

Chapter Members of:



MODEL A TORQUE

Month: June 2020

Issue Number: 2020/1

Season: Winter



Clarks Beach Club Run – see page 4

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 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.

Officers of the Club/Committee & contacts - see page 5

Brief, of this edition:

- Upcoming Events Calendar 2020 - page 2
- For everyone - page 6
- Something for ladies & yes guys too – page 12
- For the guys & some ladies – page 7,8, 10 & 11.....
- And much much more.....

Event Alert – Sunday 28th June 2020 – North Shore Run – see page 2

Upcoming Events Calendar 2020

| | |
|---|--|
| Sunday 28th June | <p><u>North Shore Run</u> Meet 9.30am at The Lake House Arts Centre, Fred Thomas Drive, Takapuna.</p> <p>This will be a mildly competitive run through the East Coast Bays and will finish for a BBQ lunch (byo) at a local park with the club providing yummy sausages.</p> <p>Full details will be sent out in a flyer prior to the event. Any questions please Contact John Castle 021957032.</p> |
| Sunday 12th July | <p><u>Tuakau – Dave & Catherine Parker and their “Excellent Collection of Cassic Cars”.</u></p> <p>Meet 9.30am at the Drury Service Centre for a 10am get away.</p> <p>A leisurely drive through rolling country to Bombay, about 1 hour travelling, arriving at 1863 Great South Road.</p> <p>Dave & Catherine have kindly offered to host the club with their faciilies, hot water & BBQ, plenty of seating inside & parking around the “Barn”. Bring your lunch etcetera, & the club will provide sausages for the BBQ & cups for coffee & tea.</p> <p>Contact Terry Costello as required:</p> |
| Sunday 2nd August | <u>WinterGardens/Kariotahi – yet to confirm</u> |
| Wednesday 11th August | <u>Staircase Factory – yet to confirm</u> |
| Saturday 22nd August | <u>Rhyders Cinema – yet to confirm</u> |
| September | <u>Yet to confirm</u> |
| October | <u>Awards night & AGM - yet to confrim</u> |
| November | <u>North Run – yet to confirm</u> |

Welcome to new members:

- Chris Wilson Auckland
- Norm & Lyn Rogers Auckland
- Warren & Marilyn Thorburn Auckland
- Chris & Lynne Pollock Auckland

“A” Captain’s Comment

To Model A Club Members, Followers and Friends,

Oh! so great to be free. It is refreshing to grab that breath of fresh air on these cooler mornings. We, like our cars, run better on the denser air. Motoring is back and with the calm weather that we have been enjoying lately, it is an opportunity to socialise while still maintaining some distancing. A steady run of activities is lining up with John Castle’s North Shore run on the 28th June and Terry’s South Auckland run July 12th. More information on them to follow.

A cooler overcast day did not stop the continuous banter as we assembled for our first trip post lockdown, to Clark’s Beach. Everyone, all eager to catch up with their colleagues braved the chilly wind at the carpark as John Castle set the BBQ going and produced sausages galore. A great reunion culminating with a wonderful turnout of some 22 cars (including a 29 Chev and new members Warren and Marilyn Thorburn), was enjoyed by all until driven homeward by the weather.

A special Thank You, must go to Fiona and Gary for two reasons. Fiona is kindly endeavouring to restore our lost newsletter albeit in a new format. This is a very challenging task and warrants the contributions of all members to provide material and backup support. In addition, there has been the task of assisting the Club to move further towards an electronic communication age. While web site development is still behind programme it is hopeful that we shall see changes soon. Thank you both Fiona and Gary for your untiring energy as we strive to move both significant club items forward.

Despite Covid19 making this a very difficult year for club activity it is important that we maintain our club traditions. One of these is the annual presentations of trophies, many of which are recognition of individual performances. If you know of special achievements occurring during lockdown, please let your committee know so that those efforts can also be assessed and recognised accordingly.

For the Club the release from Covid19 lockdown is a milestone and a chance to prepare for the future, our 50th anniversary as an example. There is no doubting that the world is rapidly changing. Technology, climate change and also the lingering risk of further pandemic and political consequences, etc. are no doubt to blame. But they offer opportunity too as we move to greener and sterile environments, removing oils and inserting cushion padding to everything.

Remember to keep an eye out for your colleagues during these uncertain times. Stay safe and be kind, take care,

Regards, Hewy



Club Run and BBQ – Clarks Beach – June 7th 2020

COVID19.....Pandemic 2020..... Lockdown March 23.....Level 2 May 1st

Lockdown is sort of over, so we can now meet and gather in groups again, and a Club Run and BBQ was quickly planned for Clarks Beach on Sunday June 7th.

Most met up at Karaka, just off the Papakura motorway, for an early start around 9:30am, for a short ½ hour drive through the countryside via Kingseat and Waiau Pa to Clarks Beach.



We arrived at 10:30 to see a great line-up of Model A's already there and all up totalled 20.

The line-up included an impressive variety of models and years, Coupes, Roadsters, Tourers, Tudor, Town Sedan, Cabriolet, Station Wagon and both Open and Closed Cab Pickup's.

Off to one side was an interloper, Cedric's era Chev.

Captain Hugh and assistant cook John were busy at the BBQ, cooking up some of Drury meats sausages.

Well it was winter, and the weather was a tad changeable, everything from nice sunshine thru to light showers, however the wind directly off the beach was a little cool for some, who timed-out to warm up in their vehicles.

There was just enough sunny fine spells for the usual chatter and joviality. Good to see friends and fellow members both old and new, for a general catch up and to hear who'd done what during lockdown.

...The chefs soon had sausages, onions and buttered bread hot and ready to eat, while we all grouped around on deck chairs and the like, fending off the cool wind. It would be a great spot for a summer's day.

Some of the men gathered around local John Williams's electric powered 2x2 (both wheels drive) motor bike and we learnt about his e-business and another car he has. (an Atom).

Eventually the group headed for home, looking forward to more coming events
I am told North Shore soon (John), followed by one in the Bombay area next month (Terry).



Thanks Hugh and the team.
Paul & Vicki. (1930 Town Sedan)

Officers of the Club/Committee - contacts

| Position/Name: | Contact details: |
|--|--|
| Club Captain Hugh Hulse | Phone: 021 599 981 Email: gatland.park@xtra.co.nz or clubcaptain@modelafordclub.co.nz |
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| Secretary Wade Alexander | Phone: 027 272 2130 Email: secretary@modelafordclub.co.nz |
| Treasurer/Memberships Fiona & Garry Learmonth | Phone: 021 191 5513 Email: treasurer@modelafordclub.co.nz |
| Newsletter Editor Temp - Fiona & Garry Learmonth | Phone: 021 191 5513 Email: treasurer@modelafordclub.co.nz |
| Committee (Event Co-ordinator) Bruce Stratton | Phone: 027 485 3634 Email: brucestratton@xtra.co.nz |
| Committee (Club Records & Assets) John Castle | Phone: 021 957 032 Email: jmcastle@xtra.co.nz |
| Committee (Event Co-ordinator) John Ross | Phone: 021 437 267 Email: jr@acrostic.co.nz |
| Committee (Event Co-ordinator) Jim Corbett | Phone: 027 417 8359 Email: jimzz52@outlook.com |
| Historian Paul Smith | |

Website update

The club Website: www.modelafordclub.co.nz is still currently available online for members to see information, i.e. articles newsletters & historical information. At this stage please rely on the newsletters, flyers & Facebook for up-to-date communication on upcoming events etc. If unsure do not hesitate to contact any of the committee members above for clarification.

The new website has been problematic to say the least, and I am very disappointed we are not up and running with it at this time. I am still positively working on this, and fingers crossed will have something to share soon.

Thank you all for your patience. Kind Regards, Fiona.

Merchandise

Update on club merchandise – at this time, there is no club merchandise available.

Declutter your home – (This may or may not be too late, as we are now out of lockdown)

There are 5 simple steps you need to take to declutter your home:

Step 1. Organize your tools for sorting

You will need....a garbage bin or bags for the things that are broken and cannot be repaired or recycled.....a recycle bin....three containers such as cardboard boxes and label them stay, donate and return.

Once you have your tools it's time to clear work space, such as a table or a bench top. Please do not declutter working in a dark and cramped space. This can be dangerous and not overly inspiring. Add music if it helps. (I recommend putting boxes or bins in hallway outside of room to open up the space)

Step 2. Start small

Start small; start with a drawer or a shelf. This is very important; do not empty a large cupboard, pantry or wardrobe etc.; start by emptying a drawer or shelf. We are working in bite sizes first. Too many people fail when they pull everything out of the cupboard, pile it in one big heap, and then sit there dumbfounded because they don't know where to start. Start small to gain confidence as you go and tackle bigger projects.

Step 3. Sort items

Sort into garbage, recycling, stay, donate and return; place in relevant containers. What is a return? Returns are things that do not belong in this space; they should live elsewhere in the house/office or belong to someone else and need to be returned. Once you have finished sorting and decluttering this space, that is when and only then you take your returns box and return things to their relevant homes. Guaranteed if you interrupt this process and return items before you finish your space, you are less likely to complete this space. What's a stay? Stays are the things that will stay in this space; they are relevant to the function of this space.

Step 4. Only put back what you need and want

Quickly clean the space and only put back in the space the contents of your stay container.

Step 5. Recycle and Donate

Recycle according to your collections acceptable lists. Only donate quality items; we call it responsible disposal. Remove these items as soon as possible from the house. The trick is to not stockpile your clutter at the front door or in the car. You have made the decision to declutter your life, and this is the first step to do it.

On a personal note: Stop after every few shelves or drawers and rest. Let your brain rest from making decisions for a bit, it is exhausted. This way may take a long time but in the end there will be clear rooms, cupboards and closets. I also have an extra box for items I am not sure yet what to do with. The "I don't know box;" put a date on it, list the items and store away. Revisit after six months and maybe decide where the things go. Especially if you haven't even thought of the item in that time, let it go.

Regards,

TC



Mrs. White's "Right Hand Drive" 1929 Murray Fordor Sedan.

By Les Pearson, Canterbury Chapter, New Zealand

I was very privileged to have known Mrs. White, a lovely little grey haired lady in her 70's, who owned the Murray Fordor from new. The car was given to her by her (now deceased) husband for a wedding present in 1929, and she owned the car until the day she died. It was in her possession for some 58 years, and during that time was always housed and lovingly cared for. Since Mrs. White's death, the car has been sold and continually housed and is rust-free. The engine was fully reconditioned and the body was repainted some 20 years before she died. The whole car was repainted one colour. Paintwork now is drab but with a little care and attention would bring back a good lustre. The original upholstery is showing wear and the seats are covered. Blinds have been fitted to the windows. The engine, although still reasonable, could now do with some tender care and attention. The car has been regularly maintained, as by the amount of grease visible on the front suspension. It starts well and steers like a dream with its seven-tooth steering box, which as far as I know has never been touched from new. All the four shock absorbers are there, but I doubt if working. The brakes have been relined a few times and they work well. Mrs. White

had some trouble with the braking at times. It was not the brakes at fault, but her frail legs did not have enough push to stop the car quickly, but she got by adequately.

A few short stories about Mrs. White and the Fordor's history.

I visited Mrs. White one Sunday afternoon, she had the 1929 Fordor parked in the driveway, the seats were out, and she was giving the floor a good vacuum. She said as soon as she was finished, we would go in for a cup of tea. She was, when I arrived, vacuuming the front seat riser area where the seat cushion sits. There, under some sacking, was a little vinyl bag. "What's that?" she said, as I lifted it out. I explained that it was the car's tool kit. Along with it was the jack and tyre pump. "Oh, is that all", she said, quite uninterested. I suggested I have a look, being very interested in tools and possibly original tools at that. The bag was made from original hood topping waste, was domed and secured with a small cloth tie, all carefully rolled up. I carefully undid the ties and slowly pulled the bag open. It went "crack, crack, crack", as the dried vinyl gave way. There was the original tool kit, 100% complete. The tools in the bag were untouched and covered with a light layer of surface rust. Everything was there, including all the open ended spanners, the screwdrivers, pliers, wrench, and grease



gun-which was dry, never seeing a drop of grease in its life. I'm quite sure I was the first person to open that bag since the car was sold new. Now, I would have dearly loved that little bag of tools, but I could not take it off an old lady, so I rolled them up and put them back where I found them. (I regret not having taken a photograph of them). Mrs. White went on vacuuming, quite unconcerned. She died soon after that and the car was left to a

relative. I had an occasion to look over the car some time after that, and of course I went straight for the tool kit, but sadly most of the tools and the bag were gone. The tyre pump, grease gun, and one spanner remain. A great pity. Mrs White would have given me the tool kit, but even so, I couldn't have taken it in good conscience. One of life's little treasures lost.

Mrs. White belonged to the New Zealand Automobile Association and she held them in very high regard. Being a bridge player, she often was out at night and relied on "old faithful" to get her there and back. This event happened a few years before she died. She told me that one night, the car was not so faithful and stopped on her. She had no idea what the trouble was, so she went to a nearby house and called the Automobile Association for breakdown assistance. The A.A. man duly arrived, lifted the hood, said, "Oh, no", shut the hood and suggested he tow her home or to a garage. This car was not for him. She suggested home, which was duly done in the normal efficient A.A. manner. She called me the next day, and on inspecting the car I found that the coil lead had dropped out of the coil. As simple as that. She said, "Now come in for a cup of tea."

On another occasion, on a nightly bridge evening, Mrs. White experienced a tyre puncture. Now, she thought, I can do this. I have seen the A.A. man remove my wheel in the past, and I know just what to do. She jacked the car up, removed the wheel nuts with the wheel brace, exchanged wheels and went on her way, very contented with her night's work. This time, within half a mile, the wheel came off. She had not watched the A.A. man tighten the wheel nuts with the wheel brace. She had just tightened them with her fingers.

Mrs White's garage was long, but not wide, and the small door to exit the garage was on the front left of the garage as she drove in. To exit, she slid across the front seat and exited from the left-hand front door. When she died, this door was just about worn out, but the driver's door, (being RHD), the right door, was like new. She hardly ever used it at all. It would shut perfectly, just like it had left the factory. The car was assembled at the Ford assembly plant here in New Zealand, in a small city near here called Timaru.

The '29 Fordor was given to her for a wedding present in



1929, by her now-late husband. The Ford agent stressed to her on the day it was purchased to have it regularly serviced



by the Ford agency every 6 months, which she did, to the week. I did some work to the car at times, which you will see as you read on. As you know, the old skills gradually die, and there came a time that whenever she appeared in the Ford workshop with

her car, the mechanics would see her coming and hide! They would either call a friend of mine, Peter Keir, or myself, saying in a panicked voice, "Mrs White's car is here, help", so one of us would go in and show the mechanic of the day just what to do, where to find all the hidden grease nipples, etc. Panic over. Timing of the car was a complete mystery to them. Some other work on the car I did myself, such as clutch adjustment, checking gearbox and differential oil levels, points, etc. The Ford mechanic refused point-blank to touch the distributor. Mrs. White went shopping in town while the mechanics went to work. She would often phone me the next day and really praise the workshop staff for doing a great job. If only she knew!

Mrs. White and I were keen gardeners. About six months before she died, she gave me a small cutting

she had propagated herself and said it would grow into a nice bush one day. I duly planted it and thought nothing of it until it flowered. It was covered in brilliant white flowers. The whitest flowers I have ever seen. There was Mrs White, and to this day the plant still flowers every year.

The car still has a lot of its original upholstery remaining, although showing some wear.

The original engine is still installed, with the engine number CA141835 of Canadian manufacture. Externally the car is complete, minus the horn (I don't know where that went to) and still has its original ribbed running board rubber, hood topping, and trim.



The car has not been modified in any way, and is original in most respects, as shown in the photographs.

Mrs. White's Fordor has been sold again, and is in very good hands, being lovingly cared for and undergoing a partial restoration.



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Treasurer's Report

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The Club's accounts are looking healthy. ASB term deposits of \$19,155.06 and \$5,154.48 have been renewed – we're in good financial shape, interest rate not so hot! And as we have been locked down for a while, the current account is in good health too - \$5,101.61.

A reminder the club's financial year is 1st September to 31st August. Remember subscriptions will start to be due September and October 2020 for the 2020/2021 year. Both Individual and Family subs are pretty reasonable, \$45.00 per annum, if paid before November. When paying your subs please transfer a payment to the Club's ASB account 12 3068 0187485 00 (please include your name). If you have to pay by cheque, make payable to North Island Model A Ford Club, PO Box 99249, Newmarket, Auckland 1149. See also the notice below with subscription details. Regards Fiona.



NORTH ISLAND MODEL A FORD CLUB INC

PO Box 99249 Newmarket Auckland 1149

Website: modelafordclub.co.nz

Facebook: [North Island Model A Ford Club](#)

Club Subs

June 2020

Your subs information is below:

Annual Subscription, 1 September 2020 – 31 August 2021

Individual / Family Membership

Paid by 15 November 2020 \$45.00

Paid after 15 November 2020 \$55.00

Payment (Preferred payment is by direct payment into the clubs account – details below.

1. Online Direct payment to the Club's **ASB Account 12 3068 0187485 00**. Please include your name.

As banks are now starting to stop excepting cheques, e.g. (Kiwi Bank from the 28th Feb 2020) others have & will follow.

We would like to encourage all members to pay by online direct payment to the club bank account. Details above and please remember to put your name as a reference.

If paying by Cheque, make the cheque out to North Island Model A Ford Club Inc. Post to the address above.

To keep our database current, please let us know any changes to your email address, postal address, phone numbers or Model A's you have bought/sold in the last 12 months.

MAINTENANCE



Checklist

The May/June issue contained a very useful article from the Diablo A's Chapter on maintaining a Model A in safe, reliable running condition - Maintenance for the Model A, by R. Accornero, B. Grady, B. Truesdell and A. Janke. This checklist accompanied that article, but unfortunately, space was too tight to include it. The article was very well received. By popular demand, this checklist has been made available for download at www.mafca.com.

- ☐ Inspect radiator hose
- ☐ Inspect / adjust fan belt
- ☐ Inspect fan
- ☐ Inspect engine compartment
- ☐ Lubrication
 - ☐ Front spindles upper / lower
 - ☐ Steering tie-rod / drag link
 - ☐ Front brake camshafts
 - ☐ Front spring shackles/ check tightness
 - ☐ Front shock links
 - ☐ Rear spring shackles / check tightness
 - ☐ Rear shock links
 - ☐ Rear brake camshafts
 - ☐ Rear brake wheel bearings
 - ☐ U-joint
 - ☐ Service brake cross shaft
 - ☐ Emergency brake cross shaft
 - ☐ Brake / clutch pedal bushing
 - ☐ Water pump
 - ☐ Throw out bearing
 - ☐ Transmission fluid level
 - ☐ Differential fluid level
 - ☐ Steering fluid level
 - ☐ Overdrive fluid level
- ☐ Accelerator control shifts
- ☐ Distributor / Spark plugs
 - ☐ Check / inspect points
 - ☐ Set point gap .018" to .022"
 - ☐ Lubricate shaft (oil filler)
 - ☐ Lubricate cam
 - ☐ Inspect plug wires
 - ☐ Clean and regap plugs .035"
 - ☐ Clean distributor body, lid, rotor, and inspect for cracks
 - ☐ Check coil polarity and output
 - ☐ Set ignition timing
- ☐ Compression check
 - ☐ #1 Cylinder _____
 - ☐ #2 Cylinder _____
 - ☐ #3 Cylinder _____
 - ☐ #4 Cylinder _____
- ☐ Electrical system
 - ☐ Test headlights, tail lights, stop, and dash
 - ☐ Wipe out headlight switch
- ☐ Check tail lamp mounting screws
- ☐ Clean battery cable clamps
- ☐ Check battery ground connections
- ☐ Check battery box tie down
- ☐ Check safety fuse
- ☐ Inspect all wiring and connections
- ☐ Check battery electrolyte level
- ☐ Check battery output
- ☐ Wheels and Tires
 - ☐ Tire pressure 32 p.s.i.
 - ☐ Examine tires for cracks, wear, damage
 - ☐ Toe-in _____
 - ☐ Inspect front wheel bearings for looseness, spin
 - ☐ Check all lug nuts - 55 lbs torque
 - ☐ Inspect king pins
 - ☐ Rear axle nut torque - 100 lbs min
- ☐ Brakes
 - ☐ Inspect all cotter pins
 - ☐ Inspect service brake / emergency cross shaft
 - ☐ Inspect all linkages, rods, and return springs
 - ☐ Check one front brake for internal wear - if necessary check all
 - ☐ Adjust brakes as required
- ☐ Other items
 - ☐ Test windshield wiper
 - ☐ Check wiper blade rubber
 - ☐ Test signals / emergency flashers if equipped
 - ☐ Tighten spring U-bolts front / rear
 - ☐ Lubricate door strake plates / dovetails
 - ☐ Drain fuel sediment bowl
 - ☐ Check carburetor / manifold bolts
 - ☐ Clean carburetor filter screen
 - ☐ Inspect fuel system for leaks
 - ☐ Adjust clutch free travel
 - ☐ Clean horn commutator, oil bearings, adjust
 - ☐ Check entire exhaust system for leaks
 - ☐ Check exhaust clamp
 - ☐ Check manifold bolt torque - 45 lbs
 - ☐ Check springs for cracks or broken / excessively worn shackles
 - ☐ Repack upper ends of shock links as required

Owners should ensure their crankcase oil is changed, filters replaced if so equipped and they should drain and flush radiator with clean water. Add Redline Water Wetter to radiator when filling.

Model A Engine Stand

By Allen R. Rhodes, Las Cruces, New Mexico

Parts list:

- Model A front engine support yoke
- Model A flywheel housing
- Minimum of 98 total inches of 2 X 2-inch square thin wall steel tubing for the engine stand frame (two pieces 32 inches long and two pieces 13 inches long, butt welded to an outside measurement of 17 X 32 inches with 8 inches left over for the yoke riser)
- Two, quarter inch thick, 4 1/2 X 10-inch steel plates (Flywheel housing support plates)
- Four, 3-inch steel wheeled swivel casters
- Eighteen, 5/16 X 2 3/4-inch bolts and locking nuts
- Six, 1/2 X 1-inch bolts (Two for yoke, four for flywheel housing supports)
- Paint

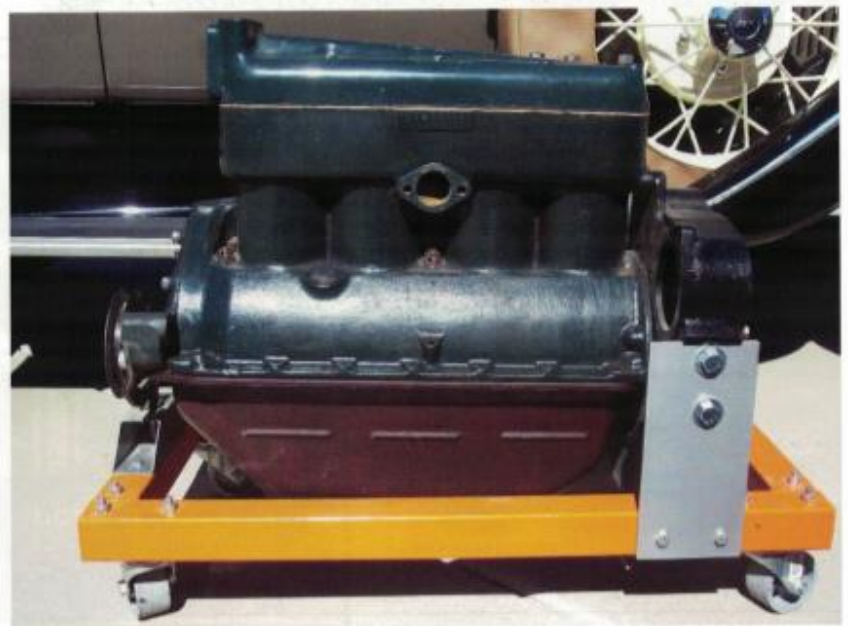
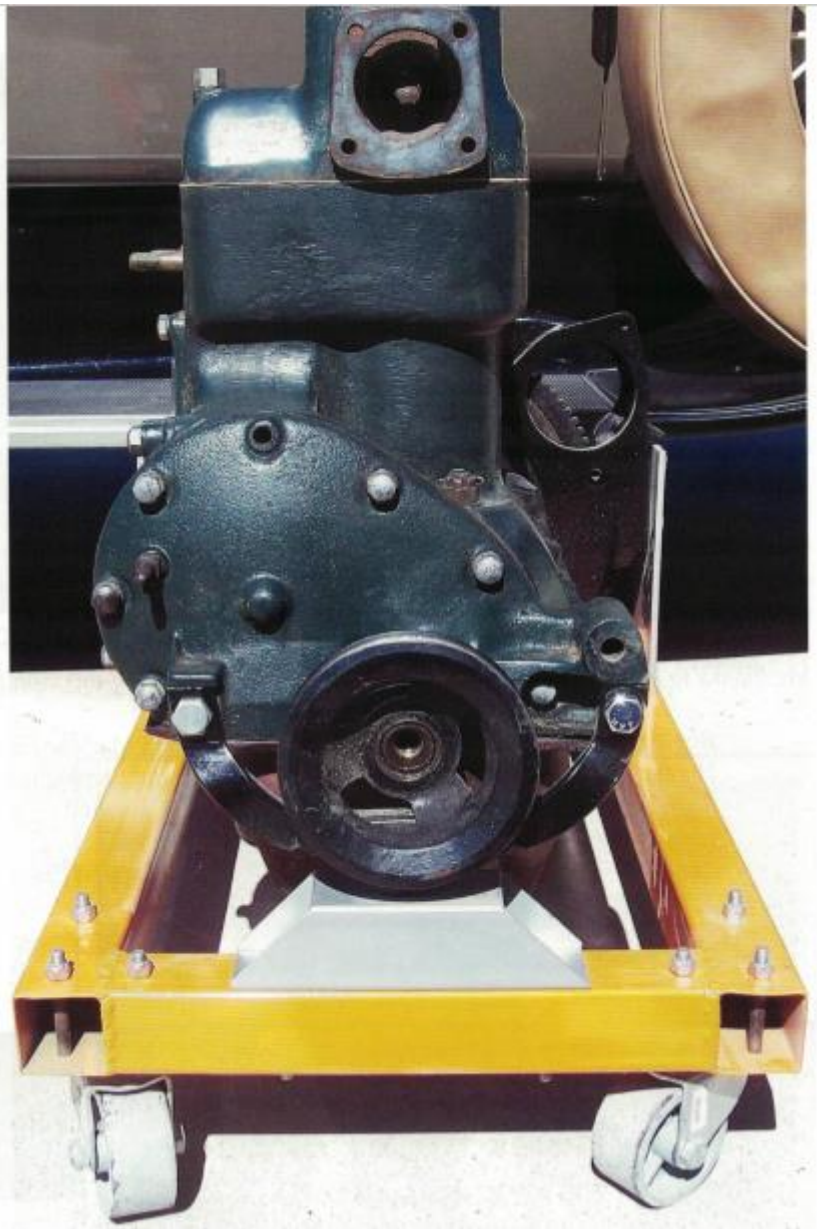
Handy tool – Engine Hoist

Construct the engine stand frame as noted in the parts list. The yoke riser ends are cut at a 45 degree angle to make the mounting bolts more accessible. Mount the yoke riser centered on the 17-inch side (front) of the frame using two, 5/16 X 2 3/4 inch bolts and locking nuts. Drill a hole in the center of the yoke support and through the top of the frame to accommodate the yoke bolt. Drill this hole several sizes larger than the yoke bolt such that there is some movement of the yoke if needed.

Mount the four casters using 5/16 X 2 3/4-inch bolts and locking nuts. In my case, the caster mounting plates were too large to bolt through all four holes. I used only 3 bolts per caster.

Drill two, 1/2-inch holes in the flywheel housing support plates for the flywheel housing bolts. These holes are centered 2 1/2 inches back from the front of the flywheel housing support plates. The top hole is centered 3/4 of an inch down from the top of the support plate and the lower bolt hole is centered 2 7/8 inches down from the top of the support plate. If there is access to larger drills, drill these holes a few sizes larger than 1/2 inch such that there could be some movement if necessary. Attach the flywheel housing to the engine. Attach the support plates to the flywheel housing. Attach the yoke to the front of the engine. Using an engine hoist, lower the engine onto the frame so that the yoke bolt goes through the riser and frame and the yoke sits firmly on the yoke riser and the flywheel support plates are on each side of the frame. Align the bottom of the flywheel mounting plates to the bottom of the frame. (As a reference, the plates should be very close to 23 1/2 inches from the front of the stand.) Be aware of the positions of the caster mounting bolts. Drill two, 5/16 inch (or slightly larger) holes through each support plate and through the frame. Use two, 5/16 X 2 3/4-inch bolts and locking nuts to secure each flywheel support plate to the frame.

Be certain that all bolts tighten as required. Make adjustments as necessary. When all is well, disassemble, clean, paint, reassemble and mount your engine in the stand.



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Honey Fudge Brownies

Ingredients:

½ cup coconut flour
½ cup cocoa or cacao powder
½ cup coconut oil or melted butter
3 eggs
½ to ¾ cup of honey
A dash of vanilla extract (optional)
Crushed nuts or cranberries or whatever you fancy. Nuts & fruit (optional).

Method:

Preheat oven to 150 C.
Line a tray with baking paper, (approx. 1 inch in depth works well)
Thoroughly mix together all ingredients.
Pour mixture into tray and bake for 30 minutes, or until skewer comes out clean from centre.
Leave to cool for 30 minutes before cutting or removing from pan.
Can at this stage add a topping of your choice e.g. melted Dark Ghana Chocolate.
Can store in fridge in a container – unless, of course, you can't help yourself!



Indulge in these dense, rich brownies
that are guilt –free and delicious!



Fiona and I thought that we could assist with putting a NIMAFc newsletter together for the club to provide news and articles back out to members. Members have not had a newsletter for a while now, (Covid 19 has not helped). As part of our commitment to get a newsletter out there, I thought I would start putting together a member profile for each edition of the newsletter. My thought was to source members who have not been able to attend meetings and outings for various reasons in an effort to bring them back in to the wonderful world of Model A motoring. Or in fact anyone who would like to tell their Model A story.

SO, BEWARE. I am on the lookout for members who need to have (as Doctor Hook once said) “their picture on the cover of the Rolling Stone” Magazine. I don’t have the contacts to do that, but I do live with the new (at this point in time,) temporary editor so an article in the NIMAFc newsletter was the next best thing.

If anyone knows someone, that wants to be the one, that gets to share their short story in the magazine, which goes out to everyone, please email the treasurer. I will then make contact with this person so they can tell their short story. We will need pictures of the member and their vehicle.

Thank you

Garry Learmonth, (Husband, and now assistant treasurer and editor to Fiona).

Interview with Barry Rook

In this edition of the Model A Torque magazine, I spoke to and met Barry Rook. Proud owner of a 1930 Roadster who lives in Rothesay bay on the North Shore of Auckland.

I met Barry back in early March 2020 when Fiona and I were updating member’s details in the club’s records. I had given Barry a call and found out that he had not had his car going in several years.

WELL, we cannot have a car (especially a Model A) sitting doing nothing for too long. How hard could it be to get a car going that someone has driven in to a garage and parked it up for several years’.

A visit to Barry’s place revealed a nice 1930 Roadster parked, and looking nice, in the back of his garage.

Barry tells me that he has been a member for 28 years as he has had a long liking of cars, especially Fords. He has owned a 34 Coupe, a 44 Jail bar, a Thames Trader, a Ford Zephyr Consul, so the next great car in this line up had to be a 1930 Ford Model A Roadster. Great choice Barry.

Barry brought this roadster in 1992 from the collection of Rene Dunn, a former long-time member of the Model A club.

Barry had spent his weekends driving around Dairy Flat and Coatesville when he had it on the road.

He tells me that he has not managed to get to a lot of club events, as life’s tasks get in the way of a good Model A outing, however he has enjoyed the news letters which has kept him up to date. He attended the Easter Model A Ford meeting in Hamilton in 1993 where the Model A performed outstandingly on the trip. He travelled down to Hamilton for this event in a convoy of four cars which he says was a great weekend. Let’s hope there are more of these weekends in the future for Barry and everyone else.

When I checked the rego and WOF labels, Barry then realised how time has flown past. WOF expiry July 2008 and Rego expiry January 09. Nearly 11 years had flown past since the Roadster had been on the road.

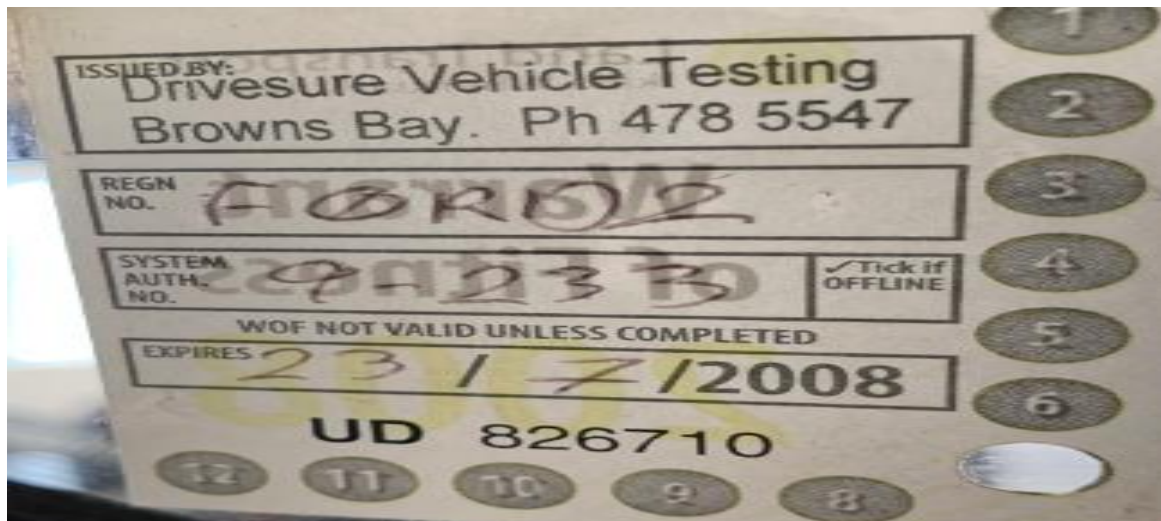
With Barry’s permission, I whipped the Carburettor off the car, thinking no problems, give it a clean, put it back on and wham, one Model A roadster back on the road. Not Quite. After a couple of weeks, Covid 19 Level four kicked in and getting back to the car was not really an option. Along came level two then one and with a quick conversation with Terry Costello and David Lane, we turned back up at Barry’s place last week with the cleaned out, newly floated Carb in tow. An hour later, I was driving

it down the road. Running "SWEET AS". Well, pretty good anyway. Timing and points still need slight adjusting, however Barry has been out driving it to test the brakes, getting it ready for its new date with the WOF man.

Looking at Barry's face when the Roadster's 40 horse power kicked back in to life after Terry and David performed their magic on it, is one of those moments that makes you smile.

Smiles are contagious, so let's get all these model A's going again and spread those smiles around.

Barry has vowed that he will be using the Model A more in the future.



Barry on left, Terry middle & David with the Model A & an expired warrant.



Barry Rooks 1930 Model A Roadster

Tech Night Wednesday 11th March 2020 – before lockdown!!

This was the last club event before full lockdown.

The meeting was held at Stephen Upson's workshop in Northcote and the theme was **Electrical** - Rob Brown tested generators, condensers and coils. 22 members turned out for this tech night where Rob took them through the testing of electrical items from our model A's. Rob also discussed how to convert a Model A cut-out to fit a modern diode.

The input from other members present certainly highlighted the range of knowledge and talents within our great club.

Please remember that if you have an issue with your Model A, there are so many people in the club with a vast knowledge of Model A's that are willing to help. Please make contact with another member or the committee and they will do their utmost to assist with the issue or put you on to someone else that can suggest a fix.

"A power house generator was tested, fixed and is now charging away on my 1928 Phaeton. Working perfectly. Thank you Rob. Regards, Garry.

This was another great example of a few members organising a tech night and the club members turning up in support. The members also provided a gourmet selection of treats which always goes down well with the lads and lasses.

John Castle who helped organised this night was unable to attend, however sends his special thanks to Rob and Stephen for putting together a very informative evening and thanks to all those who attended.

Bring on the next tech night.

Attendees at the Tech night



Rob at the tech night talking about how it all works.



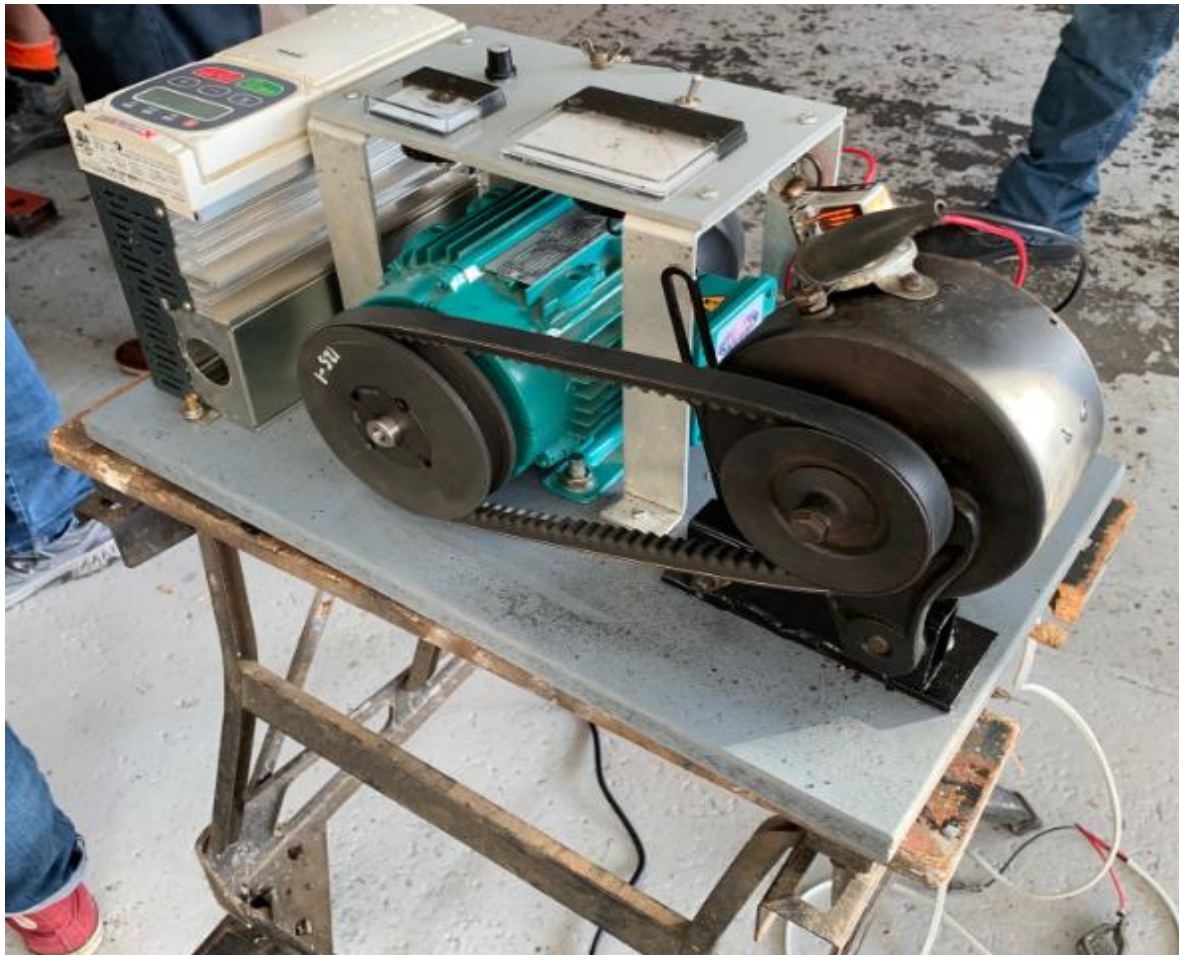
Cut out , diode conversion.



Its in here somewhere!!

Rob Browns distributor, coil and spark tester. Leonardo Da Vinci would have been proud of you Rob.





Generator tester. Who needs Manapouri power station???

Jim & Jans run out West on 1st March 2020



A Beautiful day!

The day was a lovely warm day and we set off up to the starting point on Red Hills Road, Massey. There was a good turnout of cars both Model A and modern. The run took us around through Birdwood Road and down through Taupaki to Attwoods Farm in Pioneer Lane. We left the road to follow the farm tracks up to the airstrip on the skyline for a scenic view over the North West area, following the ridge around and onto Annandales Farm where we had Morning Tea overlooking Taupaki and Auckland City. We then returned to Kumeu via Waimakau and Woodhill up onto Old North Road and back to Jan and Jim's for a well-deserved B-B-Q lunch. Thank you for the lovely array of salads etc. Another smashing day and the lineup of Model A's made it complete.

Many thanks to Jim & Jan for a lovely drive in the country and hosting everyone at their place in Kumeu.

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From the NIMAFC Temporary Editor:

Let me introduce myself. I am Fiona Learmonth and currently the Treasurer for the NIMAFC. My husband Garry helps me with this role too.

Recently, we had this crazy idea to put the newsletter together for the club as time is rolling along, and we had been asked many a time, when was a newsletter going to be available. With assistance from Kay Palmer, (thank you Kay) we got started on our way. So this is it, we hope you enjoy it.

I had been hoping that our new website was well on the way and members able to access and use it. As mentioned, it has not been smooth sailing so to speak and will take a bit longer.

Below in the photo is Garry & myself in the middle, and the photographer setting us up ready for a professional photo. This was at the Vintage Car Club at Napier Art Deco weekend 2016.

Anyway, that's it from me, hope to see you all soon☺

Kind Regards

Fiona



Fiona Learmonth (NIMAFC Temporary Newsletter Editor)

Editor email: treasurer@modelafordclub.co.nz

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

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

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