunday first of October. Official Notice of AGM , nomination forms for committee (this is your chance ), remit form will be emailed out soon. **This is a very important day for your club, your chance to make a difference whether to take up a role or support your committee.** Looking forward to seeing you all there.

An update for the 2025 Model A National rally has been sent out now with your rally committee meeting regularly

Kirsten Courtney, our Treasurer, is doing a good job as do all the committee, thanks. I believe our accounts for our subs are coming out shortly, if you don't get one you probably paid too much in the past. Please ensure when you make payment you pay into account

listed on account otherwise this will create more work for her On behalf of your committee, Take care of yourselves and your A's

### **Annual General Meeting**

**AGM will be held this year on the 1<sup>st</sup> of October, 4pm at the Remuera Club 27 Ohinerau St. Remuera.**

**Following the meeting, and subject to there being 30 diners, a meal will be available around 6 to 6.30pm. Cost per person is \$40.25 Please email Martin Rees at [nimafc.secretary@gmail.com](mailto:nimafc.secretary@gmail.com) to confirm numbers for catering.**

## **Notices**

### **Ellerslie Concours d'Elegance**

For several years the North Island Model A Ford Club has had a presence at this large car show. What is needed for 2024 is someone to co-ordinate our club's display and a number of members willing to show their cars. If you could take this on please contact a committee member. The event will be held on February the 11<sup>th</sup> next year and lasts for most of the day.

### **Birkenhead Heritage Festival**

Again we have been asked to display cars outside the Birkenhead Library during the local heritage Festival To be held this year on Saturday September 30<sup>th</sup> we need cars for display. Assembly is behind the Zion Hill



Church at the top of Onewa Rd at 10am followed by a short parade through the shopping centre, to be parked outside the library at 11am.

With live entertainment from the "era" singers the Madelines and later a "Big Band" and plenty of cafes, restaurants and bars nearby, this is always a good day. Era costume optional but encouraged. There is an offer to print and laminate a story about each car, but the contents need to be forwarded about 2 weeks prior.

If you can attend please contact Rob Brown on [rtmgbrown@xtra.co.nz](mailto:rtmgbrown@xtra.co.nz).

### **Trophies and Cups**

If you are holding a trophy from the club, then please contact Warren Thorburn on 021476440 about getting it back to the committee ready for this years' prize-giving. Better still, if you have time to give it a polish as well, that would be great.



## . TECH NIGHT AT GMS HOT RODS

It was a cool and blustery evening on a wintery August night with the odd heavy shower although this did not discourage the 8 members that attended a very informative evening

Greg and his partner Tania together with Greg's Father Mark had prepared an excellent evening with the BBQ ready and table some food available

The new workshop now well set up after Greg moving in only 13 weeks ago was brimming with exciting projects and lots of goodies to see

The replica Morari we all loved racing in the allcomers series many years ago looked amazing. We all gathered around as Mark tried to start it as it had been running earlier that afternoon, but alas it would not fire, it was out of gas and there was no spare gas in the workshop, disappointed we pushed it back into the workshop, maybe another day

It was good to see our new member Antone Wilton along with Jim and Mark Corbett, Errol and Russell McAlpine, Dave Mossman, Dave Lane and yours truly attend the meeting

Greg and Mark showed us around explaining all the intricacies and excellent work that is done to a very high standard I must say. We all learned something new and came away after a very pleasant evening

Greg is a supplier of many brands of parts for hot rods and usually has Model A parts left over for sale, he specialises in Hot rod and custom car fabrication and design, also a New Zealand dealer for Pete & Jakes Hot Rod Parts, SOCAL Speed Shop, Brookville Roadster, Sid Chavers Bop Top, Roadster Supply & Retire Whitewall

A top evening was had by all, Thank you Greg Mark and Tania

Terry Costello



## Service with a smile and a towrope!

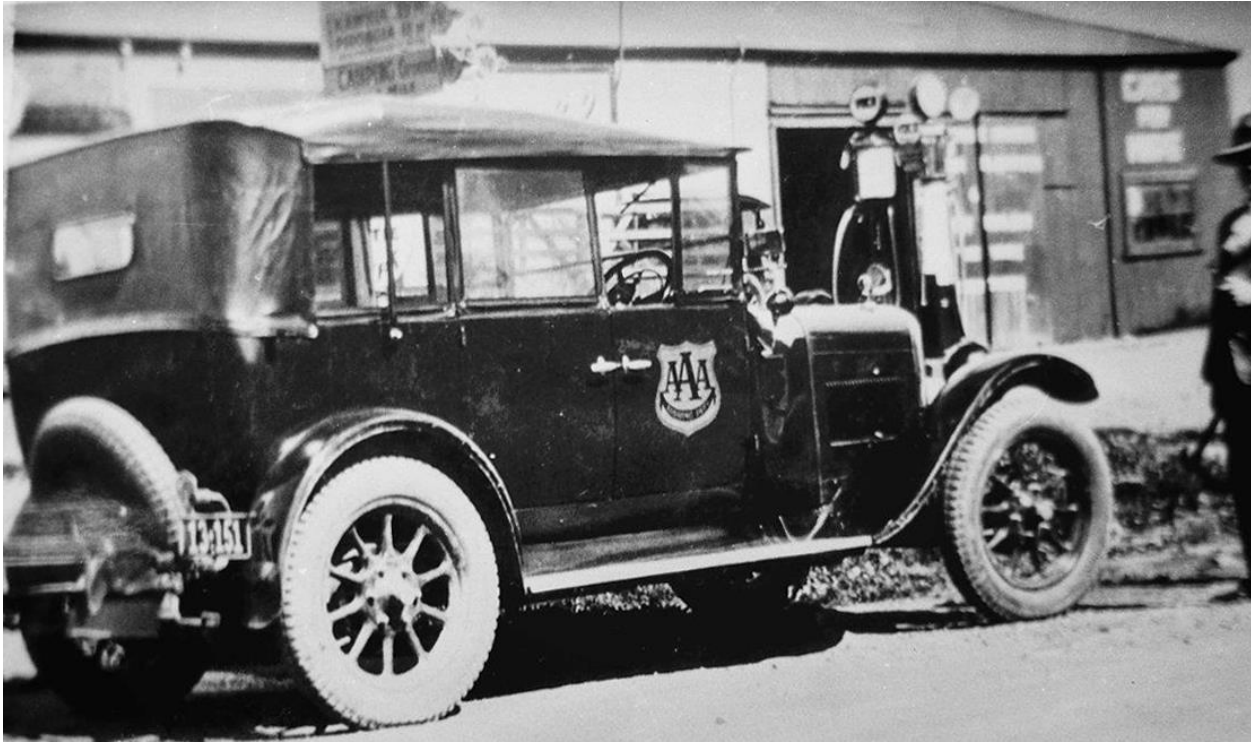
In these modern times we are used to getting roadside assistance at the press of a cell phone button. As my wife will say “what’s the worst that can happen? We get a ride home in an AA tow truck!” However back in the 1920’s roads in rural New Zealand were a challenging to say the least. Largely a semi developed network of cart tracks, slashed out of the dense native bush and often following the line of a pre-European foot trail. Bridges were far and few between, gravel was spread only as far as the township boundaries! So where was help when you ground to a halt in the Bonnies, in those days? Well, the AA had a scattering of regional service officers, whose job it was to offer assistance to those smart motorists who were members of the Association. Base in the larger farming centres that were the cross roads of several routes, their job was largely proactive in the sense that they would station themselves at the locally known trouble spots and be ready to advise, assist to make sure you could carry on your journey.

One such AA officer was Mr J. H, (Jack) Skow who had joined the AA back in 1926 as an assistant to Roy Champtaloup, who at the time was the entire service department! He accompanied Roy on many early road sketching and signposting trips around the province. This pioneering work quickly became the ubiquitous AA roadmaps and handbooks of the 1920’s.



In 1928 Jack joined the newly formed patrol corps, which keep him on the road on a territory from Auckland to North Cape!





Jack's 1st service car was an Austin 12/4 of 1925 vintage seen here on a mapping trip outside a garage at Otorohanga.

By the beginning of the 30's Jack was married and was assigned as the sole officer to the new regional office at Whangarei serving the whole of Northland District's roads. His patrol car was fortunately replaced by a 1930 Model A Roadster which did sterling work during the depression years as evidenced by the accompanying circa 1933 photos.



Jack Skow on roadside duty with his newly issued Model A Service Car





Preparing the roadster for the working on a flooded road at Kawakawa.



AA patrol car leads the way through a flood for road traffic big & small





Slow and steady Jack shows us how it's done with little bow wave!

No two days were same and he never knew whether he would be home for dinner or called out on an emergency. Besides towing out flooded vehicles, he also signposted flooded depth warnings and spent long hours on sentry duty at washouts! Jack soon discovered his major duty was helping stranded motorists, particularly tourists who were ill prepared for Northland's notorious roads. Jack's service car probably spent much of its time half submerged due to most of Northland's roads being awash for most of the year, (nothing's changed much since then!) Also, it wasn't the always the roads that caught them out, often an ill-timed run up one the West Coast beaches ended in disaster!



A big Fiat Saloon beyond help, succumbs to the tide on Bayley's Beach.

Jack continued to serve as an AA officer until 1938 before making a change into the Oil Industry where as a travelling representative, he came across many of his previous customers and acquaintances. Upon retirement Jack and his wife lived in Milford on



the North Shore. Jack passed away in 1974 and we are indebted to his wife to allowing us to share his photo album.

Post script: At about the same time as Jack's passing my younger brother Colin decided to purchase a 1930 Model A Roadster from the South Island. As I was working in Christchurch, I offered to drive it up to Auckland during the Christmas holiday break. Of course, the car was not quite as advertised and I had to spend 3 days at my cousins' garage in Culverden making her roadworthy!

The trip North was interesting and challenging especially when the left rear wheel decided to detach itself and hurdle the seawall along Kapiti foreshore! Fortunately, I managed to skid into one of the passing bays, take brisk dip in the tide to rescue the tyre, nicked a wheel nut from each of the remaining hubs and gently motor onto Levin for some vital repairs. In May/ June 1975 the AA Magazine "Auto Age" published an article about Jack Skow's service and I was asked by Dick Messenger if I could go along photograph Jack's album just in case there was something that could be used for the "Flat to the boards" book. My brother on seeing the images, thought it would be a great idea and a tribute to paint his roadster restoration in the 1933 AA colour scheme.

So being conscious of the good relations between the AA and the VCC, he correctly wrote to the AA, advising them what he would like to do. He was stunned to receive a not so polite reply firmly telling him that under no circumstances would they allow a vehicle outside of their fleet be painted in AA colours! This was despite there being already an Austin Seven down in South Otago decked out in the same period scheme. Their excuse was this had been an ex-AA owned car that had been donated to the local VCC branch with appropriate restrictions?

Disheartened by this official rebuff my brother later put the roadster up for sale and it moved on to John Burkitt of Kowhai Road Mairangi Bay.

I wonder where that car is today?

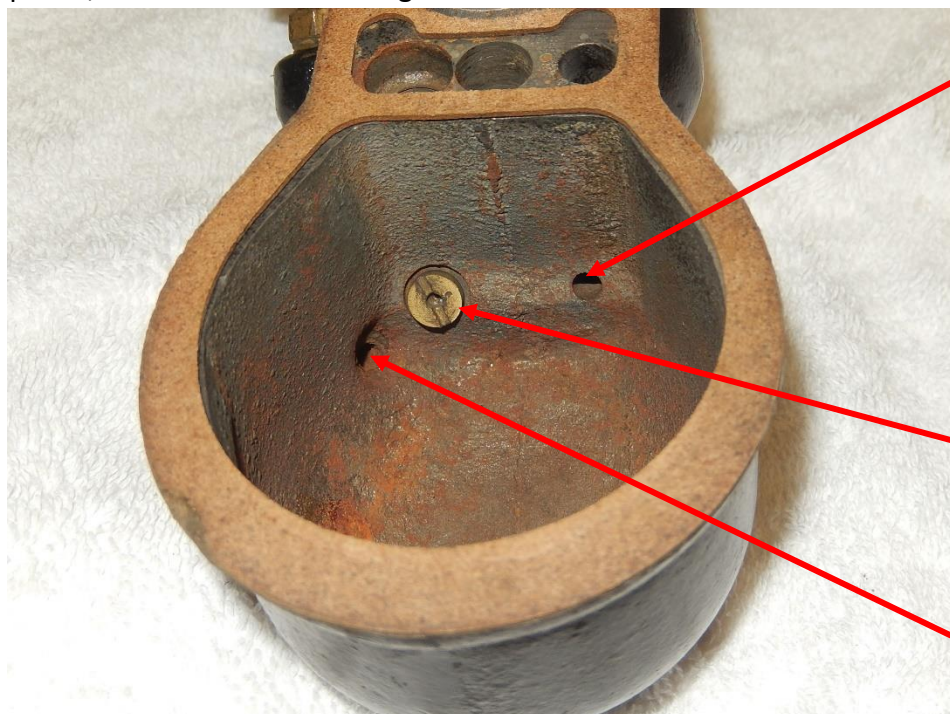
Ian Goldingham Waitemata Branch VCCNZ

Thanks to Katie Webster, Editor AA Directions Magazine



## The simplified Zenith Carburettor

There are many articles on restoration of the Zenith carburettor as used on the Model A, and like the rest of the car, its' beauty lies in its' simplicity. In order to better understand it myself, I have, with the help of those articles and a bit of compressed air, put together some photos and drawings showing the path taken by the petrol, and fuel mixture through the carburettor.



Outlet without restrictions to Main jet.

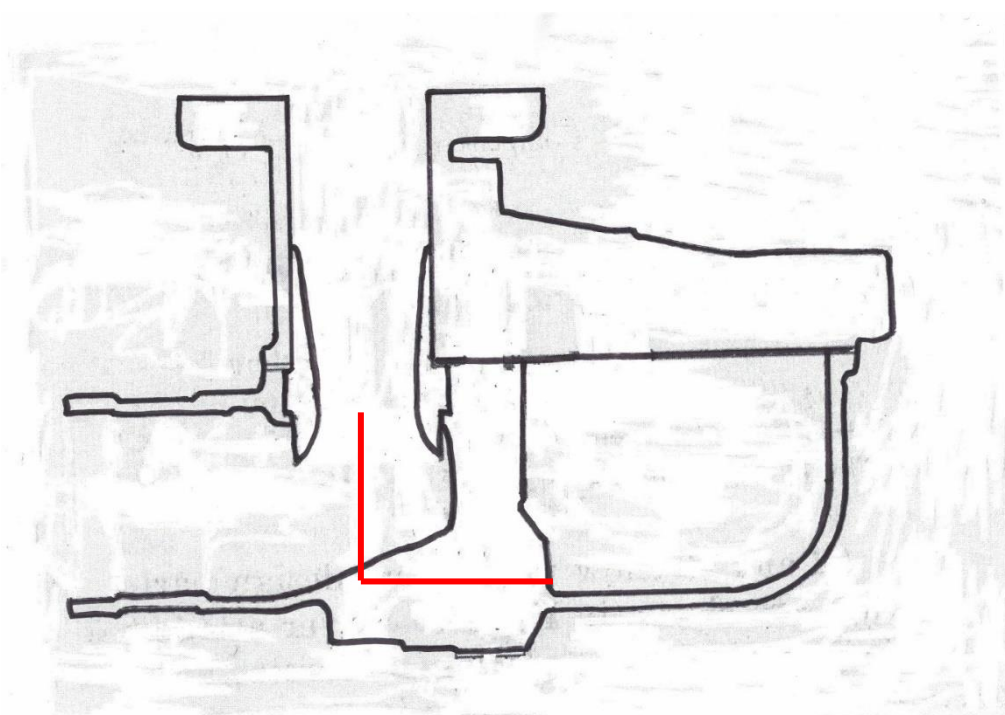
Numbered brass jet leading to both the idle jet and cap jet via the compensating well

Outlet to mixture adjusting Valve.

A later carburettor may have an air vent hole high on the side of the bowl above the main jet delivery hole.

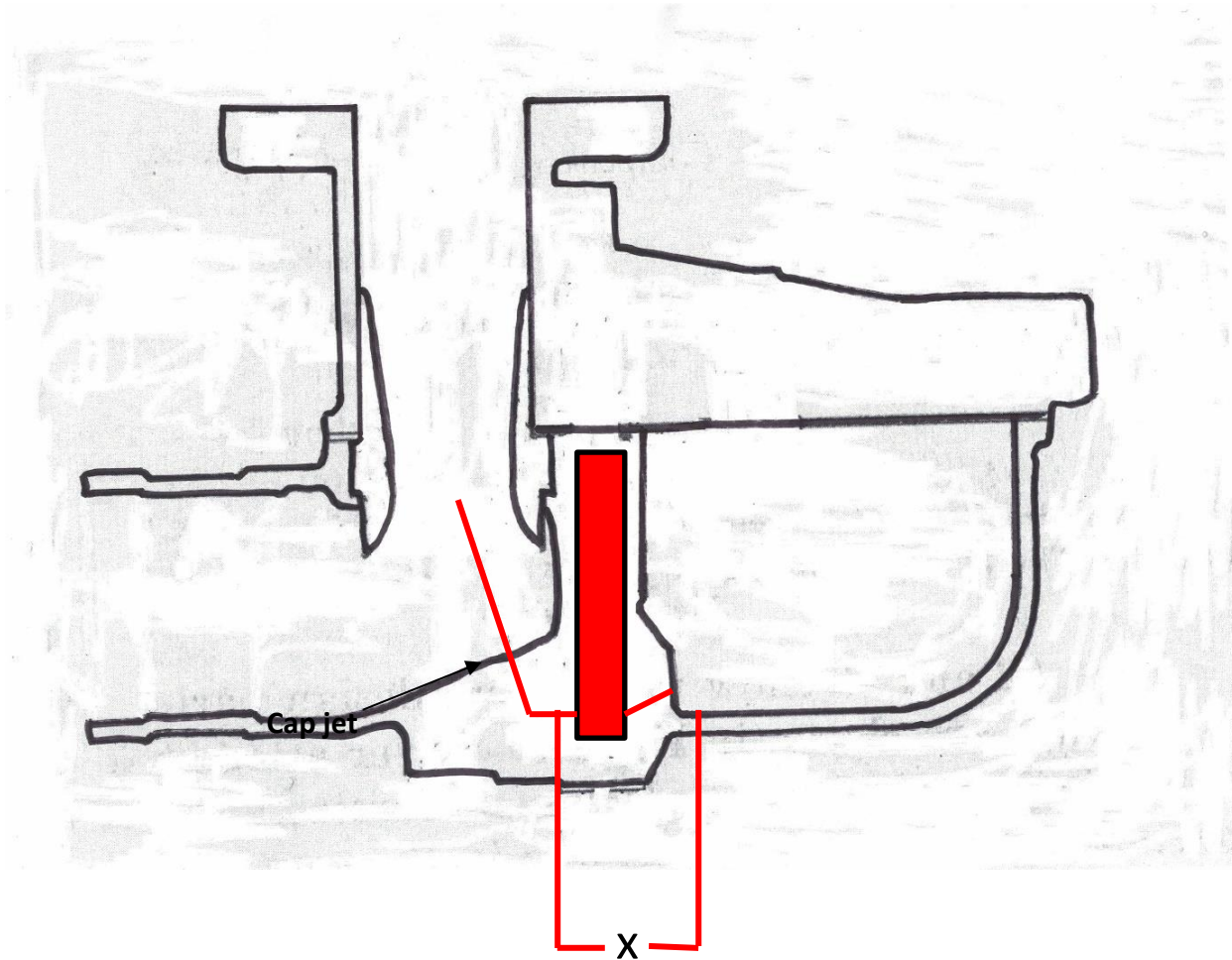
From the fuel bowl, there is a direct path to the main jet, although in reality the drillings do go around corners. The top of the main jet should be in line with the narrowest part of the venturi where incoming air is travelling the fastest.

Fuel level in the bowl is critical and needs to be just below the level of the top of the main jet. Too high will cause fuel leaks and a rich mixture. Too low will starve the engine of fuel at higher speeds and cause a lean mixture.



## The compensating well

From the brass numbered compensating jet in the bowl, fuel passes through a drilled passage to the compensating well then another passage to the cap jet. The compensating jet allows a small amount of fuel to always be available at the cap jet and idle jet.

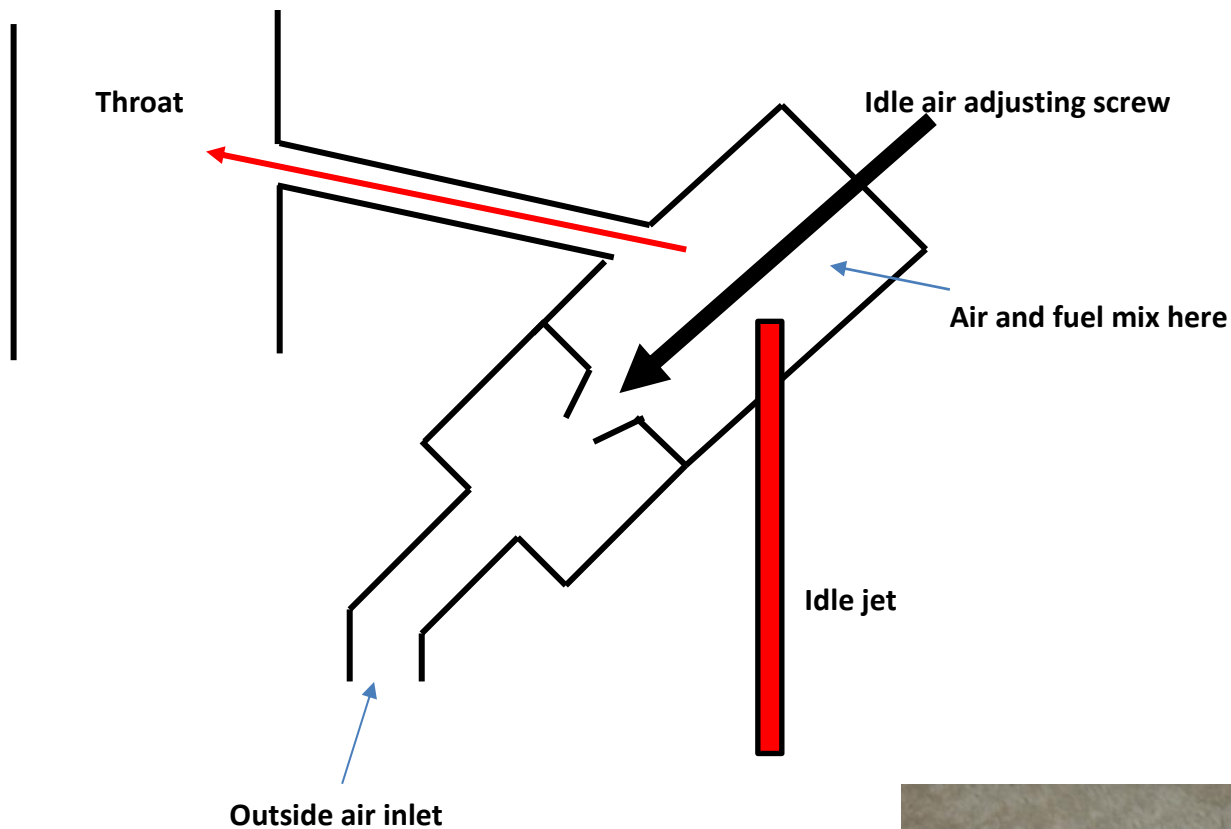


The mixture adjusting valve **X** is in a parallel path of drilled passages from the fuel bowl, around the compensating well to the cap jet. This allows the driver to deliver extra fuel to the engine if needed.



## The Fuel Flow at Idle

The idle jet sits inside a brass secondary well, which is screwed into the compensating well. Fuel reaches the secondary well through two small holes at the lower sides, then travels up through the idling jet and out a very fine hole at its tip. Air from an opening shown below mixes with the fuel at the idle air adjusting screw. The mixture is then drawn into the carburettor throat and engine, at a hole just above the throttle butterfly in the closed position.



Idle Jet

## What can go wrong?

If there are no air leaks and the float level is correct, then all that can happen is a blocked jet or things falling apart. The idle jet is very prone to blockages caused by rust or other contamination in the fuel tank. All Jets can be flow tested and soldered up then re-drilled the correct size.



## Another Note From France

Here's a follow-up to last month's travel notes from northern France. Of course, we'll be home before the newsletter is sent out, but you may like to hear a little more about our French experiences, sent while we're still in France. We'd like to send you all a parcel of northern hemisphere sunshine, but France's La Poste doesn't appear to have a 'sunshine' courier rate.

We're currently staying in a gîte (holiday house) in a converted 17thC barn in the hamlet of Petit-Blicourt, 40-ish kms from Amiens. Absolutely nothing happens here, which is perfect after past weeks exploring distant corners of towns in Belgium and France. Favourites have been Le Quesnoy, Ieper (with a capital i, formerly Ypres) and Arras.

Here in Blicourt, narrow roads are bisected by fields of ripe wheat, tall maize, sunflowers, potatoes, sugarbeet, even cabbages. French farmers grow almost to the roadside, with never a fence. Currently, wheat stalks are being rolled into round bales ready to be used for supplementary feed and wintering animals.

We often encounter large tractors towing monster trailers on the National roads (2 lanes in each direction/110-130kph). Farmer Henri potters along at 30–40 kph, puffing on his Gauloise (high smoking rates persist here).



### Market Day Arras

We notice the number of trucks on the Autoroutes. Often groups of perhaps 15 trucks bunch together, keeping to the right-hand slow lane, at 80–90 kph. Trucks in general cannot drive on Sunday in Europe – exceptions are perishable goods and en route to exhibitions/sporting events. The word “Rappel” (not related to abseiling), appears under speed signs; it's a reminder the speed limit is still in place. Speed signs change constantly – approaching, driving through and exiting a village can involve several changes of speed (today we noticed 110, 90, 50, 30, 50, 90, 110 over less than a kilometre). Saving the day is the GPS speed limit on the dashboard. Jenny often reminds me I'm over the limit, as 30 kph through a village (Zone 30) is common. We've had the odd toot from Froggies when we've paused over directions...probably deserved, but a good toot back shows we're mostly not intimidated. Incidentally, STOP, is used internationally - the French Stop sign is virtually identical to our own.



**Town of Gerberoy avec le tracteur**



**The local baker**



We've developed an interest in the history of WW1 – helped by reading some of Rob Brown's books on the subject, prior to our departure. The Western Front stretched a varying 500–600kms from the North Sea coast, to neutral Switzerland and towns along the Front, such as Ieper and Arras were decimated. Jenny's great uncle, a young Hawke's Bay man in the Wellington Division, was killed here in 1916, during the Battle of the Somme. We visited Caterpillar Valley Cemetery and found his name engraved on the Memorial Wall. A poignant moment. Incredibly, similarly engraved just two names below, was the name of the great uncle of a good friend of ours in Auckland. 107 years later, we wondered if Harry and George had been mates together in the terrible battles that gained so little ground.

There are many outstanding museums across northern France relating to WW1, often using techniques like people of the time talking of their experiences using large holograms, frequent small theatres in a museum



where you sit and watch compelling videos, audio guides, a digital soldier you've chosen to accompany you...besides of course static displays of huge horse-drawn artillery, early tanks, arms of every description, uniforms, actual trenches and simply very clever interpretation.

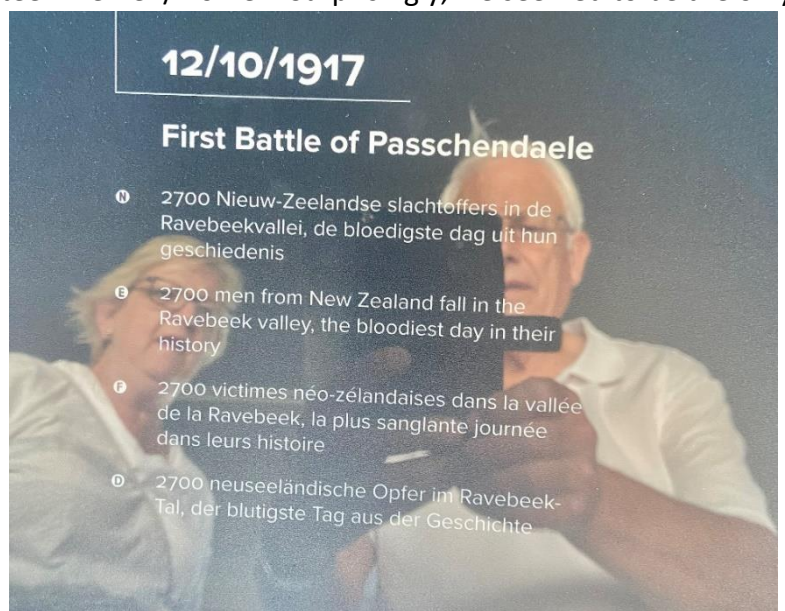
### WW1 Lochnagar mine crater

The Neo-Zelandais de la Liberation Musee (New Zealand Liberation Museum) in Le Quesnoy has an October opening date; it's a former gendarmerie, likely the most impressive building and grounds in the town. Le Quesnoy is the town captured by Kiwi soldiers just a week before the 11/11/1918 Armistice. They used the traditional, but unconventional at the time, use of a ladder to scale the remarkably high ramparts at the rear, while the Germans were focused on protecting the front of the town. In doing so, the Kiwis captured the town largely intact and without loss of townspeople's lives. There's been a strong connection with NZ ever since. We hear Weta Workshops are working on the Museum displays, which bodes well, although there are already many outstanding museums around the Western Front area. We haven't visited every one of them, but it certainly feels like it!

By chance, we were in Le Quesnoy during Bastille Day and walked with local citizens through the town, following the energetic band and marching volunteer firemen/women. Surprisingly, we seemed to be the only visitors in town.

There's more to tell you, but we must leave some space for photos.

Au revoir Model A friends from France.  
Ralph and Jenny Levinson  
25 July 2023



## Committee contacts:

- **Club Captain** Wade Alexander 0272722130  
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- **Treasurer** Kirsten Courtney  
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- **Historian:** Paul Smith 027-485-2234  
smithfordnz@gmail.com



"OK One more time: Go home and log on to our website from your computer, create an account and purchase your ticket with your credit or debit card, download the ticket to a smartphone, then come back at the allocated time.... Just what part of 'easier and more convenient ' don't you get"



## Around and About



Town Car seen at Cincinnati meet by Terry Costello and to the right at the same event.



Barfoot and Thompson Papatoetoe centenary

And a couple of old timers meet on Devonport Wharf





## Classified Advertisements

### Model A for Sale

In a shed for the last 50 years, and ready to go to someone who will restore it back to original. There are a lot of spare parts new & old along with sedan bodies also.

Contact Sean Harris on 021 440 749



### 6 volt Batteries

After a lot researching, I bought a battery from Battery Direct, Whangaparaoa.

Ph 0800128658, email [sales@batterydirect.co.nz](mailto:sales@batterydirect.co.nz)

Mine cost \$196 delivered, in March this year.

Graham Thompson

### Taupo VCC has for Sale

Taupo VCC Parts Shed been having a cleanup and we have these to dispose of.

3 x 19inc Model A rims in useable condition.

1 Model A head, condition unknown.

Any reasonable offer's accepted.

Tony Mannington 0274942445.



## **More on The Twin-Engined Ballard Special at Brooklands 2023**

**By Toby Ballard** With thanks to John Buckley, Editor of the Quail magazine Model A Club of Great Britain.

*Toby Ballard runs the Model A Revival Company where, to quote their website, they “...source abandoned, long forgotten Model A Ford rolling chassis and mechanicals, and with great care, dedication and precision bring them back to a life of racing, rallying and touring.” Various period films of Brooklands races are available on YouTube. The fateful race in which Clive Dunfee lost his life is shown at*

<https://www.youtube.com/watch?v=qIDi9PETHUw>



The New Year's Day Meet at Brooklands early this year was as large as ever with over a thousand cars in attendance at the historic race track at Weybridge, Surrey.

The Brooklands Museum is home to an array of fantastic vehicles, extending from John Cobb's Napier Railton to a collection of buses. Also in the museum are many planes, ranging from pre-WW1 through to Concord, together with an array of many fascinating and educational

exhibits. Brooklands is as much noted for its contribution to aviation's achievements as it is for being the first banked circuit for motor racing. Built and completed in 1907 by Hugh and Ethel Lock-King, this ghostly remnant to past records of speed and gritty determination endures on in the hearts and souls of those that visit. Ghosts are said to walk the banks of the blood soaked concrete of its frighteningly steep gradient and long straights.

Drivers risked and, all too often gave, their lives in their persistence to go faster and faster. There are several black and white silent movie reels of Brooklands events and several come to mind including the memorable but gruesomely tragic 1932 clip of Clive Dunfee's Bentley coming off top of the banking, killing its intrepid driver.

Along with its tragedies there were numerous achievements in motoring; from its progression of reliability to its land speed records held by many motoring heroes of the early 20th century. All of which contributed in greater or lesser extent to the design and construction of the automobile of today. If it were not for Brooklands then the motor industry as we know it would have a very different history in this island nation of ours.

For me, I am also lost in time; a man who wishes that he were born 100 years before I was, and a man that still tries to push the limits of early motor vehicles to heights that a particular make or model did not achieve in its day. I feel this is the closest I can get to that knife edge of life and death of the past motoring heroes.

I took my 7.2ltr twin-engined Ford Model A to Brooklands on New Year's Day. I was lucky enough to be able to take a photo of the car on Members Banking and I am delighted to share it with MAFCGB. This was a car that I was told would not work, would shake itself apart on start-up, would fail on driving. However as history shows, if you persists in your vision and determination, put you mind to it, block yourself to negative comment



and suggestions, then more often than not you will succeed- so long as you do it your way, the way you believe in your heart is the way to go.

This twin engine Model A creation is the culmination of blood sweat and tears. Not only from myself but also from the couple of people that work for me in my workshops at Bexley in Kent. The cars we build at The Model A Revival Company are an in-house creation for which we use no other outside services. From the machine shop to the body shop to the assembly shop, we have a passion for doing our job, and we do it to the best of our ability.

What you see here is a rolling chassis that I've pulled from storage. After a lot of back and forth in my mind, I finally decided to not cosmetically restore the chassis, engines or transmission. My preference has been to restore and replace all necessary parts and to rebuild the engines internals without losing the patina that has taken 90 years to mature.

You will see from the photographs that we fabricated a steel interconnected housing to mount the front and rear engines using the original existing bolt holes on the engines. Once this was done we knew we still had to power the rear engine cooling system and so we experimented a little to perfect the best way to not lose traction to the final pulley after the slip from the various belts. We eventually fabricated a new lower pulley on the front engine which is not only a belt-pulley but also a chain sprocket, to drive a shaft down the side of the engine to the rear. This shaft in turn is a direct drive into the end of the dynamo and it also incorporates a belt drive pulley to drive the rear water pump. Belts are of the old fabric machine type link-belts which are the easiest way to be able to vary the length of the belts as needed.

There was no need to lengthen the chassis but we did have to bring the support bars out from where they located under the gearbox bell housing on the front, and also from the torque tube on the rear. The torque tube and prop shaft are significantly shorter than the original version.

Steering was moved back and lowered and a longer steering rod fabricated.



The crankshafts are pretty much standard except the front of the rear crank has been strengthened to cope with the torque. The detail in the connection of the crankshafts and how we have timed them is something that I am not going to share; I will leave to the imagination and speculation of the community! However, I will say that some trial, error and catastrophic failure have all been endured to finally succeed in the end product.

On the road the car has enormous torque and the acceleration is not only absolutely awe inspiring but smooth also; the engines being a straight 8 firing order. As you would

imagine from a car that has just over 7 litres and weighing just around 3/4 of a ton, it has a bit of a kick.

Handling is surprisingly good with the balance being fairly even, but I will not lie; this was pure luck as all I cared about was getting as much power from this Model A as I could! How dangerous it is to drive I didn't care much about and I still don't! If I die in this thing then it will be with a huge smile on my face.

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