



**North Island
Model A Ford Club Inc
New Zealand**



Date: February 2013

Special points of interest:

- What to stash under the seat
- MAFCA Membership
- Model A Owners
- Judging & Restoration Guidelines

Chapter Members of



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Model A Torque

To everyone, we wish you all a double dose of health and happiness, topped with loads of good fortune.

Have a wonderful year!

The Model A started production in October 1927 and stopped in March 1932, that's 53 months of life, a very short time indeed. In that timeframe, a staggering 4,849,340 units were produced, that is around 1 million per year on average. After hitting its first million on 4 February 1929, it only needed 170 days to get to 2 million (on 24 July 1929) and 230 days to hit 3 million (in March 1930)!



Welcome to the North Island Model A Ford Car Club Inc.

The purpose of our club is to enjoy, restore, preserve and protect the Model A Ford Automobile and to foster a spirit of good fellowship and family participation through the use of the Model A Ford.

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

www.modelafordclub.co.nz

Club Captain's Report - David Mossman



Welcome to another exciting year of motoring in your A and just kicking those Gutter Percha tyres to learn how to laugh at some impromptu headaches these machines can throw up. If our Technical nights don't suit, the Restorer magazine from MAFCA in the US is a must and the best out of our letter box. As usual the Xmas break was far too short for many of us but thanks to Alex Wilson (our oldest member) the Glenbrook Run was unbelievable. Great turnout, even a precious Model T. Karen has threatened to trade me in after inspecting the accounts at the Donkey farm. Tony Antonovich's restoration business and hanger size shed near Clarks Beach will see us upsizing to a smaller house. Sir Paul Holmes shattered wooden propeller has now just increased in historic value. This operation and collection can only be described as another must visit again to absorb special cars, trucks, planes from the US. How does he get them plus the fire engine from Murupara? Alex looked a bit worried when we inspected his precious Equestrian cabinet advising us the lunch stop at their home was over and not to lag behind, to enjoy the taxidermy, hunting tales and gardens of The Piper John Mackenzie, Patumahoe town and not forgetting the pub, makes a good backdrop and nice to see A's going by looking out from the inside. Don't forget to print off this month's Calendar of Events and put it up near your door and get used to tapping into our website. Your life and lovers will be easier on you.

Franklin County News - Model A Fatality in January is a timely reminder to ensure your friction shocks are up to spec or consider tubular style shocks for better stability. I'm sure the non club member had the same outlook on life as most stock Model Aer's. So keep your wagon sunny side up and give the Vicar a wave when you see him next.

The complimentary feed back from around the world on our E Newsletter sure has put us on the map thanks to your Editor and last week it was nice to host David & Carol Freeman with Larry & Jeanna Lutz from Conejo Valley Model A Ford Club California. They sure know what Auckland now has to offer for runs after a good day out and plus a late night meal at Swanson RSA. In true form the next night I ensured we dined at RNZYS headquarters Westhaven just to promote our America Cup stakes and our marine industry.

Cheers and Safe Cruisin' to the Napier Art Deco week & The 11th National Model A Ford Rally March 21st

Vice Captain's Comments - Terry Costello



The outstanding response to the survey of NZ Federation of Motoring Clubs members has played a key role in providing the feedback needed to persuade the Government the proposed reforms of the vehicle licensing and inspection regime are both justified and desirable. They believe any increase in the rigour of the current testing regime would have deleterious effects. For example, many heritage vehicles require special hub pullers to remove the brake drums. As well, most modern mechanics have limited knowledge of the tolerances and earlier construction methods in the motor industry and are therefore unqualified to work on many heritage vehicles. The FOMC supports a 12-month WoF period for all vehicles more than 30 years of age and no periodic inspections for veteran and vintage vehicles (pre- 1932). The Federation does not support more invasive checks for vehicles over 30 years for the reason that they do very limited annual mileages and because of the technical difficulties involved in submitting older vehicles to modern testing techniques. To see the full report visit http://www.fomc.co.nz/WheelTorque312_low-res.pdf.

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Secretary's Report - Ross Bolton



GLENBROOK RUN:

What a great day we had visiting 3 neat places of interest, first was a miniature Donkey farm where we were able to cuddle up and have our pictures taken with the little animals, I have to say it was difficult to tell the which was which in some cases.

Then off to Tony Antonovich's Auto and Aero restoration workshop where Tony does some fabulous work on both cars and planes, he also has three very original cars, a 34 Ford sedan, a 37 Ford original Coca Cola delivery truck and a 39 Ford American Police car, also lots of memorabilia. Then on to Alex and Daphne's new place for lunch. After lunch on to a beautiful garden ramble with bag pipes, trees and lots of flowers. A big thank you to Alex & Daphne Wilson with some assistance from Brian & Kay Hosking.

SECRETARIAL SOLUTIONS:

If you have oil vapour emitting from your oil filler tube and dampening the side of the motor (this can happen even with a good motor) one remedy I have is to weld an extra half or two filler tubes together to allow vapour to circulate in the tube rather than spit it out the top, this was one of Henry's modifications for the Model B engine, although he also made the tube larger in diameter.

Well it has been a very busy Xmas season at our Grandvue B & B, the Duchess is happy.

That's all from her and its goodnight from him. Ahooga

Treasurer's Report - Stephen Upson



Happy New Year to all Model A enthusiasts all around the globe. Last year was a big year for me, our club and my parents. Mum and Dad turned 80 (November and December). The club turned 40, I realised I am not 20 anymore and over did things, following our fantastic trip to the USA (with 16 other club members), my involvement with organizing the clubs 40th, running my workshop and parenting 3 teenagers (that's why my hair colour has changed 'lol') - *Note: for those of you who don't text message and use mobile phones - 'lol' means 'laugh out loud'*. So I've been told this year to slow down a bit and get the kids to help out more lol. As I recovered and got my strength back around Christmas time, Kay took me away on holiday to Taupo and Rotorua for a week of rest and relaxation. I got straight back into the garden on arriving home - so much for slowing down! Perhaps they meant drive that Model A, go fishing, take a bike ride, play some tennis and put your feet up. Well after 20+ years I picked up a racket and played some tennis, been fishing if that's what you call it, (when you throw back all those 6 inch snappers). Even bought a new mountain bike (no it's not a Ford) to explore NZ and discover the amazing bike tracks (so look out Mossman!, oops did I say that - I hope that was public news).

What a great run on the 20th Jan to South Auckland, visiting a Donkey farm, Daphne and Alex's hospitality over lunch, Aero and Auto Restoration shop and a walk around an amazing garden. I won't mention the 2 mechanics that had to back their donkeys up the bank so they could push start them!.

Editor's Comments - Paul Hunter

Welcome to 2013. The year ahead is full of planned activities, the National Rally is only a couple of months away and now is the time to start running through the checklist. Prepare your car for the long run, ensure that if travelling in a group, that you all talk to each other and consider the spares that you might need and share the items amongst the group. I have put together a list (see page 6) that has been compiled via reading through other Clubs touring lists and recommendations. It is a good idea to give the Model A an oil change before leaving home, check and top up if necessary the gearbox and diff, get the grease gun out and start at the front of the car and grease all grease points, paying particular attention to the universal joint, do not be afraid to pump plenty into the universal joint. One word of caution, the rear axle grease points, only apply a pump or two as you do not want grease being pumped into the brake drum. Check and adjust the brakes, the battery levels, check the tyre pressures, check and adjust the fan belt tension and whatever else you consider needs doing. Our cars are our passion, look after them and they will look after us. Happy New Year and more importantly, Happy Motoring.

Club Events - do not forget to mark these dates in your diary

February 10 th	Ellerslie Concours
February 15 to 17 th	Art Deco Weekend Napier
February 23 rd	Warkworth Wellsford VCC Swap Meet Satellite Station Rd
February 24 th	Galaxy of cars and swap meet at Western Springs Speedway Stadium, our entry is by the Garnet Rd gate, we have a great space to spread ourselves around under our new tent.
March 2 nd & 3 rd	Pukekohe Swap Meet
March 6 th	Tech night Ted Spain (Flathead Ted)
March 22 nd to 29 th	<p>The event will run for a week in the lead-up to Easter 2013, the dates being Thursday March 21st through to Good Friday. Morning farewells March 29th 2013.</p> <p>The general format of the Rally will be travelling between and staying at;</p> <p>THAMES - Thursday March 21st, Friday March 22nd.</p> <p>WHITIANGA - Saturday March 23rd, through Tuesday March 26th</p> <p>WHANGAMATA - Wednesday March 27th</p> <p>THAMES - Thursday March 28th</p> <p>New Zealand Early Bird Registration form last issue or website</p> <p>www.modelafordclub.co.nz</p>
May 2013,	Roscoss 2 day event around Ruakaka and Whangarei, Lots of places of interest with an overnight stay in a Pub somewhere, should be good
September 28 th	International Model A Ford Day



Todays joke (if you have one to contribute, email the editor)

EXERCISE FOR PEOPLE OVER 50 - Begin by standing on a comfortable surface, where you have plenty of room at each side. With a 5-lb potato bag in each hand, extend your arms straight out from your sides and hold them there as long as you can. Try to reach a full minute, and then relax. Each day you'll find that you can hold this position for just a bit longer. After a couple of weeks, move up to 10-lb potato bags. Then try 50-lb potato bags and then eventually try to get to where you can lift a 100-lb potato bag in each hand and hold your arms straight for more than a full minute. **(I'm at this level.)** After you feel confident at that level, put a potato in each bag. ... Model A Ford Club ACT Australia

Welcome to new NIMAFC Club Members

David & Debbie Hobbs 362 Tararua Rd RD1 Levin, 1930 Phaeton
 Allan Wendelborn 16 Ander Place, Takapuna Auckland

Model A Ford Club of America - Membership

There is nothing better in life, than getting the NIMAFCA Newsletter, the next best option is getting the MAFCA Restorer Magazine - NIMAFCA members are encouraged to join MAFCA.

Invitation to Join? What do you get?

Membership in MAFCA includes the following:

- A one year subscription to **The Restorer**, our award-winning bi-monthly magazine including free classified ads.
- The right to register and participate in all National and Regional MAFCA meets
- Voting privileges in National elections of officers and by-laws revisions
- Free classified advertising on the MAFCA web site and posting of photo of your car in the Photo Album section
- Technical advice to help restore your Model A and keep it in top shape



MAFCA membership runs from January 1 to December 31 (calendar year).

Major MAFCA events include an National Awards Banquet, usually held in December, and a National Convention held once every two years in the summer months which includes car and fashion judging, car activities and events the whole family can participate in. These and regional MAFCA chapter activities are reported in **The Restorer** magazine.

United States Membership	\$40.00
Canada/Mexico Membership	\$50.00
International Membership	\$56.00

Want to Join?

Invitation To Join Model A Ford Club of America

New Membership

Name _____
 Spouse's Name _____
 Address _____
 City _____
 State _____ Zip _____
 Country _____ Telephone _____
 Permission to publish my telephone number in future Membership Rosters? Yes: ____ No: ____

Gift Membership

Name _____
 Spouse's Name _____
 Address _____
 City _____
 State _____ Zip _____
 Country _____ Telephone _____
 Permission to publish my telephone number in future Membership Rosters? Yes: ____ No: ____

Return this form and payment to:
 MAFCA
 250 South Cypress Street • La Habra, CA 90631-5515

~ Membership Benefits ~

The Restorer magazine • Technical Support • Local Chapters • National Meets • Era Fashion Guidelines • "How To Restore" Series • Judging Standards and Restoration Guidelines

Dues per year are

U.S. Membership - \$40
 International Membership - \$50
 International First Class - \$56

Make checks or money orders payable to
 MAFCA
 U.S. Funds Only

For Credit Card Orders ~

Visa / MasterCard (circle one)

Card Number:

Exp. Date:

Signature:

____ Membership Only ____ Membership + Initiation Package

**Optional Initiation Package
 For New Members Only**
 1 - Back issue of *The Restorer*
 1 - MAFCA Lapel Pin
 1 - MAFCA Decal
 1 - Name Badge
 Only \$10 extra



MAFCA makes it easy for new members to join. There are several ways for you to choose to join MAFCA:

Use our online secure web page
 You can sign up (or to renew) by right clicking on [MAFCA Store](http://www.mafca.com) and open the link or cut and paste this link
www.mafca.com
 into your browser

Source: MAFCA Web Site
 2008 Membership Form

Rally 2013 - What to stash under the seat

Be Prepared for Touring

The following list of tools, parts and supplies is a good checklist when preparing your car for a tour. Once you're prepared for a tour, you'll feel more comfortable knowing that if a problem occurs, you'll have the tools and the spare parts to repair the problem. Remember: It might look like we have gone over the top, with items or parts you think you will probably never need them, however others might, so spread the items amongst others that you are travelling with.

TOOLS

Jack and handle
Starting crank
Tyre pump
Ball peen hammer
Socket Wrench set 5/16-7/8
Adjustable wrench, small
5/8 x 3/4 spanner (generator)
1/2 x 9/16 spanner (battery)
Screwdrivers
Pliers
Wire cutter/crimper/stripper
Ignition tools (feeler gauge, file)
Grease gun
Flashlight
Tube patch kit
Electrical circuit tester
Distributor shaft wrench
Tyre irons (2)
Knife, Scout type
Scissors (for gasket work)
Emergency triangle or flashers
Spark plug wrench that fits YOUR plugs
Model A adjustable wrench
Socket, main bolts

SUPPLIES

Copper wire, #12 insulated, 10'
Bailing wire, iron, 10'
Heavy string
Electrical tape
Assorted bolts, nuts, cotter pins, etc.
Gasket sealing compound
Gasket material, 12" square
Fuel valve packing
Small springs assortment
Rags

TOOLS

Timing Gear Nut removal tool (A6251)
Valve Guide Remover
Valve Spring Compressor
Rear hub puller, screw type

PARTS (pre-tested if possible!)

Spark plug connectors
High tension coil lead
Fan belt
Radiator hose set
Light bulb set
Water pump packing
Ignition Switch
Ignition points
Condenser
Spark plug/s
Ammeter
Ignition cable
Generator cut-out
Tie rod and drag link spring
Timing gear
Brake spring assortment
Stop light switch
Starter switch
Starter drive
Coil
Fuel lines and fittings
Spare inner tube 19" or 21"

Carburettor gaskets
Sanding paper, fine grade
Soap and talcum (for tyres)
Wheel bearing grease
Service manual
Engine oil
4 litres of water
Fuses (if fuse fitted)
List of cell phone numbers of those you are travelling with

PARTS (pre-tested)

Water Pump, pre greased
Water pump gasket
Fan (inspect for cracks!)
Carburettor
Distributor, Distributor lower shaft,
Valves, springs, guides (2 of each)
Head gasket
Manifold gaskets

Model A Owners - an interview with Greg Davidson

Q What made you decide to get a Model A and when did you get your first Model A?

A My background is in the automotive industry as and auto electrician I owned my first vehicle at 14yrs and had it rebuilt and ready for the road the day I turned 15. This was also the day I got my license. I have owned, restored and sold many vehicles over the years. I have built and raced a speedway midget, built a kitset Corvette Stingray from the ground up, built custom vans and a jet boat, so I guess a vintage car was on my bucket list. Managing Cosy Corner Holiday Park meant I was tied to being home a lot, so it was a good time for a challenge. I have always liked the shape of the Model A, in particular the Roadster. One day while I was at the Tauranga VCC swap meet I got talking to a guy and he said he had a couple of Model A's he was selling one was a 1928 Roadster or should I say bits of one. After an inspection and a bit of questioning whether I really wanted a major project, I decided to give it a go.

Q Was your car restored or did you restore it?

A How hard could it be? I had built many vehicles. I was to find out this would be the biggest challenge I had attempted mainly due to the fact I wanted the car to end up as close as possible to original. (I seriously considered Hot Rodding it because of the poor state of the body, I am pleased I didn't). You will see from the pictures of the day I brought the car home, I did not start with much but with the help of the Judging standards and the Model A Mechanics Handbook I restored the Roadster. Every part was inspected and totally rebuilt to the highest standard possible, or if not able to be rebuilt was replaced with new parts. I had dabbled with some panel beating over the years but never with real steel. With the help of my dad's friend who was an ex old school panel beater I learnt how to hammer and file all the panels. This took 4 years with assembly, refitting, dismantling, reassembling and so on to make sure it all fitted better than what came from the factory. All the panel work that was done before I brought it was removed and redone (very little body filler was used). Once I was happy with the fit and standard of the panels I dismantled the whole body and had each individual panel garnet blasted, then I etched and painted in POR then 2K primed and painted the finish colour. After I had partially reassembled the body I painted the larger more complete pieces. The body then sat for 12 months ready to go while I did a complete overhaul of the chassis and running gear (note I had checked the straightness of the Chassis before initial body rebuilding). With the help of the Mechanics hand book I rebuilt all the running gear myself following the step by step instructions. The only thing I did not do was the engine. (Only because a customer of mine offered to do it for me). The engine bottom end was in good order and was not touched except for pressure oil feed to the centre main and putting in modern seals. Added a decent cam, hardened valve seats, adjustable tappets and a high compression head along with a B Carb. The flywheel was also lightened. Once the running gear was assembled and installed I drove the chassis around our property to make sure it was all working properly, then I fitted the already painted body panels etc, (very carefully so as not to scratch it). I also purchased a LeBaron Bonney interior kit and LeBaron Bonney top kit which we assembled over our own bases. With a target of being completed for the Taupo national Rally it was completed 3 months ahead of time. At this rally I won 1st in Touring Class.

Q How many Model A's have you owned and have many do you have now?

A This is the only Model A I have owned.

Q What is your Favourite Model A memory?

A My favourite Model A memory would be the 2011 National Rally in the South Island. Also winning the various concourse trophies at many car shows with a car that started out as a piece of scrap.

Q What would your dream Model A be and what advice would you give to someone wanting to buy a Model A?

A I think I have my dream Model A, although I very much like the Woody's and the Vicky's.

My advice to anyone wanting to buy a Model A would be to join a club and go out on a few runs first. Possible buy a going car rather than a pile of parts, although I did enjoy the challenge of making my car as close to original as possible plus I know everything is done to my standard. Being in the Model A club gives you the opportunity to mix with like minded people and it is amazing the amount of information and tips you pick up about Model A's and their operation and maintenance. I enjoy getting out in my Roadster as often as possible and on fine days even use it for my work vehicle for errands around town.



The Baker's Report - by Bruce Smith (retired)



Over the Xmas period we were terribly busy trying to keep up with the public demand and certainly from the oldies wanting the Viagra muffins double dipped.

This could be the final report as we are under tremendous pressure from the Real Estate Sales people to sell as we have several different cultures moving into town wanting to purchase this business, so your next report could either be in Indian, Asian, Korean or Dutch.

Just a reminder to the lady who rang up and wanted to hire the Bakers Van to tour round the Coromandel, we would like to point out that it is a delivery Van, not a bonking facility. It's used for deliveries not taking them.

The lady from Papatoetoe who's had her eyes on the Real Estate Salesman for the last ten years was terribly disappointed when she turned up at his office only to find out the bloke had shingles not being single. The Baker has now placed an ad in the window for a replacement for her to provide her with the better things in life before it's too late.

Had another Rotary outfit inviting people with Classic and Vintages cars to partake in one of their gatherings and expecting them to pay an admission fee to enter the event.

The interest to these events is created by these vehicles which they make money from and the owners are the ones who have to maintain them and fill them with petrol to attend these events.

Rumour has it that the bloke from Hamilton East's beard is getting longer, his hair is going grey and he is under severe pressure from his daughter to complete the Model A's for her wedding. If anybody knows of a barber or hairdresser contact the baker so it will enable him to have a tidy up and remain on the job. The Baker will pick up the costs for this from the cash sales.

If anybody has any old miner's helmets with the built in light could you forward them to the Baker and he will pass them on to this gentleman so it will enable him to work longer hours into the night. ***Good Bloke that Baker always prepared to help out.***

What about the opposition who have been selling and promoting their twelve inch rolls and been caught out selling them undersize at only eleven inches.

Remember when you purchase Viagra rolls from the Baker you always get that extra length, special ones for ladies.

That's it from me off to review some of these offers in front of me. Spot ya

Regards,

The Baker

Era Fashions

CLOCHE HATS

By Harriet McNeill, Era Fashion Committee Member

Have you heard this term? just what is a cloche hat that we hear so much about during the Model A era? do we know what we are looking for when we go to a swap meet or antique store? We are always trying to find the perfect headgear to coordinate with our newest fashion find. Maybe we want to be judged and we need a "Cloche Hat?"!

'Cloche' is a French word – meaning "bell." It is a bell shaped close fitting hat and was designed by a milliner named Caroline Reboux in 1908. It was popular during the 1920's and was worn throughout the Model A era, although there were changes as to how it was worn on the head.



In 1928, the hat was worn low on the forehead and was to give the appearance of a small head.

In 1929 you might see a small wisp of hair. The eyebrows and forehead were beginning to show.



1930 was a time for a new look but not everyone was ready to jump at the newest. They were best described as 'off the face.'

By 1931 women were wearing their hair longer. The cloche hat was worn either brimless or the brim flared away from the face.

A variety of fabrics such as felt (worn year round), straw, fur, satin and velvet were used and a hat was a necessary addition to complete an ensemble.

Reprinted from the MAFCA Website

The National Rally is not that far away, so Ladies start getting your ERA outfits ready



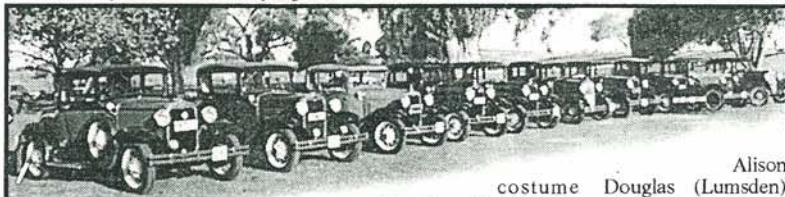
From the pages of the past – NIMAFC Club History -

By Paul Smith – Club Historian

NATIONWIDE

Ford Rally, Easter 1993

• Ten coupes form a display



2,000-3,000 people attend to view the most extensive line-up of vintage Model A Fords ever seen in New Zealand. The event's group photo was taken at this time from the top of the racecourse grandstand.

At the display, groups of entrants had a go at putting together and starting a Model A engine, which was partially dismantled for the event. In front of the crowd the best time was 4 1/2 minutes by a Wellington club team.

Sunday evening was the prizegiving dinner, with firstly mementos being presented to all visiting overseas entrants. Quite a number entered into the spirit and dressed in period

costume for the dinner. The Ford Motor Co Trophies were presented to all winners by local representative, Mr John Turnbull, of the ANZ Bank, our other major sponsor.

Monday morning a champagne farewell breakfast was held before everyone left to depart homeward. The USA group collected their campervans and began a three week tour of NZ.

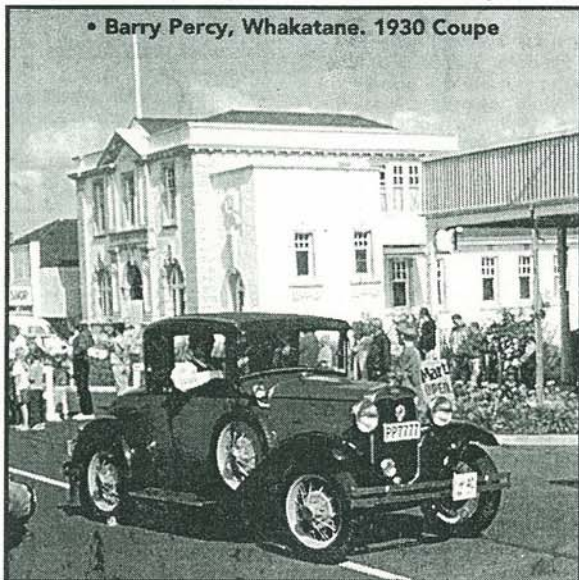
Paul Smith
Concours Prizewinners: (Ford Motor Company Trophies).

Rally: 1st Tom & Helen White 1928 Roadster no 111, 2nd Tim & Lois Eagle, 1928 Business Coupe, No 29, 3rd Wally & Jeannette Nisbett, 1929 Town Sedan, No 35. **Longest Distance Driven:** Nigel &

Alison Douglas (Lumsden) 1930 Phaeton, No 201. **People's Choice Public Display Vote:** Rex & Leone Kitching, 1930 Roadster, No 176. **Best Original Vehicle:** 1928-29: Michael Wemyss, 1928 Sports Coupe, No 122. **Best**



• Barry Percy, Whakatane. 1930 Coupe



Original Vehicle: 1930-31 – No Entries. **Best Engine Compartment:** Rodger & Dot Humphries, 1928 Phaeton, No 59. **Best Exterior:** Jim & Gae Galway, 1930 Deluxe Roadster, No 47. **Best Interior:** Jim & Gae Galway, 1930 Deluxe Roadster No 47. **Best Commercial:** 1928-1929 1st – Harry Sherborne, 1928 AA Truck No 26. 2nd – Joe & Jill Scott, 1929 AA Tip Truck, No 82. **Best Commercial 1930-1931:** 1st – Chris & Karen Worboys, 1930 Roadster Pickup, No 66. **Best Open Car:** 1928-1929, 1st – Brian & Linda Clancey, 1928 AR Roadster, No 75. 2nd – Rodger & Dot Humphries, 1928 Phaeton, No 59. **Best Open Car:** 1930-1931. 1st – Jim & Gae Galway, 1930 Deluxe Roadster, No 47. 2nd –

Greg & Chris Haines, 1930 Deluxe Roadster, No 105.

Best Closed Car: 1928-1929, 1st – Malcolm & Hazel Baker, 1928 Coupe, No 49. 2nd – Neville & Cheryl Rhodes, 1929 Coupe, No 36.

Best Closed Car: 1930-1931. 1st – Derek & Judy Thomason, 1931 Victoria, No 52. 2nd – John & Angela Parker, 1930 Coupe, No 45. **Overall Concours:** 1st – Derek & Judy Thomason, 1931 Victoria, No 52. 2nd – Jim & Gae Galway, 1930 Deluxe Roadster, No 47. 3rd – Malcolm & Hazel Baker, 1928 Coupe, No 49.

Overall Best of Show Trophy: Derek & Judy Thomason, 1931 Victoria, No 52, Nelson.

Paul Smith member MAFC.

NZ Classic Car. June 1993 5



Ford Motor Company
of New Zealand Limited



ANZ Banking Group
(New Zealand) Limited



Restorations Underway - Dave & Christine Wight



Ian and Sheryl bought the woodie about 1987-1988 off the guy that owned Manuel's Bar and Restaurant on the waterfront in Taupo. It used to be parked on the side of the road advertising the restaurant. It was painted black with gold sign writing. They stripped it down and repaired the rust and tidied the chassis up a bit, then did the motor, rings and bearings etc.

This Model A was originally bought as an open cab and chassis by Mr. Liggins who was a vet in Tokomaru. He commissioned Associated Motor Bodies in Palmerston North to build the 'Woody' style body and he used it in his practice in Tokomaru (see ownership papers). The car then was bought and sold throughout the North Island going as far north as Whangarei before moving to Taupo and finally to Ian and Sheryl.

It was a coincidence that Ian and Sheryl built a new house in Palmerston North and sold it to Mr. Liggins' grandson and his wife. They made the connection after reading the ownership papers and knowing the Liggins' background.. Small world.



We have been fortunate in knowing Ian and Sheryl for many years and they have done about four rallies with us. They have always used our Tudor as their car was in bits in the workshop in Paeroa. Finally Ian decided it was time to sell it as they are very busy people with writing books and doing great art work.

We have bought it and it was a trip to Paeroa to pick it up, very surprised at how much was there and you could actually see a car not just bits of rusty panels etc.

Now for the restoration, we are going to keep it commercial as it was used as a vets van down Ruatoria way. From there it went up to Northland and finally ended up in Taupo where Ian's Dad bought it, with the intention

of restoring it.

The boys at Ian's work shop would often get it out and race it round the yard so the motor still turns over with a big battery on it. At present it still has number 8 wire modifications which will be removed when we start restoration on it. The one rarity of it is it has a fixed windscreen which we were told was something New Zealand Motor Bodies did in Palmerston North, we are still trying to find if this is true or false. Keep an eye out at the Rally for it!!!!!!!



Two Port Overhead Valve Conversion

Did Santa forget you, or do you have a birthday due soon, if so here is something for the wish list, and it could be just a credit card away.

The **Riley Two Port** is a faithful reproduction of the original **Riley Dual-Valve-In-Head** made from 1929 to 1932 for the Model "A" & "B" Ford. Our new model is the rare 1929 "first version", with the spark plugs on the driver's side. The **Riley Two Port** is a powerful, efficient and reliable 12 valve OHV "F" head (8 intakes in the head and 4 exhausts in the block) that more than doubles the horse power, runs cooler, gives better gas mileage, *accelerates like a motorcycle*, is fully oil pressurized, fully adjustable and fits under the hood without modification. Because it is authentic **cast iron**, you will not have adverse corrosion or expansion problems like you would with a soft aluminium head. Produces 80 to over 105 HP at the wheels "Out Of The Box". Not bad for a four banger that had 40 HP from the factory.

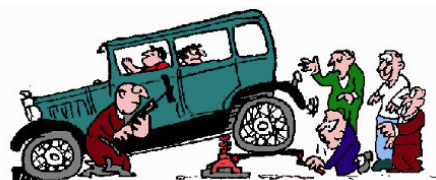
See <http://www.secretsofspeed.com/RILEY.htm> for more information.





From the Garage -

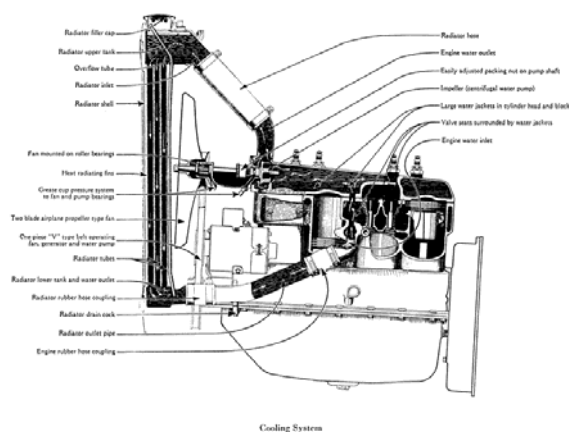
by Paul Hunter
(reprinted from our August 2010 Newsletter)



Keeping it Cool – where did the water go?

With our National Rally getting underway in March, I thought that republishing this article would be a good reminder for all. What would otherwise have been a pleasant outing in your Model A with others may become a less than cooling experience as we find ourselves overheating watching the motometer heading into the red rather than enjoying ourselves.

Engine overheating has been around as long as the automobile and the Model A is not exempt from the problem. A properly working radiator is critical to the health of your Model A Ford engine. The radiator helps the engine stay cool by transferring heat from the coolant mixture to the outside air. The Model A system is an un-pressurised pull (suck) through system, all systems have internal hot spots where the water flashes into steam. In most cases, it condenses back into a liquid as soon as it travels within the water jacket and hits some cooler water, this is normal. With a pull through system, if the radiator is clogged or blocked to some degree and we are travelling at highway speeds, as the pump is pulling the water out of the radiator; it can result in a lower pressure within the engine and head. As the pressure decreases, so does the boiling point, at this stage everything is now against us and heading in the wrong direction.



It has been said many times that the Model A water pump pumps more water than the radiator can handle. This is impossible. The pump gets all of its water from the bottom of the radiator; any restriction compounds water flow problems. I do think the Model A pump is oversized for the job, so it is very aggressive in trying to get the water out of the engine, that's why we have such a low pressure in the water jacket. Over the years many of us have cut down the size of the impeller on the pump or drilled holes in the vanes to reduce the flow. This is in the right direction since it reduces the size of the pump and in return its ability to draw that low pressure in the engine, just doing that has "fixed" many systems.



Another way of slowing the flow in the cooling circuit is to install a thermostat in the top hose from the engine block to the top tank of the radiator, this not only aids in the getting the water temperature up early, it also assists in reducing the flow and in doing so maintaining "pressure" in the water jacket.

I wonder how many people who experience overheating problems don't have engine pans (some times referred to as "dust pans") installed. There is a belief that the engine pans assist the cooling as more air is directed to the back of the engine. Henry continued to install engine pans into the late 30's and I don't think it was to keep the engine clean.

The headlight bar seems an ideal place to mount the licence plate, but the plate does block a sizeable chunk of the radiators cooling area. On a hot day, consider flipping the licence plate into a horizontal position to expose more fins to the airstream.

Have the cooling system back flushed and use a good quality inhibitor or soluble oil to lubricate the water pump and inhibit corrosion/scale.

Check your water pump packing nut for leaks, check all water hoses for leaks, tighten hose clamps, check for leaking tubes and tanks on the radiator and if needed have repaired sooner than later. Fill the radiator to the bottom of the baffle, allowing room for expansion and with a good radiator: it seeks its own level. *See the Tiny Tips article re using old stockings.*

Check that your fan belt is adjusted correctly with approx 1/2" of movement when pushed inwards.

Check that your engine timing is correct, retarded or over advanced ignition will contribute to overheating problems.

Keeping your Model A cool helps keeps you cool and makes motoring more enjoyable

Notes on the Judging Standards and Restoration Guidelines - by Murray Ashby - continued



Concours' Judging at the 2013 National Rally

I find this an exciting aspect of our hobby and thoroughly enjoyed assisting in the judging at a MAFCA National Convention, at Marquette Michigan, in June.

There will be opportunity to have your Model A judged in one of the following four classes provided it meets the indicated entry criteria (as noted in "Judging Standards and Restoration Guidelines"), which has been used in previous New Zealand National Meetings;

- A *Original Unrestored (13 point requirement).
- B Authentic Restoration (13 point requirement).
- C Touring Class (15 point requirement).
- D Modified Class (have at least 8 of the listed 21 authorised modifications).

When requirements say "type", all good reproductions will be acceptable but they may score to a lesser degree in the final judging against an original unit. It should be noted that each vehicle is judged against how it was supposed to have been manufactured at the Ford assembly plant.

Final judging, as per MARC/MAFCA judging sheets, is marked out of a maximum 500 points.

* Original, Unrestored vehicles (Sections 7, 8 & 9) no less than 50% of the upholstery and paint must be original, and at least two of the four shock absorbers must also be original.
Model As entered in Classes: Original Unrestored, Authentic Restoration and Touring Class will be inspected with reference to the 23 judging areas, while those in Modified Class will be examined using the more recently introduced 500 point system under expert guidance of Derek Thomason.

As well, to carry out the Judging we need volunteers! A number of Judges will be required on the day!

As you are aware there are 23 areas under which Model A's are inspected and at least one judge is required per area. If you have preference or previous experience, would you please inform us upon the judging areas of your interest? Also you may be invited to judge more than one area.

If you have previously been a judge, your input will be most welcome; if you have yet to judge please consider putting your name forward to experience this valuable extension of our hobby. You may wish to select areas to judge in which you are familiar, but while we will try to accommodate this request, our aim is to be fair and share complex areas with more straight forward ones to give all judges a reasonable balance of obligation.

The judging format will follow on from previous National Meetings (as per MARC / MAFCA judging criteria) and you will receive documentation (specific to your judging areas) prior to the event.

So if you can assist in judging, please let me know.

Thank you, and we look forward to a great Rally around the Coromandel Peninsula in 2013.

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Club Merchandise for Sale



Small Cap Badge \$5

NIMAFC sew on badges \$9

Metal bumper badges \$20

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Polo shirts \$25



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Polo fleece jackets \$45



27/11/2012

The only item not shown is the adhesive sticker of the NIMAFC. They cost \$1 and are the same as the sew on badge. To order any of the above merchandise please make contact with **Gavin Leckner** on **021 040 6116** or **09 426 4697**

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Wanted & For Sale

For Hire - Tandem axle flat deck car trailer available for hire to Auckland Club members - \$50 per weekend/two day hire. Contact Paul Hunter - 021 435 610 or email paul.nimaafc@xtra.co.nz

For Sale - 1929 Ford Model A Rumble seat Roadster, restored 20 years ago, stone guard, custom upholstery, side curtains, hood cover, full width rear bumper, trunk rack & trunk. 4000 miles on reconditioned motor, new WOF and Rego, \$35,000 Phone Malcolm 09 412 7720

For Sale - 1930 Town Sedan, blue with black guards, burgundy upholstery, good tyres, brakes redone, overall good condition: asking \$26,000 Contact Colin Orr 0274 975 523 (a/h) 07 826 3320

Wanted - I am looking to swap a 1928 Phaeton Model A for a soft top Model A Truck from the same era, contact B Collins 06 356 9700

For Sale - Flat Head Ted Brakes - Four new drums high quality ductile iron, new linings arced (to these drums), new studs welded to hubs and grub screwed in, new woven linings of the parking brake bands. My deluxe brake kit all fitted to your backing plates \$1700

(plus I need your backing plates). Ted Spain 09 626 3141 or 021 119 3090 or tedspain@gmail.com

Wanted

1928 early AR style hubcaps suitable to replate.

1928 - 29 Tudor window winders (original only) - need 3
Phone John Castle 09 - 4794135

For Sale - 1930 - 31 Model A Truck Chassis 131½ inch wheel base. Sand blasted and painted, ready for use - \$900 ono Owen Goldsmith 07 543 0061

For Sale - new cast brake drums for the Model A both front and rear. These are at the best price possible @ \$235.00 ea. incl GST or a set of 4 for \$880.00. Contact Errol McAlpine (see Vintage & Veteran advert above for full contact details)

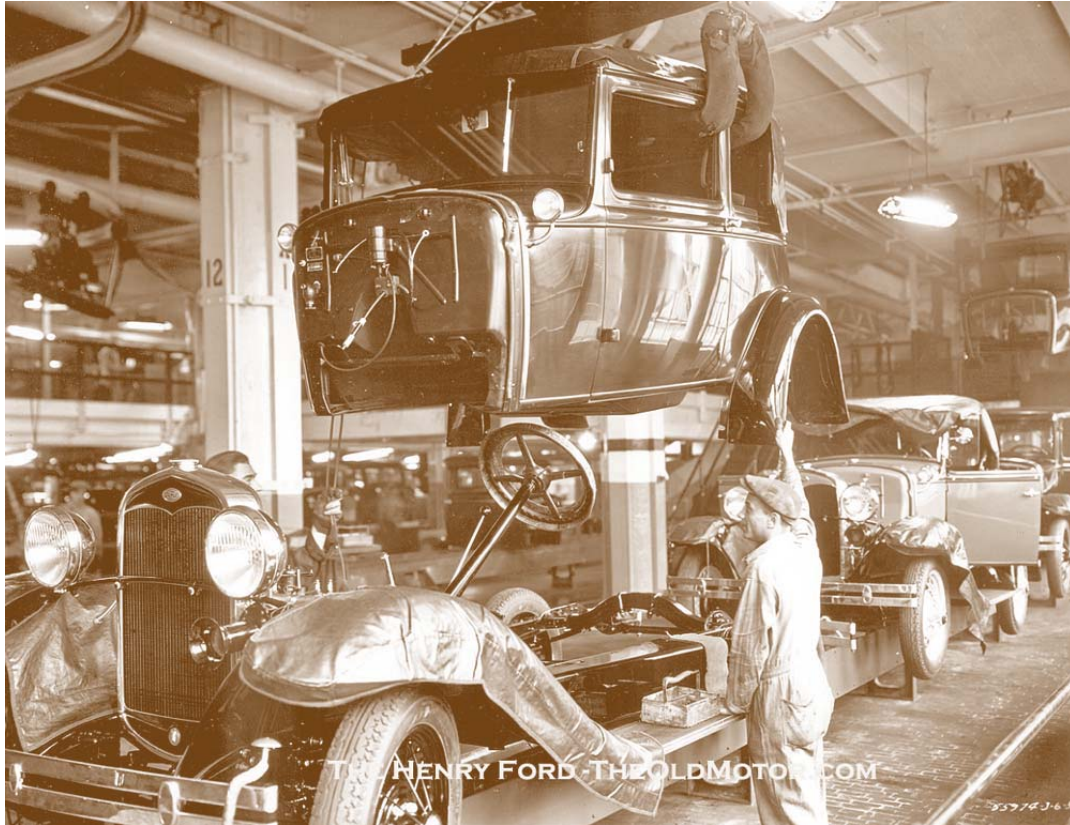


Classified adverts and Wanted & For Sale. No charge for members selling their own items. Items will run in three issues, unless renewed or canceled. Business card size commercial ads are \$25.00 per year, and "hobby business" ads are \$10.00 per year. For information, contact Paul Hunter 09 8272153 or email paul.nimaafc@xtra.co.nz

Henry Ford Famous Quotes

"Anyone who stops learning is old, whether at twenty or eighty. Anyone who keeps learning stays young. The greatest thing in life is to keep your mind young"

Henry Ford



***Tiny Tips** features in each and every MAFCA magazine printed monthly, these Tiny Tips from MAFCA members will be reprinted in our newsletter. Should you have your own Tiny Tips, please do not hesitate to provide an article for our club members. This way we all enjoy and learn from others experiences and we in turn can put these tips into practice.*

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Owairaka,
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This is an old-time proven method to keep your cooling system free from rust particles that can block and clog-up your radiator. It's real inexpensive and easy to do.

- First get a knee-high nylon stocking. Most wives/girl friends will have these, but may wonder why you would want one.
- Drain about a gallon of water/coolant from the system and remove the upper radiator hose. Insert the stocking toe down into the hose a few inches.
- Next lip the upper section of the stocking over the hose and reattach the hose to the radiator.
- Trim off the excess nylon material.
- Refill radiator.
- When you start the car, water will carry the stocking up into the radiator and act as a filter. It also provides some water restriction for over-efficient water pumps.
- Replace the nylon stocking annually as you flush your cooling system. You'll be amazed how much "junk" it catches.

