



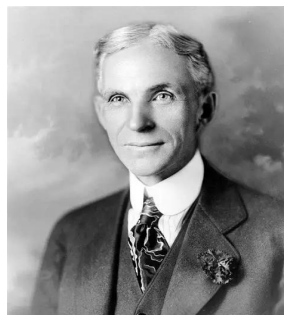
NORTH ISLAND MODEL A FORD CLUB INC
NEW ZEALAND

Model A Torque

July 2026

Issue No: 2026/07

Chapter Members of



Happy
Birthday

MAFCA

Winner Best
International
Newsletter
2025



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.

Website: www.modelafordclub.co.nz

North Island Model A Ford Club Newsletter July 2026

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JULY

Sat 18 Ryders Dinner & Movie. Page 4.

Sun 26 Henry Ford Model A Day, Competitive Run. Page 5.

AUGUST

Wed 19 Tech Day – Talk on Building new Hobsonville Data Centre. Page 6

Sun 30 Daffodil Day for Cancer, FGS Buddhist Temple, Flat Bush. Page 6.

SEPTEMBER

Sat 19 & Sun 20 Weekend Run Te Aroha / Matamata **TBC**

OCTOBER

Sun 4th AGM, VCC Rooms Penrose

Sat 17 & Sun 18 Hubley Challenge, Tauranga. Page 10.

NOVEMBER

Sun 29 Nov Club Christmas Party

NON-CLUB EVENTS – These may be of interest to some members

05 July *Winter Woollies Wonder, Wellsford/Warkworth VCC*
12 July *Rotorua Swap Meet*
01 Aug *HRC Swap Meet, Palmerston North*
13 Sep *All Ford Day & Swap Meet, Claudelands Event Centre*
26 Sep *Race For Life Hampton Downs*

Dates for 2027

Sun 14 Feb *Ellerslie Car Show*
13-20 March *Top of the South National Rally, Nelson/Blenheim*

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

Do not forget to visit the Club Website, click on the Events Calendar. If you are unable to use the website and have questions a committee member would be only too willing to assist. Give them a call!!

NIMAFC Life Members:

Alan Minson; Murray & Anne Ashby; John & Mary Castle; Paul Smith; Len & Stella Hoyland (deceased)

*Cover Picture: Don & Teresa Windley
1928 Model A Pickup*

A Message from your Club Captain



Hi to all

I hope you are all keeping those winter bugs at home and getting your cars out on these wonderful fine days when they come about.

Sometimes, I feel a bit like a Clayton's Club Captain as life for all tends to have events that clash with each other. Currently, Tricia and I are installing a new kitchen, gutted out old one and repainted, now installing the new kitchen with benchtop people barking at my heels to come and template the new benches and then later install. With that and the volunteer work we do for Restore Hibiscus Coast and Bays, trapping and Pest control I feel we are like other retirees working just as much as when we were not retirees.

A Reminder on Event Etiquette and Club Reputation

I want to take a moment to address a matter regarding how we handle feedback following our club runs and events. Our organisers put an immense amount of volunteer energy and time into planning these days, which often includes complex co-ordination with local eateries and venues to get numbers and catering right.

If an issue ever arises on the day, it is critical that it is raised quietly and constructively at the time, specifically through the designated event organiser. The organiser is the sole liaison dealing directly with the venue staff and management on behalf of the club.

Going online to post negative public reviews after an event does a massive disservice to our hard-working organisers and makes it incredibly difficult for us to secure welcoming venues for future runs or to get others to volunteer to provide an event. Furthermore, public actions that bring the club's name into disrepute reflect poorly on our entire membership. This can unfortunately become a formal disciplinary matter under our club rules, and absolutely no one wants to go down that line.

Let's remember to support the people who make these events happen and protect the excellent reputation our club has built over the years. If you have concerns, speak to your organiser on the day so it can be sorted out smoothly and respectfully.

Meantime let's get out there and enjoy ourselves with our cars and the friendships that come with it, knowing that our volunteers have done their best to arrange a good day and sometimes things happen that are out of our control and put them in a bubble and blow them away.

Kind regards to you all,

Wade Alexander

Club Captain NIMAFc



PASSING LANE

It is with sadness that we inform members of the passing of Rex Bennis. Rex was a past Club Member and was the first member to win the Elegance Award in 1999 with his maroon red Phaeton. We have also visited his small museum in South Auckland as a Club. We pass on our condolences to the family at this sad time.

Editor's Comment



Hello to all our Model A Friends

This month has again been busy for the club with our technical day being a visit to Pioneer Aviation at Ardmore. We had an excellent turnout with approx. 36 members, some of whom we have not seen for a while. This was a great day viewing the clever craftsmanship that goes on behind the scenes. Another club event at Woodlands Estate saw a turnout of 48 people and 17 Model As. It was great to catch up with members from Tauranga, Thames, Whitianga, Hamilton and Northland. This is what a club is about – you put in the effort and you will be rewarded. Thank you to all our members for supporting our endeavours. The Model A cars created great viewing for visitors to Woodlands and the Model A horn brought smiles to many faces. Many good friendships have been made by owning a Model A and our club is evidence of that. I hope you enjoy reading your July newsletter and look forward to seeing you at Ryders Cinema evening or on the Henry Ford Competitive run on Sunday 26 July.

Karen Thomas, Editor

Email: nimafc.editor@gmail.com

ROAST DINNER AND MOVIE – RYDERS CINEMA – Saturday 18 July 6.30pm

177 Riversdale Road, Avondale - FRIENDS WELCOME

Time is running out to book for this relaxed evening with friends. This evening takes you back in time to the days when you took your first girlfriend out on a cheap date. Relive that moment by joining us in a warm inviting atmosphere – no cooking and no dishes. Clint is waiting along with his old school stove to cook us a delicious roast dinner with traditional gravy so don't hesitate you won't regret you came along.

If you wish to enjoy a few nibbles while having a drink beforehand please bring these along with you. You are most welcome to bring friends along also.

Once dinner is devoured we will head into the old-time theatre to watch a movie. The movie chosen is kept secret until the night with this creating a certain amount of suspense. On entering the theatre you will be handed an ice-cream to enjoy, just like old times.

Be quick to put your name down as numbers are limited to 50 people. Phone or email Andrew now.



Cost: \$50 per person payable on the night

**Bring: Your own drinks and glass/cup.
Nibbles if you wish.**

Off road parking available.

Please be there by 6.30 pm at the latest.

To indicate you are coming please contact **Andrew Costello by text on 021 943 063 or email him at nimafc.viccaptain@gmail.com**

HENRY FORD COMPETITIVE RUN – *celebrate birthday of - Sunday 26th July – 8.30am start*



Martin Rees has put together a great run to celebrate the birthday of Henry Ford who was born 30 July 1863. This run will take us to the Red Fox Tavern for lunch, with a pit stop at the Maramarua Bakehouse Café approx. halfway. Following lunch you will go on a guided tour of Pukorokoro Shorebird Reserve. After the tour approximately 4pm you will have afternoon tea/coffee at the Miranda Camping reserve where the rally ends. As this will be a competitive event a questionnaire will be handed out on the day. Winners will be notified at club prizegiving. We hope you will join us for the day and help celebrate Henry Ford. Martin has outlined a programme for this event below. A flyer has already been emailed to Club Members.

Start point: Bombay Waitomo Services back carpark. **Assembly time:** 0830 **Departure time:** 0900

General locality of the event: Maramarua, Kaihere, Miranda, Kaiaua.

Event distance: 90 miles / 150 km one way.



Times: 1. Morning 'run' to Red Fox Tavern for lunch, with a 'pit-stop' at the Maramarua Bakehouse Café approximately halfway.

Drive time 3 hours. Lunch 1215-1330.

2. Afternoon 'run' Red Fox / Maramarua to Miranda, 30 mins.

3. Guided tour of Pukorokoro Shorebird Reserve 1500-1600

4. Own afternoon tea/coffee at Miranda Camping reserve 1615.

5. Rally ends where the campers and caravans park. Some people may wish to go home then before it gets too dark. Others may wish to stay and have dinner at the Bay View Hotel, Kaiaua a few km up the road.

These folk may also choose to stay in a local cabin or camp-ground so they can drive home in daylight on Monday 27-7-26. A list of accommodation options are attached to the email sent earlier.

Route notes and Questionnaire: These will be available as one document on the day. Put your name and car Rego number on the top. Only people competing in their Model A will be eligible for a prize, but modern cars are still welcome.

What to bring: Thermos and afternoon tea. Binoculars or telescope if you have one. Clip-board and pen. Warm clothes if it's cold, raincoat if it's wet. Ten dollars cash to cover cost of Guided tour at Miranda. Overnight bag etc if staying in Kaiaua for dinner and staying in local accommodation. Get some 6-Volt LED headlamp bulbs off Errol so you can drive in the dark!

Co-ordinator **Martin Rees**. I need to know if you are coming as numbers required for lunch and also for dinner and whether or not you will stay the night.

Please contact Martin Rees **Mobile** 0274964200 **Email:** nimafc.secretary@gmail.com

TECHNICAL NIGHT – Wednesday 19 August 6.30pm — 6 Angle Street, Onehunga

Listen to a talk about the Building of the Hobsonville Data Centre



Come along and listen to Brendan Site Engineer, talk about the building of the new Hobsonville Data Centre.

Auckland is home to the new hyperscale data centres. They are dedicated to ensuring the delivery of infrastructure programmes that underpin the security and social economic wellbeing of all New Zealander's. See you there.

Where: 6 Angle Street, Onehunga. Terry's workshop. **Bring:** Plate of food for supper
Tea/coffee supplied. Bring a chair.

DAFFODIL DISPLAY for CANCER – Sunday 30 August – FGS Buddhist Temple, Flat Bush



This year various car clubs around Auckland have decided to join with the Auckland VCC to help raise funds for Cancer. The Cancer Society of New Zealand needs our help to battle this complex group of diseases, the No 1 leading cause of death in the world.

Each club are invited to display their vehicles in a club setting within the grounds of the FGS Buddhist Temple, 16 Stancombe Road, Flat Bush. If you are displaying your car you will need to be there by 8am. Open to public from 10am to 2pm. Dress your car up in daffodils and brighten someone's day. A registration form will have to be signed and handed to the Secretary before entering.

Bring along your picnic table, chair, drinks (no alcohol), food for the day and clothing appropriate for the weather. You will be free to walk around the various car groups and inside the temple.

Let's get behind this worthy cause and make a day of it while helping raise funds for CANCER. A flyer will be sent closer to the time so watch for details.



TECHNICAL DAY - PIONEER AERO LIMITED, ARDMORE – Wednesday 10 June

This midweek Club visit to Pioneer Aviation aircraft restoration business at Ardmore Aerodrome drew a crowd of Model A enthusiasts over 30 in number. A combination of crisp fine weather, a daytime and midweek session with an unusual and technically fascinating subject were responsible for attracting many Club members we have not seen at one of our events for a long time.

Seeing the light weight precision hand crafting of new parts for several World War Two aircraft and the complexity of the reconstructive / restoration process made our work maintaining and restoring our Model As seem very simple and elementary!



Allison 1000 hp engine for the Curtiss P40

As we entered the hangar we were first confronted with a massive V12 Allison aircraft engine belonging to one of two Curtiss P40 Warhawk American fighter aircraft under restoration. Behind the engine was their extensive metal working machine shop with some modern CAD/CAM milling machines. Many parts have to be made using data and dimension off copies of the original plans and drawings for the construction of these aircraft. Surprisingly about 65-75 % of original parts are in good enough order to be retained.



Cockpit area of P40 under construction. The big Allison engine will be at the front of this fuselage.

Another interesting aircraft being rebuilt there was a US Dauntless fighter/bomber again of WW II vintage that was recovered from one of the US Great Lakes recently. It has lain underwater since about 1943 when it crashed into the lake whilst being used as a 'Trainer'. It is in remarkably good condition still , and is being restored for an American aircraft Museum. Huge steel framed 'jigs' have been made into which the wing sections etc are fitted to keep the alignment of parts true and accurate.



Wright Cyclone radial engine for Doubtless Dive Bomber

The big 9 cylinder air cooled Wright R-1820 Cyclone radial engine for the Dauntless is also on display. These same engines when supercharged and turbocharged produced up to 2300 horsepower and were also used in the B17 Fortress bombers that had four of these engines and were able to fly up to 30,000 feet.

The Dauntless was the US Navy's main carrier based Scout/Bomber aircraft designated SBD meaning Scout Bomber by Douglas (the aircraft manufacturer) but the American pilots said they were Slow But Deadly, being responsible for sinking 30% of the Japanese navy including four of its aircraft carriers.



The visit to Pioneer Aviation was enjoyed by all of us. Special thanks go to Martin Hedley, aircraft engineer who gave us the conducted tour and to Andrew Costello's contact Les Wilson who arranged the visit for Andrew. A vote of thanks and a gift was handed to Martin for his time and sharing of his amazing knowledge.



SUNSHINE REPORT

This month we have three of our Club Members away due to surgeries, Terry Costello, Stuart Jordan and Martin Rees. We wish them a speedy recovery and look forward to seeing them back on the road with us again soon. We miss their cheery faces and hope their journey has not been too uncomfortable for them. Smile guys you will have everyone fooled as to your discomfort.

Make someone smile whenever you can, you never know how much of a difference you could be making in their life at that moment.

WOODLANDS ESTATE LUNCH – Sunday 21 June

What a great day!! We left home early in the morning experiencing rain whilst driving down the motorway however arriving at the top of the Bombay the rain had stopped and the area was covered in fog. With 48 people gathering and 17 Model A cars lined up in the carpark all members were handed their driving instructions, a questionnaire and a brief outlining the history of Woodlands Estate Homestead and Gardens. Leaving Auckland at 9.45am we all drove to Gordonton, a very straight run with possibly three left turns and one right hand turn. Arriving at Woodlands an area had been marked off for the club to park their Model A's facing the cricket oval.

While Mark Corbett and assistants checked the cars for 'elegance' members headed into the café for lunch. With such a large group space was limited and while it was a little cosy we all coped well. Lunch orders had been received by the café prior which allowed for a coffee or drink while the meals were handed out by the staff very quickly. The meals were very tasty and devoured by all. Thank you to the nice comments given to the staff at the Café, they were very much appreciated.



A selection of cars parked up at Woodlands Estate.

Murray & Anne Ashby, Devon & Nadean dressed for the day

A questionnaire was handed out to all trying to ascertain the FUNNIEST, MOST EMBARRASING, WORST and BEST moments experienced with your wife/partner whilst driving the Model A. There were a lot of reluctant participants however with some coaxing we were able to establish a couple of winners. I have chosen some of the answers for you to read:

Funniest moment: "Trying to push start the car with the petrol turned off".

"Changing a carburetor on the side of the road. Young policeman did a U-turn to check on us as he thought we had crashed. When he found out it was a repair job he stood fascinated watching how a repair was done on a Model A".

Most Embarrassing: "Fuelled up at service station and drove off. When my wife asked for the receipt, I replied you paid didn't you. A quick phone call to the service station resolved the issue".

"Needing a pee, I had to duck down by the running board".

Worst moment: "Getting mud on my new 16" wheels and tyres".

"My wife got out of the Model A, slipped on a rag left on the running board fracturing 3 ribs on the edge of the running board".

Best moment: "When my wife encouraged me to spend some money and buy a Model A".

"Her navigation – I would be lost without her".

If you broke down in your Model A what advice would your wife/partner give you and would she help?

"Ring the AA".

"Check google and give unhelpful instructions".

RECIPE OF THE MONTH

Peanut Butter and Chocolate Biscuits



Delicious !!

1 cup Peanut Butter

1 egg

$\frac{3}{4}$ cup Sugar

$\frac{1}{2}$ tsp baking soda

85g dark chocolate chips

1. Preheat oven to 180 C. Combine peanut butter, egg, sugar and baking soda in a bowl. Mix well and add chocolate. Stir to combine.
2. Line baking tray with baking paper. Using hands, shape teaspoons full of mixture in balls and place on tray about 5cm apart.
3. Bake for 10-12 minutes until lightly browned on top. Allow to sit on tray for a few minutes before removing to cool.

THE BENEFITS OF BELONGING TO A CLUB

After a lot of preparation our Model A was ready for the trip to the International Festival of Historic Motoring Rally in Nelson. Our 1930 Ford Model A travelled approx 1,204 miles and used approx 63 gallons of fuel averaging 19 miles per gallon. We couldn't be happier, but not the \$1,000 plus fuel bill to pay when we arrived home. You can't enjoy a Model A if you don't put fuel in and we enjoyed every part of being involved in this Rally. Not a day went by over the 2 weeks away that we had any issues, just the normal morning routine checking fluid levels, kicking the tyres and knowing we were all good for another day motoring.

We had a dream run home arriving believing we had no issues that we knew of.

After ignoring "Dora" for several weeks I decided to do some servicing before heading up to the Waikato VCC Double 50 Rally. Jacking the car up and putting jack stands under to give me some room to move I discovered that the back main spring was broken!! Holey Moley. The spring had to come out for repairs.



Tony and Pam Mannington's Rally trip Nelson



A quick phone call to Club member Terry Costello asking him to get the clubs spring spreader to Taupo. Lucky for me Terry and Steve were on their way south to the Irishman Creek Rally. The Black Jack Delivery Company delivered the spring spreader as well as another back spring. We managed to make one good spring out of the two.

Thank you to Club members Terry and Steve who went out of the way to help Pam and I get back on the road and yes we did make it to the Waikato VCC Double 50 Rally. Being involved in the NIMAFc enabled us to call on fellow club members for help. Thank you Terry and Steve for your assistance. This was very much appreciated. *Tony and Pam Mannington*

NIMAFc HUBLEY CHALLENGE IN TAURANGA – 17th and 18th October

Kay and Stephen Upson will be running the Hubley event this year and have a very well organised run planned. The Hubley weekend is outlined on 3-pages emailed to all club members on Sunday 14 June, along with the Registration Form on Page 4. It is important that you read the outline for this thoroughly planned weekend and complete the Registration Form before September 20th, 2026.

The Hubley will be run at the Bay of Plenty VCC club rooms with activities organised around this event.



The hubley will be run on Saturday followed by a catered dinner (hot food selection and dinners). After dinner there is a movie on the big screen with ice-cream at interval. You can't do better than that. On Sunday Kay has organised special places of interest for the ladies including a ceramic studio and a visit to a treasure trove of books. There is also a visit to a private car collection and kiwifruit orchard at Pahoia where you will have lunch.

“I GREW UP AROUND MODEL A’s”

The Ford Motor Company built more than five million Model A’s between late 1927 and early 1932, their durable engineering and efficient design translated into an incredible 50 body styles. Every one of those cars and trucks, sold around the world, had stories to tell from the places it travelled through, the people it transported. Nearly 100 years have passed since the last ‘A’ rolled off the assembly line, and it’s been estimated that up to 500,000 or more examples remain. Muse about the memories built up in all that veteran sheetmetal, inspiring onlookers passing from parent to child.

Sometime in the mid-1950s, perhaps, nostalgia prompted a shift in thinking about these Depression-era Fords. Long considered worthless old everyday cars, A’s started being recognised for their mechanical simplicity, material quality, and broadly appealing charm. By the middle of the next decade, when original examples of these cars and trucks could still be found in barns and sheds around America, “Henry’s Lady” was a bona fide, universally approachable collectible, supported with restorer groups and enthusiast clubs.

It was that period in which Ann Melim’s father, Tom Beauchemin, came to appreciate the car, and like many others, he would share this passion with his children.

“I grew up around Model A’s,” Ann tells us. “My dad always had one, he’s had them since he was a teenager. We used to drive them in our local New Boston parade, and I have great memories of riding around, waving to people. When I was in high school, he had one with a rumble seat, and that was so much fun.”



Having built up over a lifetime, the sentiments those Old Fords inspired in this New Hampshire native prompted her, two years ago, to recall a particular ‘A’ on her parents’ property. “My father had this roadster in a metal Quonset hut. It wasn’t drivable, and was being eaten by mice and other animals,” she recalls. “It looked in bad shape, but it meant a lot to me. I asked if I could have it, and he sold it to me for a dollar.”

For that token sum, Ann purchased one of 209,518 “40-A” standard roadsters the Dearborn automaker built for the 1929 model year.

The least expensive in the lineup at \$450—\$10 less than the Phaeton, and roughly equivalent to \$6,750 today—this sporty style was made more practical with the inclusion of a rumble seat. And as the lightest passenger-car body (at 2,147 pounds, only the 2,073-pound Open Cab Pickup weighed less), it made the most of the updraft-carburetted 200.5-cubic-inch L-head four-cylinder engine’s 40 hp at 2,200 rpm and 128 lb-ft of torque at 1,000 rpm. The semi-elliptic transverse leaf-sprung, Houdaille double-acting shock absorber equipped solid front and rear axles offered a more controlled ride than the Model T, and upon introduction, the A’s conventional sliding-gear transmission was easier for many to master, too.

When new, this driveable dream looked different from how it appeared when Ann adopted it. Its body was factory painted one of five colours, and didn’t match the black fenders as it does now. The artificial leather upholstery, seemingly mismatched blue-grey in the cabin and Spanish Brown in the rumble seat, is actually correct.



As Tom understands, this roadster has gone through quite a lot over its 91 years. Indeed, when he first encountered it, around 40 years ago, it was in pristine, freshly restored condition, built up from a stash of rusty parts, as the photo above proves. “I learned about this Model A, then for sale, from Tom Speck. Earlier, he had been hired by Bud Farmer, New Hampshire, to pick up the car, then a pile of junk on his flatbed. Bud Farmer was the real hero for saving this car.

When I saw it back then, it looked showroom fresh, but he wanted about \$20,000 for it, and that was a lot of money. I had to pass on buying it; it was subsequently owned by two local guys, and I would see it from time to time in the parade.”

The same old Ford reappeared on Ann’s father’s radar about 15 years ago, when it again came up for sale. “Those owners had run it pretty hard, and I’d heard it was in a barn fire, but was dragged out in time,” Tom says. “It had a problem where it could only be started using the hand crank.

[The seller] was a great mechanic, but he couldn’t figure it out. I’d never owned a Model A Ford I couldn’t start with the starter. Two or three weeks after buying it, I figured out what the problem was: when you pushed the starter button, the manual gas control collided with the starter rod, which would bind up and hold the starter on. One rod needed to be bent a little bit to give the other room. I was proud of myself that I figured out what it was, so I could start it the right way. It didn’t need much else, aside from tyres.”

The car had been sitting idle in that storage building for about five years when Ann adopted it. She had it flat bedded by Ford specialist and restorer Eli English, whom she’d commissioned to get the ’29 Model A roadworthy again. As Eli explains, he touched almost every part of the roadster in the process: “I had to empty and pressure-wash the inside of the fuel tank; rebuild the carburettor; change all of the fluids; replace the distributor cap, rotor, coil and points; install a new fan belt and hoses; adjust the brakes; install new tyres; and test-drive and adjust everything until it was perfect. And oh yeah, I had to evict all the occupants of the mouse condos in the seats and rear side panels. I actually removed the entire interior, and pressure-washed the inside of the body!” Driving it meant a steep learning curve.

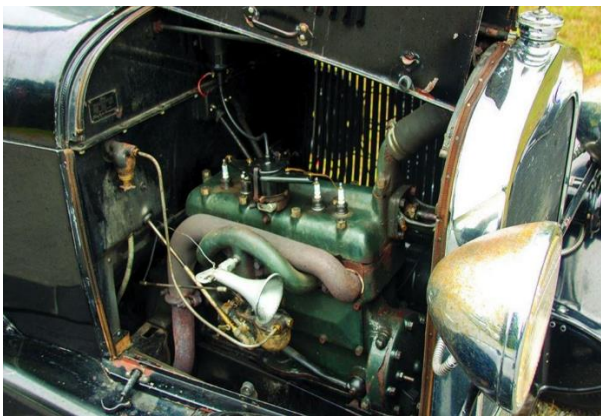


The result of the cosmetic work is admirable—from a distance, her roadster looks uniformly shiny and sharp. Up close, you can see the decades that have followed its restoration. The black paint has a warm finish that’s more matte than glossy, chipped around the edges, and accented on the mouldings with once bright, now fading green striping. Barely visible on the driver’s door is the name of the A’s one-time saviour, “Bud.” The chrome on the headlamp buckets and bumper brackets is pitted with surface corrosion. And yet, all this only adds to the nicely accessorised Ford’s approachability and its jaunty charm. The soft patina continues under the hood, where the correctly painted surfaces give way to rust at their edges.

And what's that curious trumpet plumbed into the intake manifold, above the Zenith carburettor? It's a "wolf whistle," a naughty and humorous period aftermarket piece that Tom used to make work by pulling a string through the firewall.

Recommissioning the roadster meant giving the 40-hp four-cylinder engine new ignition parts, new hoses and belt, and a rebuilt carburettor. The bright metal trumpet above the carb, using intake vacuum, is a "wolf whistle."

While driving a Model A corresponds with how we currently know cars to operate in regard to pedal and transmission functions, it's a bit more complicated than our modern direct-ignition, fuel injection, triple-cone synchronizers, and power assists would lead us to believe. "At first, I was like, what are these levers? What does the throttle do? Eli had to show me what each lever was, and that took some time," Ann reveals. "When it came to driving, it took me a while to get the hang of the double-clutch. I've driven a standard since I was 15, so the shifting wasn't the problem. The double-clutching, at first, was really challenging and didn't come naturally to me; I was slow, thinking about it, in and out.



Downshifting is another difficulty; my dad says that you have to hear it to be able to downshift, but I just can't do it. But the steering is probably the hardest part, since the wheel is so stiff to turn. I'm a smaller female, so I don't have the upper arm strength. Taking corners is hard."

The old Ford requires commitment and dedication to drive, and that's a trade-off its current caretaker happily makes for the joy it brings her and others.



"It has a spot in our garage from May to November, and I take it out all the time. I love the sound of the engine. It's loud, it's gritty, and of course, there's the horn - who doesn't like a Model A horn?" she says, and smiles. "I'm a teacher; I brought it to school one day to use it as part of my curriculum because I was covering *The Great Gatsby*. I took the class outside to look at it. I said, 'Imagine if this were a bootlegging car.' Then I had them write their own stories.

Ann continues; "My neighbours love it; we drive really slow, and the kids come out to the end of their driveway and wave. Down at the local coffee shop, it's always a source of conversation. Model A's are few and far between now, you don't see them out that often, so people want to know what year it is, and here I got it. They always ask, 'Is that your father's, or is it your husband's?' I say, 'No, actually, it's mine!' It's very empowering for me."

Her father concurs: "I could have given her a million dollars and she wouldn't be more excited. There aren't many women today driving cars from 1929. I've always known she could apply herself to do anything, really. She takes that Ford down the road, and she's proud of herself. I never thought she'd have such enthusiasm for it, and that was the biggest reason I gave her the roadster." "This car means a lot to me because it was my dad's, and it's a tradition," Ann tells us. "I'm happy taking care of something that matters to him. There's a kind of love story in this car." - story obtained from *Hemmings*



What Does A Failing Transmission Sound Like?

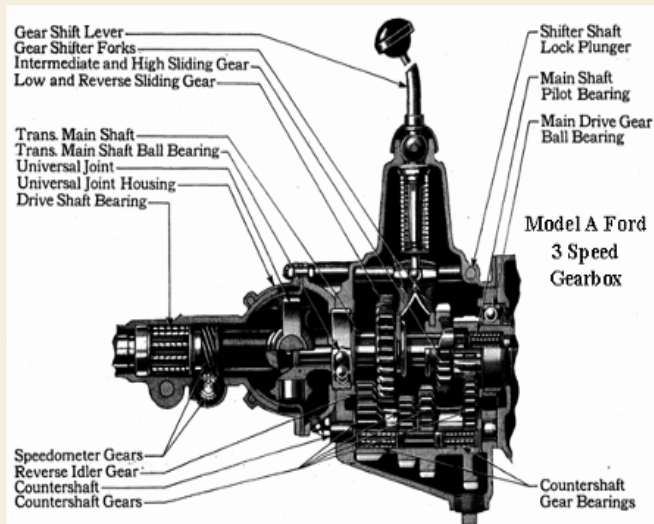
From Mister Transmission

<https://www.mistertransmission.com/noises-when-shifting/>

The sound of your Model A's engine out on the open road is a beautiful sound. It's music to every driver's ears, a symphony of precise automotive components singing together in perfect harmony. It's the sound of automotive health. And then there are other noises that are decidedly less pleasing to the ear...

Clunking, whining, buzzing, growling, grinding, or humming sounds coming from your transmission are all serious cause for concern, but diagnosing your transmission issues by ear is not easy.

Consider the following:



If your transmission is *growling*, check the transmission fluid level. If the growl turns into a whine, you may be hearing the teeth of the gears grinding down due to lack of proper lubrication, fluid contamination, or high mileage. Be sure to check your transmission fluid as soon as possible to confirm or rule out this possibility.

If your transmission makes a noise when you step on the clutch pedal, the sound is probably coming from the release bearing in the clutch assembly, not the transmission itself.

If your transmission makes noise when you release the clutch pedal, after engaging a gear, it is likely coming from a bad pilot bearing or bushing in the clutch assembly.

If your transmission makes a grinding noise when you shift gears, you are likely experiencing friction between gears due to insufficient transmission fluid, worn transmission linkage, maladjusted binding, or a "dragging clutch." If you hear grinding sounds when shifting from neutral to any gear, you may be dealing with bound, bent, or broken linkage components. The grinding may also be caused by damaged or worn synchronizer blocking rings, shift forks, or bearings.

If your transmission makes a humming noise, you may be driving with low transmission fluid, or else your transmission fluid may be contaminated with metal shavings.

If you hear a humming noise in all gears, you may be dealing with a worn or damaged shaft or bearing.

If you hear a growling noise specifically while moving, it is usually caused by a bad input shaft bearing. If that's the case, you will be able to hear grinding in any gear, at any engine speed.

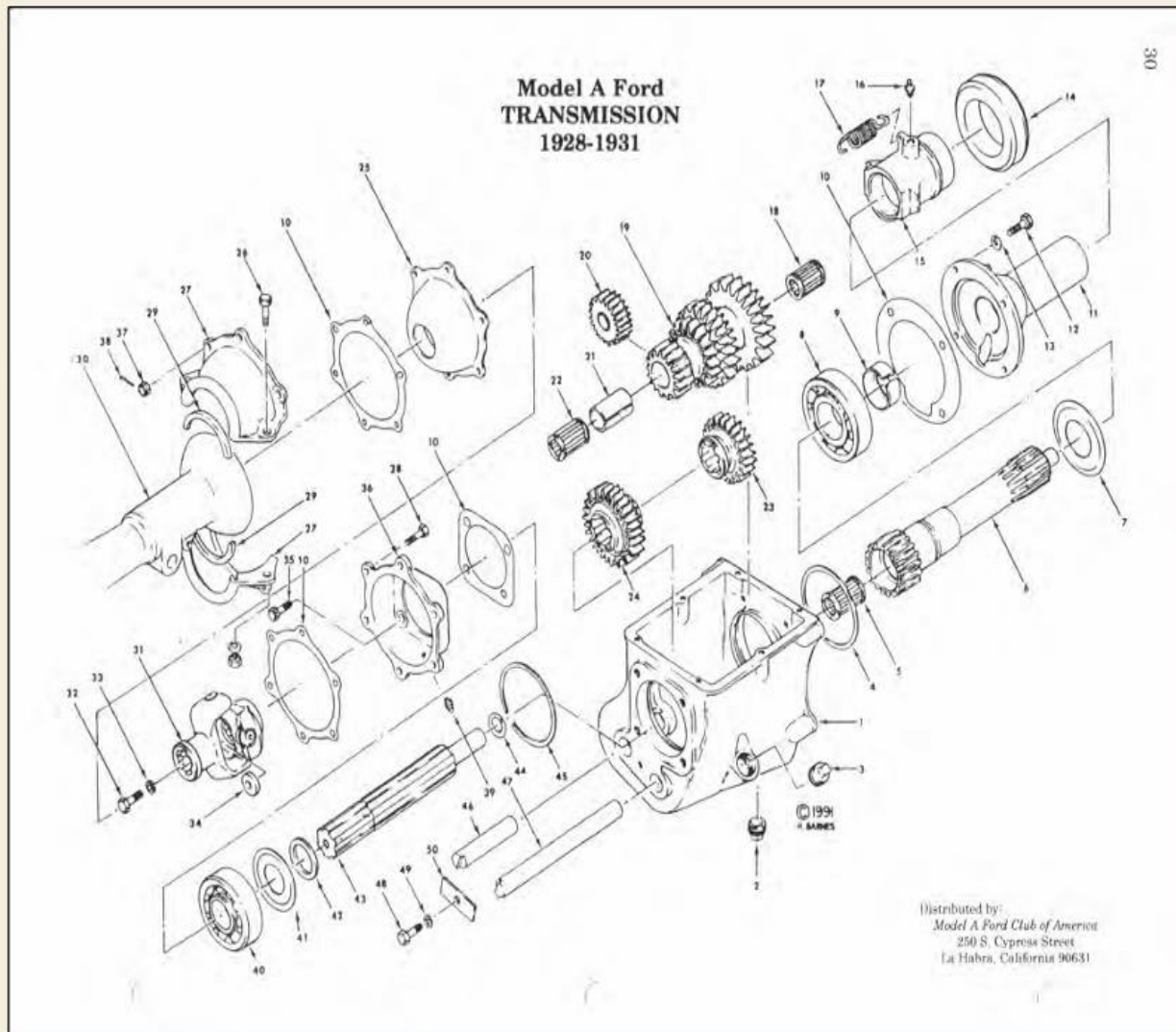
If you hear a growling noise in neutral, you could be dealing with damaged bearing on the countershaft, countergear, or input shaft.

If you hear a growling noise in forward/reverse gears, but *not in neutral*, there is a possible fault in the output shaft bearings.

If you hear a clicking noise, you may be driving with worn or damaged teeth on a counter gear or cluster gear assembly.

If you hear a banging noise after releasing the clutch in first gear, your transmission or engine mount could be cracked or damaged. You can verify this by popping the hood, starting the engine, engaging first gear, and releasing the clutch to move forward. Have a helper stand to the side and watch for any jerking as the vehicle engages the transmission.

The longer you leave these mysterious sounds unchecked, the greater your risk of accelerated wear, costly repairs, and catastrophic transmission failure.



CLASSIFIED ADVERTISEMENTS



There is no charge for members advertising in this newsletter. Items will be advertised 3 times unless renewed or cancelled with the Editor.

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Committee Contacts

- **Club Captain** - Wade Alexander 027 272 2130
nimaafc.captain@gmail.com
- **Vice – Captain** - Andrew Costello 021 943 063
nimaafc.vicecaptain@gmail.com
- **Secretary** - Martin Rees 027 496 4200
nimaafc.secretary@gmail.com
- **Treasurer** - Marlene Costello 021 118 6452
nimaafc.treasurer@gmail.com
- **Newsletter** - Karen Thomas 027 419 0191
nimaafc.editor@gmail.com
- **Website** - Andrew Costello 021 943 063
nimaafc.vicecaptain@gmail.com

- Committee** Terry Costello 027 492 0642
Grant Barry 027 287 0171
Shane Hegh 027 296 2965
Mark Corbett 027 504 0878
Graham Thompson 022 432 9823
Don Windley 021 184 4598
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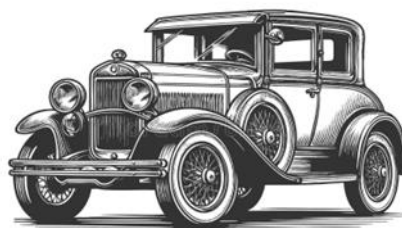
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Please send articles/reports/photos to the Editor by 20th of the month (or earlier if you can) in Microsoft Word or directly into an email. Editor will format to publish in Newsletter.

Thank you to all contributors to this newsletter.



The last words are from the man himself.



*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***



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