

Chapter Members of:



MODEL A TORQUE

Month: August 2024

Issue Number: 2024/7



Twin Overhead Brollies

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.

Model A Ford Club Upcoming Event Planner 2024

Date	Day	Event	Details
14 th August	Wednesday	Tech Night	Dean Perkins Shed Pukekohe
18 th August	Sunday	Club Run	Errol McAlpine
24 th August	Saturday	Dinner and Movie	Ryders Cinema Avondale
11 th Sept.	Wednesday	Tech Night	Martin Rees Intake Manifolds
15 th Sept.	Sunday	Club Run	Motat, Ralph and Jenny Levinson
5 th October	Saturday	AGM	Remuera Club
16 th October	Wednesday	Hubley practice	Bruce Stratton workshop
20 th October	Sunday	Swap Meet	Bruce Stratton Workshop
8-9-10 Nov.	Weekend	Hubley Racing	Taupo Cosmopolitan Club
13 th Nov.	Wednesday	Tech Night	Details to come
23 th Nov.	Saturday	Club Run North	Russel and Jocelyn McAlpine
8 th December	Sunday	Christmas in the park	Ralph and Jenny Levinson
8 th January	Wednesday	BBQ Picnic	Onehunga Beach

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 2024

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

Date	Day	Event
25 th August	Sunday	**VCC Daffodil Run 3 options to participate**
10-12 th October	Weekend	McLeans Island swapmeet
17 th November	Sunday	Cambridge swapmeet

17th National Model A Ford Rally 23rd-28th February 2025 **MASTERTON**

Club Run Sunday 18th August

Meet at the Jolly Farmer carpark 200 Great South Road Drury for a 10am Departure
Travel by backroads to a collection of about 15 mostly Ford vehicles in Te Kauwhata
Bring your own lunch, drinks....everything. Questions ph Errol McAlpine on 0274 543 983

Invitations to join VCC Daffodil Day Fundraiser for Cancer Society

North Shore-Waitemata-Wellsford, Auckland and Waikato Branches

See details elsewhere in newsletter

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

Club Night Wednesday 14th August

Dean Perkin's workshop
142 Parker Lane Pukekohe

This is just up the road from the Pukekohe race track heading to Tuakau , look for the blue gates

We hope we have something that will make the night a bit more interesting
Something for everyone ...

Dean & Jane Perkins

Dean was a V8 Supercar driver and as the invitation says, there should be something for everyone.

7pm start and bring the usual something to share for supper.

Cornwall Park Heritage Day Saturday 28 September.

The management of Cornwall Park have asked if our Club would like to be involved with the Cornwall Park Heritage Day.

The plan is to fill the roadway between Huia Lodge (Visitor Centre) and the old Acacia Cottage, opposite the Visitor Centre. If the NIMAFc were interested, we would park our Model A's beyond this point by 10.00 am and would need to remain there until 2.30 pm. The organisers will provide our members with snacks, as a thanks for contributing to the event.

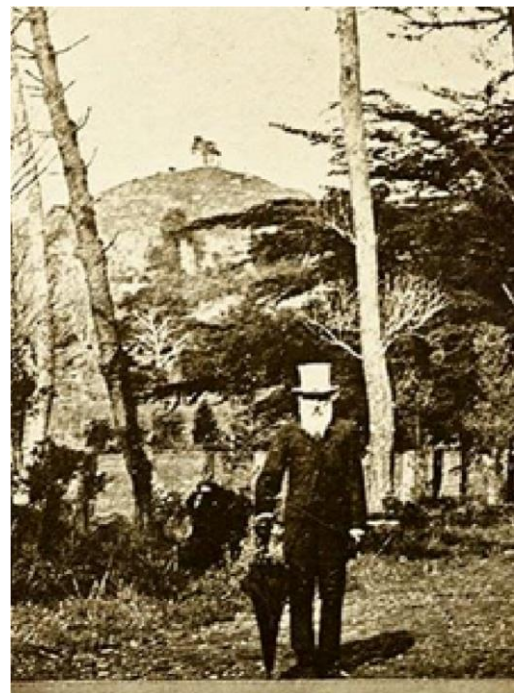
If you are interested in helping with this event, please let me know and I'll in turn let Charlotte at Cornwall Park know.

Cheers, Ralph Levinson

Sir John Logan Campbell gifted Cornwall Park to the people of Aotearoa New Zealand as "a place of public recreation and enjoyment". From our resident sports clubs to every day strolls, from cycling tree-lined paths to tranquil bird watching, or from capturing the landscape in paintings to snapping family photos, the park is a public canvas of recreation. We hope to celebrate this heritage with your help.

Huia Lodge Discovery Hub is the heart of Cornwall Park's heritage precinct. Today we host the park information centre with displays on our heritage and ecology alongside seasonal exhibitions.

The event will be held outdoors surrounding the Lodge and spill down into the native arboretum and great lawn below.





Daffodil Rally for Cancer
Sunday 25 August 2024
"DRIVING OUR HISTORY"

Everyone welcome!
No matter what kind of vehicle you drive

It's the Vintage Car Club's National Day and across New Zealand, hundreds of vehicles will be on the road or on display to raise money for your local Cancer Society.

Auckland Branch Public Vehicle Display
Fo Guang Shan Buddhist Temple

Sunday, 25th August 2024
16 Stancombe Rd, Flat Bush
9:30am - 2:00pm

Enjoy the Tea House, Art Gallery, Temple grounds and the vehicle display.
For more details email: auckland@vcc.org.nz or
Contact: Tracey Winterbottom 021 732 209 or Shaaran Price 020 4195 2476

To find out more about your local Daffodil Rally for Cancer visit: www.vcc.org.nz

We'd like to extend an invitation to you. We'd love for members of your club to join us to help raise money for the Cancer Society.

The Vintage Car Club of New Zealand have chosen the 25th August this year to be the day that we get out into the public arena and "shake the bucket" for the Cancer Society. We in the Auckland Branch have partnered with Fo Guang Shan Buddhist Temple in Flat Bush, South Auckland to host a Public Display day. The team at the Buddhist Temple are really keen to promote us and any other club that we choose to invite to the display day.

From you, we ask that any members that wish to display a vehicle, that they arrive at approximately 9am. We need the vehicles static by 9:30am. The display will close to the public around 2pm and we will leave soon after.

Invitation from Waikato VCC

Just a thought that maybe someone might want an outing to the Waikato Vintage Car Clubrooms to support Daffodil



It's the Vintage Car Club's National Day and across New Zealand, hundreds of vehicles will be on the road or on display to raise money for your local Cancer Society.

9:30am Arrive
10am Rally departs from five different locations
10:45 am Approx arrival of all vehicles at the VCC Clubrooms McLean Street, Cambridge

Hot Soup and Bun \$5
Cup tea with savoury and cake \$5
Sausage sizzle gold coin
Daffodils for sale (weather dependent)
Coffee cart on site
No Eftpos available

Come rally with us
Choose your Start Point

Te Awamutu
Old Bunnings Car Park,
244 Arawata Street,
Te Awamutu
Cambridge Victoria Square,
CNR Alpha and Victoria Street,
Cambridge
Morrinsville Municipal Pool,
Cureton Street, Morrinsville

Matamata
Matamata RSA,
5 Ngalo Street, Matamata
Hamilton
Hamilton Classic Museum,
11 Railside Place, Hamilton
Enquiries: waikato@vcc.org.nz

To find out more about your local Daffodil Rally for Cancer visit: www.vcc.org.nz

Cancer Day. This goes on all around the country involving all the Vintage Car Clubs. Apart from what you see on the flyer, you can just drive down and donate \$10 as shown. As you see the food offering is basic but you could grab something elsewhere.

The highlight of this day is the phenomenal collection of Classic Cars 1905 to whenever!!

DAFFODIL RALLY & CAR SHOW

SUNDAY 25th AUGUST

\$10 per vehicle : CASH preferable

Eftpos available

Donation to Cancer Society

Meet and Register at the North Shore Airfield

POSTMAN ROAD, DAIRY FLAT

Entry at Gate 9 from 9am

First vehicles away at 10am

bring/buy lunch at Matakana

vehicles on display at Matakana

Full Route Instructions given upon Registration



**Organised by Waitemata, Warkworth/Wellsford,
North Shore Branches of the Vintage Car Club of NZ**

Club Captain's Report

Hi all,

Hope you are all managing to keep clear of winter colds and flu and keeping your cars tucked up. Some people suggest winter is a good time to do maintenance on the old girls. I personally find that hard as my shed can be very cold and I'm a person who has to tuck up warm as I feel the cold, so things in the shed are very slow. Then there are the problems of how quickly one's day gets filled.

Anyway, some business that needs to be taken care of by all of us. These days there are a lot of people getting hit with spam requests for money or people going to sites and ending up giving details away to accounts etc.

We have our own problem with payments from members being paid into the right account. An account was set up for the 2025 National Model A Ford club rally which has the same account # number but different suffix . So payments such as subs, or any payments to our actual club should be made to account # **12 3068 0187485-00**. All payments made to the Rally event, no matter what they are for, must be paid into account # **12 3068 0187485-51**.

So I please ask that we all be very careful regarding this matter, before you submit your payment check the suffix and change whether on your current entry for the club or set up a new one. I know my bank does ask me to check the payment details of any payments, especially payees I already have set up to make sure details are correct. If you do this you should check yourselves.

In this edition you will get more about the above comment as it is important to the running of the club and the workload of committee members. Most of us have been committee members for the club at one stage or another and so we all know what it is like. As such we are volunteers and give our time freely to the club as well as putting extra into the running of the club. Some of the roles ,over the last few years, have not been filled at the AGM and people have been co-opted on to the committee. In the case of our treasurer she stepped up and became the treasurer and like us all, could be using her time looking after Club affairs doing other stuff.

So please help us by doing what you can when asked.

The AGM is coming up on October the 5th at the Remuera Club. This will be a very important meeting as we need to update our club rules to align with the new Incorporated societies Act. The changes are not major as we pretty much cover what is required already just some of the wording and a few clauses. There is also extra wording in the act required by the IRD to maintain our "not for profit status" as well. Your committee will be discussing all this at next week's committee meeting to finalise the wording to submit to all members. This will be sent out as soon as we have it ready as well as in the AGM notification. Please do look at and any queries please contact us for further information.

Also on the matter of the AGM , please consider helping your club by volunteering for the club. All positions are up for grabs and it's healthy for the club to have to vote for positions rather than incumbents sliding back into. Most of our meetings are on Zoom, so not being an Aucklander is not an excuse, as long as you have good internet access.

We definitely need someone to take over looking after the website as we know Fiona and Gary are now in Christchurch and are busy with their plans as well as internet reception can be a problem. This might not be for you but maybe if you take up another role then that may free someone else to do that job or if you

are a younger member of the club this might be a position to learn new skills especially if you plan to set up your own business and have your own website one day.

On a lighter note, one of the problems we all have is managing events that we want to attend that clash with others. I have finally after all these years joined the VCC club being a member of the North Shore, just recently picking up the role of club editor for that branch. To the point though, their last run also clashed with Jim and Jan's Run .After contacting Jim and Jan we arranged to catch up with their run after doing the VCC run. The VCC run finished and we had time to fill before meeting up at Jim and Jan's place. We decided to go straight to the vineyard which was only just wrapping up. We were able to have a natter there as well as back at Jim and Jan's for afternoon tea. Jan had organised a quizz,which though we were not on the run we were able to answer, such as "which male hung out the washing this morning?" One I could say I did (probably the only guy, sorry ladies, Tricia did not train me , maybe the military training or my upbringing) . The afternoon was very relaxing and enjoyable. From the impression I got, so was the Run and the lunch and it did turn into a nice day weatherwise unlike in the morning. Thankyou Jan and Jim for a wonderful event .

I have not attended any tech nights in the last month but guess there will be a report in mag. Again thank you to the organisers as I guess from the past events these would have been good to learn something new and have a good natter.

The Committee is always after ideas for a tech night or runs. Please assist us with this either by giving us your ideas or stepping up and organising something, plenty of people can help you if needed

Without my Club Captain's hat on. The 2025 National Model A Ford Rally is now approaching with 6 months to go.

I have a request that as with the economic climate the way it is, it makes it hard to get sponsorship. Some members, much appreciated, already make donations. If you have a business or yourself are able to make a gift of some sort, no matter how big or small , for raffles etc this will help keep our costs down and then a cheaper fee for all to attend. Please speak to a Rally committee member or for that matter a club committee member.

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- So back in the day around 1948 a business man was driving through the country in his new Cadillac and ran across an old boy in a Model A Sedan with a bad fuel pump. the business man asked if he could help and the old boy asked for a tow to the next town, they decided he'd honk if there was any trouble. Well the businessman turned on his radio and after a while got it up to a pretty good speed, and flew by a gas station. Well the gas station attendant called the sheriff and told him about a Cadillac that passed his station doing about 80 90 mph. the sheriff said "so what", to which the attendant replied well there was a guy in a Model A right behind him honking his horn trying to pass, you should pull him over.

[junk yard kid, Jan 19, 2008](#)

I think I have said enough, take care and look after yourselves

Club Captain

Wade Alexander

A Circumnavigational Day

Ralph Levinson

It's Sunday 21 July, 7.00am. Unwelcome wake-up sounds from the bedside alarm. Rain is pounding on the roof. There's a Model A Club run today ... couldn't we just drift back to dreamland and keep dry?

But no. We decide to drive across the city to where *Millie*, our 1930 Model A Phaeton is stored. If it's still raining heavily when we get there, we can reassess. The downpour eases and as we pull out of *Millie's* home, an Onehunga warehouse, the rain stops. This looks more encouraging.

Onto the Northwestern Motorway (SH16), Waterview Tunnel and the meeting point of Westgate Shopping Centre. The rural 70km *Circumnavigation of the 4846ha Riverhead Forest* includes some gravel roads; Horseshoe Bush Road, Forestry Road and Ireland Road. Jenny reminds me Model A's, now at least 93 years old, were born into roads like these. The man-made forest passed on the route is being felled and logging trucks presumably account for the numerous potholes. And, from time to time, signs of the clay base. Of course, driving on roads like this was commonplace for our parents and grandparents.

Onto welcome tarseal at Ararimu Valley Road, then a turn into Westbrook Winery in Waimauku, for a platter and pizza lunch. Delish.



I took some photos of 8 old-timers – Model A's that is. Despite the damp start, 40 Club members, some in moderns, joined the run. Post lunch, we drove on to Kumeu and the welcoming home of Jim & Jan Corbett, who, with the help of son Mark, had organised today's run. They deserve triple *Ahooga* thanks. At their home, tables & chairs were set out and host Jan took on the role of Quizmaster (or Mistress?). But this was no ordinary quiz. Generous points were awarded if men could claim to have kissed their wife/partner upon waking that morning, or washing had been hung out to dry before departure (presumably, regardless of the rain!) ... other domestic chores and general good efforts were similarly awarded points. After many laughs and good

natured ribbing, we were all deemed to be winners and Jan dispensed bottles of wine to 3 random lucky people (those with sticky labels under their chairs) and chocolate frog "prizes" to everyone.

Another memorable Model A day. Our old Fords, proper fellowship and some fun. How good is that!



Model A ignition advance and retard

How much advance you drive your Model A at is one of those questions that seems to have many answers. Some say with the advance and retard lever half way down (9 o'clock) others say a bit more, and some all the way down. This is not helped by conflicting instructions in early owner's instruction books.

From a 1929 Canadian Right Hand Drive Instruction Book

Spark Control

For average operation the Spark Lever should be about half way down the quadrant. The spark should be advanced (pulled down), as the speed of the car increases, and retarded (pushed up) when the speed decreases. The spark advanced too far will cause a sharp "ping" or knock when a heavy load is placed on the engine. It will also cause an uneven jerking when the car is running slowly in high gear. When the spark is too far retarded, the engine will be sluggish in operation. Familiarity with the proper positions of the Spark Lever for most satisfactory performance will soon be acquired from observing their effects.

From a reprinted 1928 Instruction Book

The Spark Control.—For normal driving, drive with the spark lever fully advanced. When the engine is under a heavy load, as in climbing steep hills, driving through heavy sand, etc., the spark lever should be retarded sufficiently to prevent a spark knock. This is a pronounced knock, which is sometimes mistaken for a worn bearing.

And good advice from a 1923 Manual "For Owners and Operators of Ford Cars and Trucks"

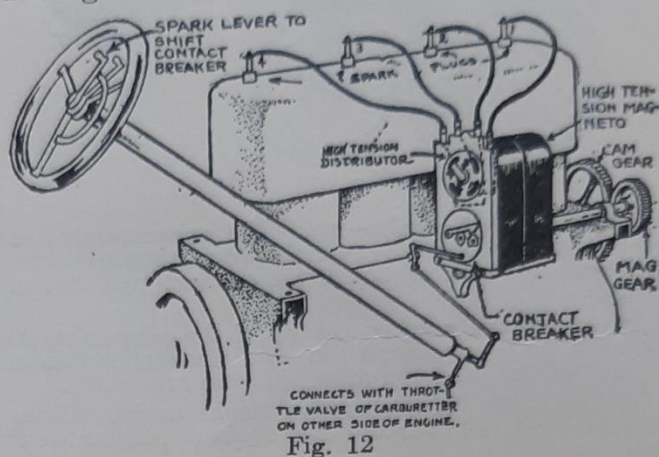
How is the Spark controlled?

Answer No. 14

By the spark lever under the steering wheel. (See Ans. No. 4.) Good operators drive with the spark lever advanced just as far as the engine will permit. But if the spark is advanced too far a dull knock will be heard in the motor, due to the fact that the explosion occurs before the piston in the engine has completed its compression stroke. The best results are obtained when the spark occurs just at the time that piston reaches its highest point of travel—the gas being then at its highest point of compression. The spark should only be retarded when the engine slows down on a heavy road or steep grade, but care should be exercised not to retard the spark too far, for when the spark is "late" instead of getting a powerful explosion, a slow burning of the gas, with excessive heat, will result. Learn to operate the spark as the occasion demands. The greatest economy in gasoline consumption is obtained by driving with the spark advanced sufficiently to obtain the maximum speed.

be explained later.

Ignition: When the throttle is being opened and the engine begins to speed up, it is necessary also to "advance" the time of ignition; in other words, to cause the spark to occur earlier than if engine is running slow.



A spark lever is usually placed on the steering wheel along side of the throttle lever, which is connected by a rod and bell crank to the contact-breaker box on the magneto, or, if a coil and timer is used, to the commutator or interrupter.

When the spark lever is moved, it also moves the contact-breaker box on magneto, or commutator, which causes the spark to occur "late" or "early," according to the movement of this lever.

The proper time for the ignition of the mixture is at the top of the **compression** stroke—when the gas is compressed to the highest point.

Up to this point we have supposed that the spark occurs exactly at the moment when the piston reaches the top of the compression stroke. Now, this would be, in fact, the correct time, were it not for the fact that the gas takes quite an appreciable time to combust and expand after being ignited, an interval, let us say of a fraction of a second. Thus before the gas has had time to burst into a full combustion and expansion, the piston, on account of its great speed (suppose it is traveling at 1,500 revolutions per minute), will have traveled part of the way down the cylinder before being affected by it. This means part of every power stroke wasted.

The advance of spark: The remedy for this is to make the spark occur earlier; that is, to make it occur just before the piston has completed, or reached the top of the compression stroke, so that the full burst of explosion and the piston arrive simultaneously at the top of the stroke, or just as the piston is slightly over the top of "dead center." This is called "advancing the spark."

The retard of spark: Suppose the engine is now running at only half the speed, say 700 revolutions per minute. During the exploding or igniting period, which we assumed to be a fraction of a second, and which remains the same, the piston, with its speed now reduced, has not time to travel so far, and the spark therefore need not be so much advanced.

This article from a 1930 Dykes Automobile and gasoline Engine Encyclopaedia explains the alteration of ignition timing well. The crux of it is that the fuel mixture takes a finite time to reach full expansive force after the spark plug ignites it. This time does not change as the engine rpm increases, so the mixture must be ignited earlier to allow the expanding gases to coincide with the piston just passing top dead centre and moving down the cylinder.

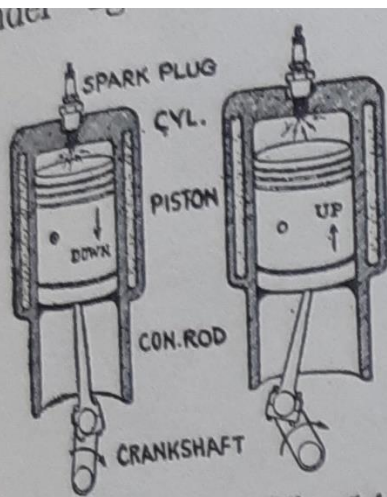


Fig. 13



Fig. 14

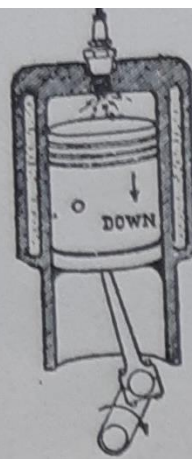


Fig. 15

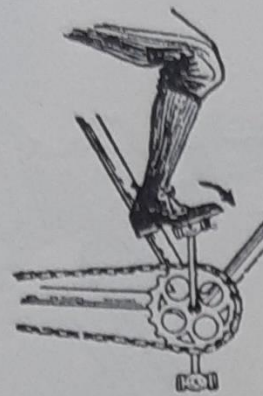


Fig. 16

Fig. 13. Here the explosion is occurring at just the right time, at the moment when the piston starts downward, securing the full length of the power stroke.

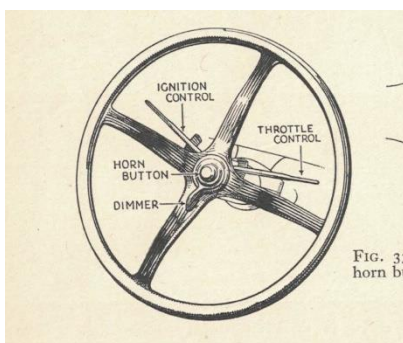
Fig. 14. Here the explosion is occurring too early, causing the piston to push backward on the crank shaft, applying power in the wrong direction. While a single-cylinder engine would "kick back" and stop, in a four-cylinder engine the remaining three cylinders would have this resistance to overcome.

Fig. 15. Here the spark is occurring too late, wasting the top or best part of the power stroke.

Fig. 16. The piston is like the pedal of the bicycle. It should receive the push when it first starts downward. (Illustration through courtesy of K. W. Ignition Co.)

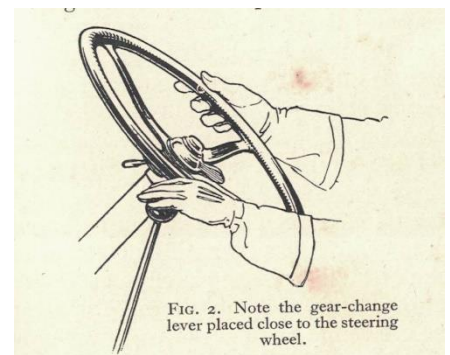
The point to bear in mind is that the spark must be made to occur so that the greatest expansion takes place just the moment the piston is over the top of dead center. In order to give the gas sufficient time to ignite, so that complete combustion will occur at this point, the spark is "advanced" or "retarded," according to the speed of the engine, as explained above.

All the above was written for a new car with standard compression and a designed 40 degrees of possible advance. Almost all our Model A's now have higher compression even if



only slightly, due to resurfaced blocks, heads and oversize pistons in re-bored cylinders. Full advance may not be advisable on a reconditioned engine and as Stuart says below, the timing becomes critical with a high compression head.

Rob Brown



A modern scientific explanation from Stuart Jordan

Just to add a little more without getting too complicated. The burn has to start at the right time relative to where the piston is, as stated. But it also has to be a smooth burn that travels throughout the mixture and expands gradually as the piston moves downwards and the volume above it in the cylinder increases. If the spark is too advanced before TDC, the pressure and heat build up will be so great, as the expansion tries to force the piston back down, in the direction it is coming from, that the mixture reaches its "auto ignition point". At this temperature and pressure it becomes a detonation, with all parts igniting from the heat and pressure at once, instead of a smoothly advancing flame front occurring and moving through the mixture to points remote from the spark plug. This gives serious spark knock and will destroy bearings, pistons and other components which are not built strong enough in a petrol engine to resist these instantaneously high forces.

Diesels work like this, so are built far stronger, heavier (and slower revving). No spark plug, just compression ignition like the petrol detonation just described..

Detonation knock can be initiated by too much spark advance, glowing carbon in the cylinder, weak mixtures, red hot valves due to running very retarded (causing too early ignition from not enough advance!), poor (low octane) fuel and many other things, not necessarily applying to a Model A.

So definitely do not persist with an engine that pings or knocks – especially a higher compression one.

I have a Snyder 5.5 to 1 head and it will not take more than 29 Degrees advance on hills, before making really loud detonation noises. Extra power cannot be felt with more advance, so I mechanically limited the total advance to 29 deg. with my lever right down, in case other people drive it and over advance it.

This is a simplified version of a complicated subject and I apologise to combustion engineers for taking a few liberties in my description!

And an update from Stuart after more research

My roadster has a 5.5 Snyder head. It is bored out 125 thou, giving an increase in CR to about 6:1. I was running it up to a very audible ping and then back 1 click. This was about 28 deg on my strobe light from memory. I dropped the sump to check bearings after 25000 miles on an engine built by Shwalms.

Babbitt mains were good but every rod babbitt was cracked on the top thrust side. One rod had a loose piece where the tinning had not taken on the rod. I sent photos to Snyders and the comment back from Ora Landis at Schwalms was "you may wish to back off a bit on your ignition timing".

I ordered new Snyders rods with shells, adjusted the caps half a thou closer to get 0.0015 inch bearing clearance instead of the 2 thou when first fitted. I then changed my timing procedure to advance until no more power was felt on an uphill pull at 55 mph. This turns out to be 23 degrees advance and I have since found others on forums stating this is enough too. It is quite a way back from "just less than pinging" Since then I also tried 95 or 98 octane fuel and the engine feels even happier on hills in top gear at 35 mph.

I have always changed into 2nd overdrive from top non o/d (Mitchell o/d) before I reach 30 mph so as never to lug the engine. Static timing is set at 5 deg after tdc to avoid busting 6 volt starter drives and the lever is above 9 o'clock on the quadrant.

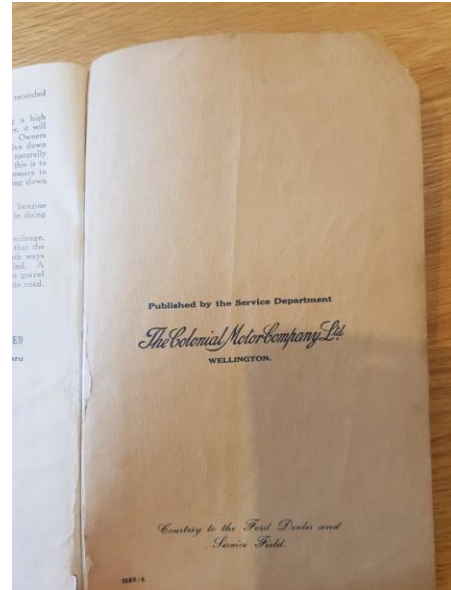
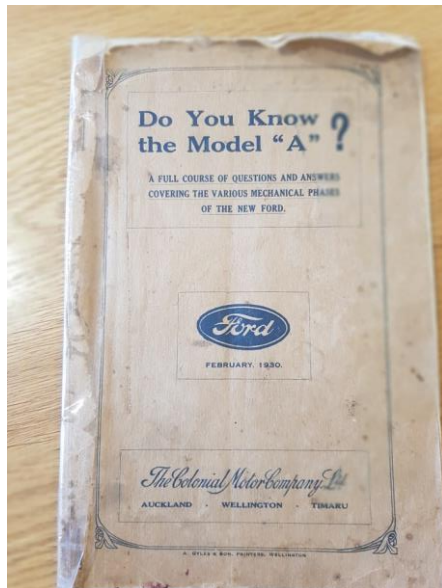
Car is a 1930 roadster with B carb, drilled out A manifold to suit carb, and Stipe IB330 camshaft.

I retard the ignition at traffic lights then advance to the limit-stop I put on the quadrant at 23 degrees and then don't touch the timing again from 30 in top to max speed, which is more than 75 mph. I backed off at 75 and only do this to check carburettion by doing a plug chop. Car runs below 160 deg always and has a 160 thermostat.

Our Tudor is similarly tuned and set, but bore is 60 thou over and cranking pressure about 85 psi. Roadster is 95 psi. All only my opinion of course but based on careful observations, and monitoring of things like exhaust valve temperatures with various settings etc etc."

Stuart Jordan

André Kraenzlin has been diligently copying out pages from the following book for members enjoyment. There will be a few Q & As each month. Thank you for this André.



DO YOU KNOW THE MODEL "A"?

A Course of Questions with Detailed Answers Covering
Various Mechanical Phases of the NEW FORD.

ARTICLE 1.

THE POWER PLANT.

Question 1. What is the weight of the new Model A engine, complete with clutch and transmission? What was the weight of the Model T power plant?

Answer 1. The weight of the new Model A power plant, including the clutch and transmission, is 475 pounds. The weight of the Model T Ford power plant was 420 pounds, including clutch and transmission.

Question 2. What is the crank case lubrication capacity of the new FORD?

Answer 2. The crank case lubrication capacity of the new FORD is 1 Gallon.

Question 3. What is the torque of the new FORD engine? At what speed? What was the torque of the Model T FORD? At what speed?

Answer 3. The "torque" or turning effort of the new Model A FORD is 112 pounds-feet, at a speed of 1,400 revolutions per minute. The torque of the Model T FORD was 75 pounds-feet at 900 revolutions per minute.

Question 4. What is the weight of the fly-wheel of the new Model A FORD? What was the weight of the fly-wheel of the Model T FORD?

Answer 4. The weight of the fly-wheel of the new FORD is 63 pounds 4 ounces and it is dynamically balanced to approximately 1/50th of an ounce. The weight of the Model T flywheel was 32 pounds and it was not dynamically balanced.

Another quiz of Model A facts with thanks to the Canterbury MAFCA Chapter

Committee Contacts

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1930's fashion by Junette Coutts, a talented amateur artist who had a short part time job with a large Australian department store in the late 1930's. Junette also happened to be Jenny Levinson's mother.

For Sale

1929 Model A Ford Phaeton (Tourer).

Advertising on behalf deceased estate. Contact Murray for more information and pictures. email anneandmurrayashby@gmail.com

Number plate EP 3156, engine number CAW 8224 (built between Nov 1929 and Feb 1930), no papers, no registration.

Seems to be complete body on chassis with all running gear on wheels but no tyres, engine is in place, carburettor in a box, too. Both front and rear seat frames are there, front has been repaired, rear is new: no seat springs, no upholstery. Two of: headlight bars, dash panels, bonnets (hoods).

All four mudguards (fenders) present, maybe repaired, running boards appear new, valences in very good order have "humps", the doors have external handles

Hood-bows present but appear incomplete, but old hood fabric is there. Looks like a reconditioned radiator, and there is another used one. New windscreen surround, but we did not see windscreen stanchions.

A lot of new bits including radiator surround, headlamps, bumpers, hubcaps, horn, with many new smaller items in plastic bags. Many spares; wheels, axles and housings with more in the pit under the car which we are yet to see.



1928 Roadster pickup

The vehicle has a new current WOF 12 Months rego for new buyer

Older restoration with some paint crazing. Good running order. \$28,000

Phone Trevor Green on 021 121 6500



1930 Town Sedan

Restored around 1980 by the current owner and the car is perfect body wise. Doors simply go click – click. The motor was rebuilt but the mains were not touched. Currently needs a little tune up to improve running but this is a great example of a restoration, love and dedication project.

Has a current WOF. Price \$34,000 No tyre kickers please.

Hugh Hulse is handling the sale of this car Ph 021 599981



1930 Roadster

New rings fitted recently. \$40,000

Contact Trish Jeffries on 021 137 8058 or nzbtjeff@gmail.com



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Contact Dugald Hoyland 027 493 2691 or

dughoyland@xtra.co.nz Can be picked up in Auckland



“NIMAFC requires a website editor”.

Hi everyone in the NIMAFC. We hope you are all doing well and staying safe, and most of all enjoying yourselves.

This is a notice to inform you that Garry & Fiona Learmonth will no longer be able to edit and manage the NIMAFC Website for the club as from the 31st of August 2024.

We are hugely involved in the build of our house in North Canterbury. A few of the NIMAFC members have already visited us to see how everything is going which has been greatly appreciated and lovely to see you. All are welcome. We have attached a photo of the house which is now all closed in and our huge job of finishing off the inside continues 😊

Please step forward and take this opportunity on, as it is a lot of fun. We just do not have any time outside of our project to continue trying to do this justice for the club.



Kind regards,
Garry and Fiona Learmonth

**** When making payments for the 17th National Rally, please use the suffix 51 bank account.**

**** At Motat on Sunday 15th September cars will be judged for this year's prize-giving. Decision to be by "people's choice"**

**** The November Run is now on Saturday 23rd**

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).

The views and articles expressed in this Newsletter are the views of the authors and may be reprinted provided acknowledgement is given. Where articles have been reprinted, the NIMAFC recognises those authors and thanks them for allowing their article to be used in our Club Newsletter.

Thank you to all contributors to this newsletter

17th NATIONAL

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Rally



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email: nimafc.secretary@gmail.com
Registration document available August 2024.



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