

Chapter Members of:



MODEL A TORQUE

Month: August 2020

Issue Number: 2020/3

Season: Winter



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 4

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- And so much more.....

[Event Alert – 20th September 2020 – Shelly Beach Run – Event Flyer to follow!](#)

North Island Model A Ford Club Upcoming Event Planner 2020/2021

| | | | | |
|------------------|----------|--|--------------------|------------|
| 20-Sep | Sunday | Shelley Beach | Ross | Confirmed |
| | | | | |
| 23 - Sep | Wed | Continental Stairs Factory Tech Night | Jim Corbett | Confirmed |
| | | | | |
| 18-Oct | Sunday | Water Gardens Patumahoe | Andrew Costello | Postponed |
| | | | | |
| 26-Oct | | Labour Day | | |
| | | | | |
| 31 - Oct | Sat Eve | Awards Night/AGM & Dinner | Hugh Hulse | Pending |
| | | | | |
| 1 - Nov | Sunday | Swap Meet | Bruce Stratton | Pending |
| | | | | |
| 15 – Nov | Saturday | Concours Judging Seminar | Rob Brown | Pending |
| | | | | |
| ? – Dec | | Christmas in the Park | Ralph | Pending |
| | | | | |
| | | Awhitu Winery | | Pending |
| | | | | |
| | | Awhitu Regional Park | | Pending |
| | | | | |
| New Year's Day ? | | Kaiaua Run Neil Aston | | Pending |
| | | | | |
| Feb 2021 | | Matamata Stewart Broomhall | | Processing |

FYI – Non North Island Model A Ford Club Events 2020/2021

| | | |
|-------------------------|---------|---------------------------|
| Last Sun of Every Month | | Caffeine & Classics |
| | | |
| 5th Sept | | Waitomo Over Nighter |
| | | |
| 27-Sep | Sun | Rotorua Swap Meet |
| | | |
| 3-Oct | Sat | Fielding Swap Meet |
| 3-Oct | Sat | Te Aroha Cruise In |
| | | |
| 8-11 Oct | Sat/Sun | Mc Leans Island Swap Meet |
| | | |
| 16-17 Jan 2021 | Sat/Sun | Kumeu Car Show |

Print this page off for reminders and stick to your fridge!

Captain's Comment August 2020

To our Members, Friends and Followers

Life currently is a bit of a David and Goliath story as we endeavour to master the virus. While we cannot see it, we know where it is. Cleanliness and social distancing are our only weapons to help us stay safe. On a brighter side at least Jacinda is a great weather forecaster as she continues to serve up fantastic weather for our confinement enabling some outdoors activity other than motoring.

Disappointing it is to have to return to confinement, but there appears little other choice. Those members outside of Auckland (in level 2) are still able to enjoy some greater freedoms and I encourage them to make the most of their local opportunities as we have really no idea where covid will lead us or when we will be really free.

Never has there been a better opportunity to tinker with your Model A. No time pressures to be ready for rallies, the job is done when it is finished and patience is readily available in spades. Don't forget to discuss your project with your fellow members as there is loads of expertise in confinement also, and only to ready to share.

This additional period of isolation has made for a very difficult year club wise with the most recent events all having to be moved to the postponement but not cancelled list. This is leading to a congested entry to the New Year with pressure on our traditional Awards Evening and AGM. Your committee is well aware and will make the best of the future uncertain timeline in the interests of all club members.

The new web site is progressing really well under Fiona's guidance and we trust that it will be live very shortly. If nothing else confinement has reiterated the need for good communications at a time of isolation as we bring a fresh look to our antiquity.

Again, stay safe, keep your distance and wash your hands. Enjoy.

Cheers,

Hewy.

Officers and Committee member contacts

| Position/Name: | Contact details: |
|--|--|
| Club Captain Hugh Hulse | Phone: 021 599 981 Email: gatland.park@xtra.co.nz |
| Vice-Club Captain (Event Co-ordinator & Club Health & Safety) Andrew Costello | Phone: 027 4543 983 Email: gizmocat@slingshot.co.nz |
| Secretary Wade Alexander | Phone: 027 272 2130 Email: wadeyboy@xtra.co.nz |
| Treasurer Fiona & Garry Learmonth | Phone: 021 191 5513 Email: fiona_garry@xtra.co.nz |
| Newsletter Editor Temp - Fiona & Garry Learmonth | Phone: 021 191 5513 Email: fiona_garry@xtra.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: john.ross.2010i@gmail.com |
| Committee (Event Co-ordinator) Jim Corbett | Phone: 027 417 8359 Email: jimzz52@outlook.com |
| Historian Paul Smith | Phone: Email: |

Website update

I'm really excited to inform you all that the website is coming along nicely. We are hoping to go live in the coming weeks, which is fantastic. So keep an eye on this space. 😊

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

Merchandise

Update on club merchandise – the committee is currently discussing the feasibility of obtaining and holding stocks of merchandise. In the past merchandise has been slow to sell due to varying tastes and requirements. We are looking at simplifying what merchandise may be purchased to try and meet our member's requirements. Any suggestions, please email Wade, the NIMAFC secretary wadeyboy@xtra.co.nz with your thoughts & designs. Thank you.

My First Model A (Warren Thorburn)

I was 17 years old when I bought my first Model A, (a 1927 Phaeton or “Open Tourer” as we called it then). It was in 1964 and I was in my last year at high school (Westlake Boys). She cost me 50.00 pounds and, while roadworthy and complete with current Warrant of Fitness, she was rough and needed quite a lot of work. Her paint was scruffy with surface rust, she didn't have a hood and the upholstery was really tatty from living outside without a hood! The rear floor (bare boards) concealed a shallow (100mm deep) metal compartment that, I believe, had been used for removing Toheroas from Muriwai beach. In those days we had about a two-week annual Toheroa picking/collecting season but were limited to maybe 10 toheroa per day/visit. The previous owners obviously didn't consider this to be enough.

I drove to and from school most days and usually had 2 or 3 passengers (mates) (some are in the photos). We must have not come up to the schools required standards of dress or behaviour as I was banned from bringing the car to school for my last term.

Most weekends we used her for general transport and diving trips, some overnights. On one weekend trip to Leigh/Matheson's Bay or Te Point the motor became very rough and once we had driven home and investigated, we discovered one piston had collapsed.

We removed the motor and reconditioned it over the early part of 1965 and at the same time stripped back all the paint, built a new set of hood bows?/ frames, Metalexed the chassis, sorted the brakes out, reupholstered the seats, and had a new roof/hood and side curtains made, and hand painted the whole car. (using warm paint and a brush!). I even made a new dashboard trim using sheet aluminium to tidy up under the windscreen inside.

That year we travelled all over the Coromandel and north of Auckland including Russell, Bay of Islands, Kerikeri, Matauri Bay, Waitangi, and Kaitia. What fun we had! Great memories with a great car and great mates!

Sometime later in 1965 or maybe 66, I was offered 200 Pounds for her and couldn't refuse it so sold her to an engineering student friend of a friend. A sale I have regretted since, but it seemed the right thing to do at the time.

I had the use of 'a very nice' and powerful motorbike (BSA A10 Road-rocket 650 cc) at the time as well so transport wasn't a problem.

After that a Humber 80, Triumph spitfire, Mini, HK Holden wagon, several Cortina's, short wheelbase Landcruiser (with a lean to one side). Oh, and of course, a VW Combi panel-van while in Europe for the two year OE (pre children) .

It's now time to get another Model A—my reason for joining the club which we are really enjoying. But I really need to find another Model A soon! Hopefully a 1930 Roadster that is in usable condition but one I can improve as we enjoy it and club activities.



Wanted

1930 Model A Ford Roadster

Running road worthy condition, with room for improvement would be preferred, but anything on offer would be considered.

Very keen buyer!

Contact Warren Thorburn

Email: wandmthorburn@gmail.com

Ph: 09 478-6147

Mobile: 021-476-440

Potentially interesting items out there on the web, that Model A enthusiasts may find worthwhile looking at!
Copy & paste the links to your browser & enter.

(Ford Model A - Best American Car)

<https://www.youtube.com/watch?v=z0imK2TaNUk&feature=youtu.be>

(DC3 aircraft called Lidia)

https://www.youtube.com/watch?v=irvMB9O_19A

(1930 Model A – Woody) Sorry this one is abit big but the best I could do & works.

https://email.ecklers.com/t/l?ssid=38059&subscriber_id=avyflhfeprevfrynplopqthfhyvkbab&delivery_id=adnzkbokzwnzcyscsknvyjhmiadzdbgg&td=1MAII2-GcgJAOtTZTMBTggI5j0CiFbf6KDiVX8i9mv5JsbGDnmIVx3SENoCOEEmtcp46EmXpFnV269GrtEGTilG00vsuW2uMpFR_IAN8wvUwm88H_oX5Hc1V2K-k69ajr8Z6NKXz5NjtVar-IGGe2oFGsm9sHz4DHsrQqoIH-HCddO9X0MaoydZ_9HKRsJaqqS4iFbLvLr5TsjexR6ed8r9dVfK1rTFcyvavm1N_CGPfINwGWTDaPvaK8c_RTb2nz91PIU-h8W4JmP7VcrZnJlJ_ODj71j94W

If you have links of interest that you have found on the web, please send them to the editor to share with others😊

Chapter 15

Building a mild engine

Following are some options that will give more power, better fuel mileage and still not hurt engine life. I am assuming a couple of things, 1) We are building a Model A engine (as opposed to a B engine) and 2) that we want it to idle nicely and have good “drivability.” These are big assumptions as it is kind of like asking how fast is fast? Keep in mind that if you ask 10 Model A ‘experts’ you will most likely get 12 different answers, so you just take it all in and decide for yourself what is best for you.

Block: The early 1928 blocks were not as strong in the rear main bearing web area as the later blocks. The earliest ones had no reinforcement ribs and used thinner bearing caps. Later versions of the 5-cam-bearing block were reinforced with 2 ribs, at some time later Ford dropped the 5-cam-bearing block and added a third reinforcement rib. The latest of the A blocks had thicker material in several areas. The later the block, the better, as far as strength goes. **Note on B blocks:** B blocks have larger crank bearings and pressured oil to the mains which results in a sturdier crank and longer bearing life. The downside of the B block is they are thinner on the top deck and tend to crack more often, commonly between the exhaust valve and the cylinder, usually on cylinder numbers 2 & 3. They do have slightly more streamlined ports too, therefore more potential power output.

Crankshaft and rods: The crankshafts in the Model A are dimensionally all the same, but the early cranks were shaped differently between the rod bearing throws. Some people refer to these as “beaver-tail” cranks. These early cranks were slightly lighter so could result in quicker acceleration, but there is no actual horsepower advantage or disadvantage. A few early engines had X shaped rods. I know little about these rods. They may be lighter, but I do not recommend using them as they are an unknown entity to me. If using original rods be sure that the bolt areas are in good shape, not stretched or thin (worn) threads. Also try and find rods that have not been filed or hack-sawed to mark them for the cylinder that they belong in, this can weaken them. The early '32 Model B crank looks like the A crank with larger main and rod bearings. Late in 1932, Ford added counterweights to the B crank, but did not change the part number. The late crank is commonly referred to as a C crank, always has been, always will be!

Pistons: Any new piston made for the Model A will work very satisfactorily and have long life. If you can get pistons with narrower than stock rings, the ring life will be longer and have better sealing so less blow-by. Forged pistons are not needed in a touring engine, or even in a hot street engine. I ran cast aluminum pistons in an engine that I ran in a dragster and turned that engine 6,200 RPM on a regular basis. I also ran those same pistons at Bonneville and had no problem with them. Cast pistons actually have some advantages over forged for street engines. **Allow adequate piston-to-wall clearance.** Ford said use a maximum of .002” clearance. This is not adequate for today’s pistons, and is even worse if you drive a lot and use an overdrive. I recommend a minimum of .003”. I usually set my street engines at .004”. Too tight in this area will result in scored pistons and cylinder walls.

Bearing life: The most important thing is to use good quality, high-speed Babbitt and have it done by someone with a good reputation. Secondly, use modern oils and a full-flow filter. Use a crank that is as

near standard as you can find and have it counter weighted. Counter weighting won't add horsepower nor necessarily make the engine feel any smoother, but it will help bearing life. Have the entire engine balanced. It is best to not use a crank that is more than .030" undersize, although I have seen Model A cranks that are as much as .060" undersize. I recommend a 3/16" or 1/4" line directly from the oil pump to the center main bearing cap. The center main takes the most beating and extra oil will help. Remove weight from the flywheel. This will not only help bearing life but will make the gear-shifts faster (as higher compression will also). Converting the engine to full pressure oiling is not necessary unless you are going to race it or use very high compression or turn the engine high RPM, 4000 or better. Stock oiling has some advantages over a pressure system for guys that don't drive their A's every day. The main reason being that no matter how long it has been since last run, the rods, cam, etc. will have oil to them at the first revolution (because oil is always ready in the dipper tray) without having to wait for oil to be pumped through all the lines, crank, etc. to get to the rods. Check the dipper tray for rust-out by cleaning it thoroughly and holding up to sunlight. If porous, you will see pinholes which need welding or brazing. Insert bearings are a good way to go, but certainly not a necessity.

First start-up: When you are ready to start the engine for the first time after the rebuild, do two things immediately before starting the engine. 1) Pour 4 quarts of oil in the pan via the oil filler tube. This fills the dipper tray that oils the rods. 2) With water in the engine and everything ready to go, remove the distributor and its drive shaft, then pour one quart of oil down the distributor hole. This will fill the valve chamber with oil and start oiling the main bearings. It just takes a minute or two to re-install the distributor which gives the oil time to get to the mains. Use modern oil, not non-detergent oil. I've used several weights of oil but prefer 20-50. The above pertains only to the Model A block.

I recommend all the standard rebuild items now in common use, i.e. one-piece valve guides, hard exhaust seats (no harm in putting them in the intakes too, but not necessary), GM valves etc. I always use an aluminum timing gear for longevity. Bronze gears are a bit stronger but also are more expensive, noisier and not necessary.

Now the fun part, or hard part, depending on how you look at it! Higher compression and a bigger carburetor are the two easiest and most important paths to more power and speed.

Cylinder head: Use 6:1 compression ratio or higher. 7:1 is not too high but I would not go higher than 7:1 for touring. If you want to stay with the stock look, the Snyder (my preference) or Brumfield heads work very well. If you want to go higher, I would recommend someone else's head at around 7:1. I don't think the Snyder or Brumfield combustion chamber design is good enough for more than 6:1; Brumfield even used to advertise that you shouldn't go over 6:1. Specialty Ford Parts / 9109 Garvey Ave. / Rosemead, CA 91770 / 626-288-2121 makes Winfield heads that, in my opinion, have the best combustion chamber available today. I have recently started producing a head of my own which is of course the best design ever!

Carb and Manifold: At the very least use a Model B carb and manifold. I think the ideal carb is a Winfield Model S, but they are hard to find and have gotten expensive. The next option is a Stromberg '97' or other, more modern, downdraft carb such as the Weber 32/36. You might get by without a fuel pump on

some downdrafts. I ran a '97' on my '30 Tudor with no problems as long as the tank was near the full mark. '28 & '29 Model A's have a lower gas tank and it gets a little iffy. OHV heads will require a fuel pump as the carb sits higher in relation to the tank. I recommend a single carb rather than two because of simplicity. If using a Stromberg carb with an electric fuel pump a regulator will be needed, regulate to no more than 3 PSI. Do not bother with a Stromberg 81, they will work fine but are really too small for these engines.

Cam: Of course a Brierley cam is the best choice that you can make! For most mild performance engines, I recommend a Model B cam or a B grind on a Model A core. There are a lot of other options, but everything is a compromise and the B grind works well all around, so you still get the smooth idle and low-end torque with decent mid-range power. If you go to a larger carb than the B you can utilize a slightly hotter cam such as my "C" grind or Winfield IR. My 'C' grind is merely a copy of the latest 'B' grind. It has .320" lift as compared to .302" for the standard B grind, And slightly more duration. If you don't have a local source for cam grinding, I can regrind your cam.

Valves: Some engine builders use larger intake valves but unless you go to a hot cam and a large or dual carbs, there is little advantage to this and it is a lot of trouble and expense. The exhaust valves and ports are very adequate in size and shape, but I recommend one-piece guides and good valves such as the exhaust valve from an early 60's GMC 305 V6 engine. These valves can be used as both intake and exhausts. If you decide to go to larger intake valves, the easiest valve to install is the 216 Chevy intake valve. It has a 1&11/16" head diameter and a 30 degree seat angle. The 30 degree angle allows for better flow towards the piston. The valve guides from the 215 Buick V8 (Egge part # G-880) will press right in the A block with no modification needed, although I shorten them to stock A length for easier valve spring installation. These are 11/32" I.D. and fit both of the above valves. Stock valve springs work well but should be installed with a shim for more seat pressure because this insures good valve cooling and is necessary for a performance cam, so the valve follows the cam at higher RPM's. I recommend seat pressure of 40 PSI on a B grind cam and 60 on a mild performance cam. Keep in mind that when you change to one-piece guides you have lessened the installed height as the stock guides have a shoulder on them that the spring sits on, so a spacer is necessary. **Installation tip:** With straight-stemmed valves it is easier to install the springs and retainers into the block before slipping the valves in place. **Note:** some Model A stores now carry a one-piece, slip-in guide that accepts valves with 11/32" stems. These have a shoulder that the spring seats on and holds the guide in place and also retains the stock spring installed height.

Ports: Both the intake and the exhaust ports should be ground smooth with a die-grinder. The intakes can be enlarged slightly at the valve for increased flow. Do not polish the intake ports, because this will cause fuel to separate from the air/fuel mixture on the way into the cylinder. The exhaust ports can be smoothed and polished. Match the port to the hard valve seats. The intake seats should be narrower than the exhausts, because the exhausts need some width area for cooling, and narrow seats seal better on the intakes. The intake valve should seat near its outer diameter, the exhaust in the center of the seat area.

Exhaust: The Model A exhaust manifold is quite good for a factory production item. Aries makes a high-flow stock-looking muffler that works great. Headers are even better, but are not permitted in F.A.S.T. sponsored hill climb stock classes.

Ignition: Probably most break-downs and poor performance in Model A's are caused by the ignition system. I highly recommend a good electronic ignition, either a conversion such as the FS ignition or a good aftermarket distributor such as a Mallory. Do not use too much spark advance. Most flathead engines can use only about 26 to 28 degrees total advance. Detonation will ruin bearings quicker than anything. That is what I don't like about the Brumfield high compression head, the chamber is not suited for high compression.

Oil Pump: The Model A pump is very adequate for a stock oiling system. I open the inlet and outlets to the pump by grinding the existing opening to a larger size, and turn the shaft down to 3/8" between the bushings. This allows for easier flow from the gears to the block. See Chapter 9 on oil pumps.

Cooling: The Model A radiator will usually be more than adequate to cool your engine, if in good condition. Do not scrimp in this area; spend a few bucks and have your radiator cleaned by a professional shop. The Model A water pump will also work well. Use a "leakless" pump or one that will not leak. I use the early V8 pump (an adapter is needed) and Cling's serpentine belt. The V8 pump has a modern carbon seal.

Gears: That about covers the engine, but there are other things to consider too, such as a V8 or other transmissions and an overdrive. 3.54:1 rear end gears are an option, but an overdrive is best as they give you the best of both worlds, a low gear for acceleration away from the stop sign and a high gear for highway cruising. Too high a gear is not good, as the power needed to push a barn (a Model A) through the wind goes up quite fast in relation to speed. A final drive ratio of about 3:1 is as high as most Model A's can effectively use. A heavy fordor cannot pull as tall a gear as a lighter body style or speedsters which are lighter and generally have a smaller frontal area. Too high a gear will result in poor performance, poor gas mileage, and could damage the engine, especially the rod bearings, as the engine will be "lugging" all the time.

Brakes: Now that you are running good it's time to think about stopping. At the very least install cast iron drums and have everything in as good of condition as possible. Floaters are a plus too. I prefer hydraulic brakes as they are far superior in stopping ability and ease of maintenance. 1935 Ford mechanicals are another option that is superior to Model A brakes. They can be used only on the front axle or as a full set. I installed them on the rear of my speedster, and they helped a lot, but the rears would slide long before the fronts did anything. They are the same width and diameter as the hydraulic brakes.

With the above modifications, you will be able to drive comfortably over any terrain, at safe highway speeds and still have as good or better fuel mileage as when the car was new. **ENJOY!**

The Social Worker!

A young man with his pants hanging half off his rear, two gold front teeth, and a half inch thick gold chain around his neck, walked into the local welfare office to pick up his cheque.

He marched up to the counter and said:

"Hi. You know, I just HATE drawing welfare. I'd really rather have a job. I don't like taking advantage of the system, getting something for nothing."

The social worker behind the counter said:

"Your timing is excellent. We just got a job opening from a very wealthy old man who wants a chauffeur and bodyguard for his beautiful daughter. You'll have to drive around in his 2018 Mercedes-Benz GT, and he will supply all of your clothes. Because of the long hours, meals will be provided. You'll also be expected to escort the daughter on her overseas holiday trips. This is rather awkward to say, but you will also have, as part of your job, the assignment to satisfy her sexual urges as the daughter is in her mid-20's and has a rather strong sex drive."

The guy, just plain wide-eyed, said:

"You're bull-shittin' me!"

The social worker said, "Yeah, well . . . You started it"

Jack NAZER

It all started in 1954 when at age 15 Jack's father took him to see the NZIGP at Ardmore. Unfortunately Jack's Dad made it quite clear that he would not allow him to go racing, so he had to wait until 1960 when he turned 21.

His first competition car was a 1938 Chev Coupe with a modified head and camshaft with triple SU carburettors. He had some success at hill climbs but the Chev was hopelessly outclassed at the tracks.

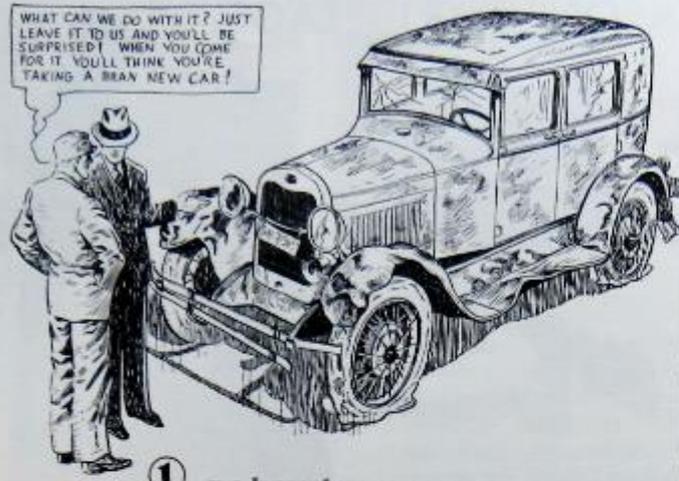
His next car was an Anglia and at it's first outing at a Pukekohe hill climb Jack was fastest saloon and took FTD overall. Over the next few years Jack won numerous titles.

In 1974 Jack met up with Jimmy Stone who had come to settle back in NZ after gaining a huge amount of experience with the McLaren Team. He agreed to build a car for Jack. That car was the Chev powered FD Vauxhall Victor which was to win the 6 litre Saloon Car Championship in 1975 and 1976. With Leo Leonard driving the old and then the new PDL Mustangs there were some epic battles.

At age 41 Jack decided to finish his career off by driving a VW powered midget car at Western Springs. Jack retired from motor racing in 1982 by which time he had taken to the water. Over the next few years Jack notched up a number of yacht race wins including the Coastal Classic from Auckland to Russell.



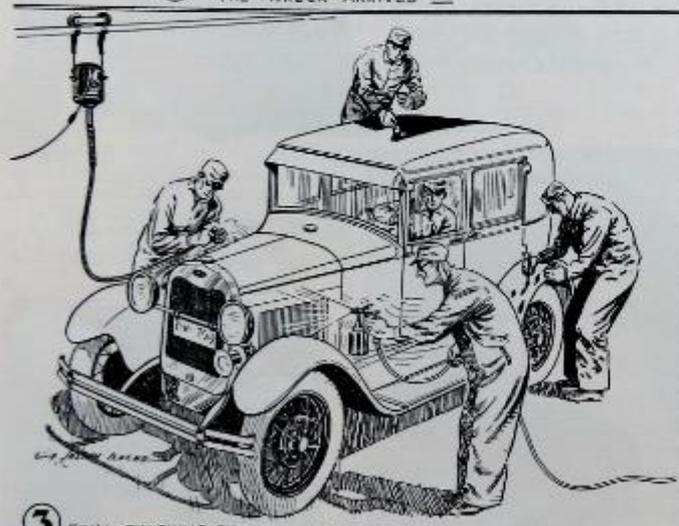
WHAT CAN WE DO WITH IT? JUST LEAVE IT TO US AND YOU'LL BE SURPRISED! WHEN YOU COME FOR IT YOU'LL THINK YOU'RE TAKING A BRAND NEW CAR!



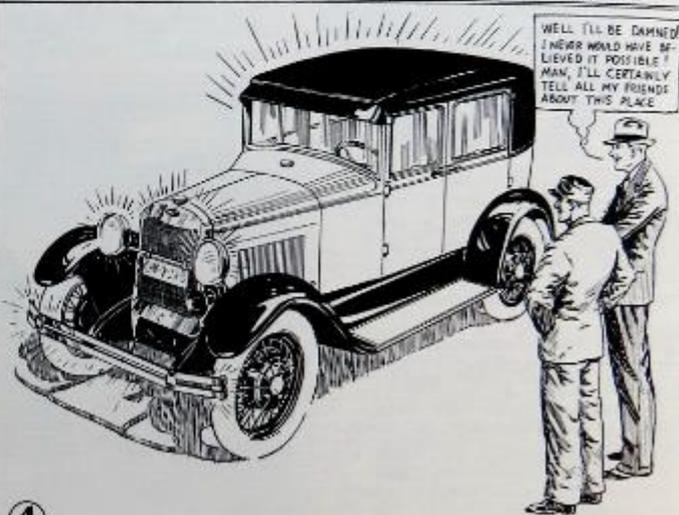
① THE "WRECK" ARRIVES



② FIRST THOROUGHLY WASHED AND CLEANED, THEN OVERHAULED AND REBUILT



③ FINAL FINISHING TOUCHES MAKE THE CAR LOOK LIKE NEW



WELL, I'LL BE DAMNED! I NEVER WOULD HAVE BELIEVED IT POSSIBLE! MAN, I'LL CERTAINLY TELL ALL MY FRIENDS ABOUT THIS PLACE!

④ THE PROMISE FULFILLED AND A PLEASSED CUSTOMER

SHOW HOW "THE IMPOSSIBLE" CAN BE DONE

With proper facilities and equipment the Service Station can convert most any "wreck" into a car that will surprise the owner.

THE above pictures do not, of course, show the details or various stages in transforming a "wreck" into a rebuilt job. They merely give at a glance a brief picture of what can be accomplished in the way of repairing or rebuilding cars that to all appearances seem fit only for the junk pile. In the first picture it is obvious that the service station is well equipped to handle just such "cases" as the one shown. It no doubt has a number of Hydraulic Lifts—Free-Wheel type, one of which is indicated in the second picture. For, first of all, the "wreck" must be thoroughly washed and cleaned so as to be accessible for a thorough inspection and for the job of repairing or rebuilding and repainting to follow. This type of lift is the only kind on which a car can be properly and thoroughly washed. The wheels can be washed as well inside as out which is seldom done in car washing in the old fashioned way where pits or racks were used. The weight of the car does not rest on the wheels—affording an opportunity to carefully inspect the wheels, spindle bolts, hub

bolts, steering gear, etc., while car is still on the lift, and with no loss of valuable time.

With the proper Body Bumping Kits, any service station can repair damaged fenders and body to look as good as new. Likewise it is necessary to be equipped with proper Paint Spraying Outfits, Touch Up Guns, Striping Tools, etc., so that after the dents and damaged places about the fenders and body have been restored they can be painted and refinished to look like new. These tools are so inexpensive and yet so important that no service station can afford to be without this necessary equipment to handle such "cases".

Dealers must keep pace with the times and should check up on their equipment and see if it is suitable to turn out the class of work demanded to meet keen competition and hold their business. Inefficient and obsolete pieces should be thrown out and replaced with new and better ones. Remember, Mr. Dealer and Service Manager, it's the shops that turn out the BEST jobs in the quickest time that get the business.



- 1/3 cup (2 oz) and 1/4 cup (1 1/2 oz) steel cut/pinhead oats
- 1/3 cup (3 oz) Scotch whisky (Glenfiddich or Glenlivet, use a top quality brand)
- 2 cups (12 oz) fresh raspberries
- 3 tbsp Scotch whisky
- 3 tbsp organic raw honey
- 2 tsp sugar
- 2 cups of organic heavy whipping cream (it's important to use good quality cream)

Can use rolled oats which makes the dessert a bit crunchier, also other berries.

Serves 4-6

Instructions

1. The night before you want to make the dessert, toast 1/3 cup (2 oz) of the oats in a cast iron or very heavy pan until very lightly browned- this won't take long, so keep a close eye, as you don't want burnt oats. Put the oats in a bowl and cover with 1/3 cup (3 oz) of whisky. Cover and let stand overnight to soak.
2. When you are ready to make the Cranachan, toast the second batch of oats, exactly the same as you did the first ones. Remove from heat and set aside to cool.
3. Choose a few choice raspberries to decorate the tops and set them aside.
4. Crush the rest of the raspberries in a bowl, with a spatula or fork, (just a bit, we're not making jam).
5. Sprinkle the raspberries with 2 teaspoons of sugar, 1 tablespoon of honey and 1 tablespoon of whisky. Mix well and set aside.
6. Whip the cream until it starts to thicken, then add the other 2 tablespoons of honey, and 2 tablespoons of whisky. Continue to whip until stiff peaks form, then fold in the whisky-soaked oats.
7. At this point, we are ready to assemble the dessert. I would recommend doing this relatively close to serving time as the dessert will taste better fresh (if possible, don't make it in the morning to serve for dinner).
8. Place a spoonful or two, to cover the bottom of the glass, of the raspberries, then add some of the cream mixture.
9. Sprinkle the cream with some of the toasted oats, then repeat the layers. Finish with the sprinkled oats and top with a raspberry or three.
10. Refrigerate until ready to eat, but take them out about 20 minutes before serving, for better flavor.

Subject: *Laws of Centrifugal Malfeasance*

Laws of Centrifugal Malfeasance The likelihood that a wrench will slip and mar the surface is directly proportional to the newness of the surface.



Law of Mechanical Repair - After your hands become coated with grease, your nose will begin to itch and you'll have to pee.



Law of Gravity - Any tool, nut, bolt, screw, when dropped, will roll to the least accessible place in the universe.



Law of Probability - The probability of being watched is directly proportional to the stupidity of your act.



Law of Random Numbers - If you dial a wrong number, you never get a busy signal; someone always answers.



Variation Law - If you change lines (or traffic lanes), the one you were in will always move faster than the one you are in now

Law of the Bath - When the body is fully immersed in water, the telephone will ring.



Law of Close Encounters - The probability of meeting someone you know INCREASES dramatically when you are dressed totally inappropriately or you are with someone you don't want to be seen with.



Law of the Result - When you try to prove to someone that a machine won't work, IT WILL!!!



Law of Biomechanics - The severity of the itch is inversely proportional to the reach.



Law of the Theater & Football Stadium - At any event, the people whose seats are farthest from the aisle, always arrive last. They are the ones who will leave their seats several times to go for food, beer, or the toilet and who leave early before the end of the performance or the game is over. The folks in the aisle seats come early, never move once, have long gangly legs or big bellies and stay to the bitter end of the performance. The aisle people also are very surly folk.



The Coffee Law - As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.



Murphy's Law of Lockers - If there are only 2 people in a locker room, they will have adjacent lockers.



Law of Physical Surfaces - The chances of an open-faced jam sandwich landing face down on a floor are directly correlated to the newness and cost of the carpet or rug.



Law of Logical Argument - Anything is possible IF you don't know what you are talking about.



Law of Physical Appearance - If the clothes fit, they're ugly.



The 50-50-90 Law - Whenever there's a 50-50 chance of getting something right, there's a 90% probability that you'll get it wrong.



Law of Commercial Marketing Strategy - As soon as you find a product that you really like, they will stop making it OR the store will stop selling it!



Doctors' Law - If you don't feel well, make an appointment to go to the doctor, by the time you get there, you'll feel better. But don't make an appointment and you'll stay sick.

Sods Law – If it can go wrong, it probably will.

If you don't forward this to your friends, your belly button will unscrew - and your bum will fall off. Really... It's true. I read it on the Internet

Photos of past events



[hmm - whos are these cars then!](#)



Spot the “odd cars out” in the picture above!



NICE LOOKING CAR (IT REALLY WANTS TO BE A MODEL A)

Treasurer's Report

End of financial year is fast approaching i.e. 31st August 2020. No Treasurers report this month, only subs information below and a club membership form for new members.



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

August 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.

However, 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.

Many thanks everyone!



NORTH ISLAND MODEL A FORD CLUB INC

PO Box 99249 Newmarket Auckland 1149

Website: modelafordclub.co.nz

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New Member Application Form

Name(s) _____

Address _____

Contact Details Home _____ Mobile _____

Email _____

Individual/Family Annual Membership \$45.00 (includes monthly emailed newsletters)

New Member Fee \$10.00

Youth Associate (under 22) no charge

Total Individual/Family New Membership \$55.00

Payment to –

Internet banking: Account #12 3068 0187485 00 North Island Model A Ford Club Inc.
Please include your surname as a reference.

Post: NIMAFc Treasurer, PO Box 99249, Newmarket, Auckland 1149

Year and Body Style of Model A(s) _____

Description / history, including colour & registration

I authorise the NORTH ISLAND MODEL A FORD CLUB INC., to include my details on a contact list, circulated to Club members.

Yes / No (please circle)

Signature _____ Date _____

The NIMAFc Committee reserves the right to decline any application. In this case the above fee will be refunded in full.

The Club's financial year is 1 September – 31 August.

Please email this form to: fiona_garry@xtra.co.nz

Fiona Learmonth
NIMAFc Treasurer

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CONTACT: Greg Stokes ph 021 955 459
or email gregstokes1932@gmail.com - North West Auckland

From the NIMAFC Temporary Editor:

The AGM is fast approaching and it is now a good time to start thinking about nominations for the incoming committee. Whilst all positions are up for grabs, some current committee members will not be standing again. Some of these members have held numerous positions on committee and would like to encourage others to have a go. The Newsletter Editor, and Treasurer are positions I currently maintain, however happy to share the love of any of these positions with someone interested enough to give them ago. Both of these positions are relatively straight forward, and if you have a few spare hours a month are easily accomplished. Wade Alexander is also happy to stand again for Secretary, however again if you would like to part take and share the love in this position please let us know. Please forward any nominations to the Secretary before the AGM, which at this time is set for the 31st October 2020, depending on what level the country is at.

Kind Regards
Fiona

Fiona Learmonth (NIMAFC Temporary Newsletter Editor)

Editor email: fiona.garry@xtra.co.nz until further notice.

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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