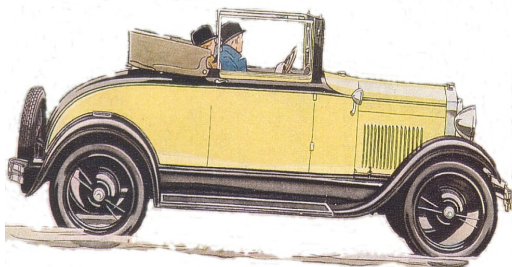


Happy  
Easter!



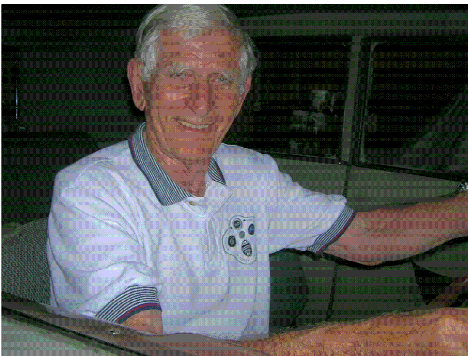
Model A Ford Club of NSW Inc

Web site [www.modelafordclubofnsw.com.au](http://www.modelafordclubofnsw.com.au)

APRIL 2011

**Club Meetings** are held at Holroyd Community Centre, Miller St Merrylands. The parking entrance is in Newman Street. Meetings are held from 8 pm on the second Friday of each month unless otherwise stated.

## PRESIDENT'S REPORT



Some members may not be aware of the recent motor accident which occurred to Dennis and Mary Ashton in Victoria whilst transporting tourists on a coach trip. Dennis suffered a broken jaw and Mary multiple bruises. Mary is now home but Dennis will stay in Melbourne for a short while until he is fit to fly home. Our commiserations to them both on your behalf.

We have also learnt that long time ago former member Jim Wilson is doing it very tough health wise and wife Dorothy also has medical problems. Our best wishes to them both.

We are looking for a member to enter his or her Model A in the concourse section at the Combined Fords Club display day to be held at Eastern Creek on the 31st July 2011. Please contact our committee if you can assist.

The events committee had to cancel the visit on the 20th of March to the Tench Reserve at Penrith due to the weather. Our many thanks to organiser Peter Wigzell who went to the venue in case someone turned up. It is a rare event when we have had to cancel a club run.

Patricia and I are hoping for a good attendance for the run we have organised to Cattai National Park on the 17th of April. Please remember to bring \$7 for entry to the park. We promise you a great time.

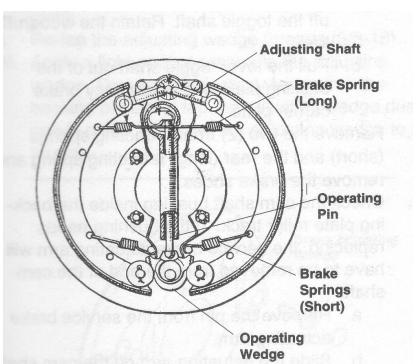
We welcome back to the fold former member Paul Bremner who has a 1928 phaeton and was present at the April meeting. We hope Paul soon has his car ticking over.

Neville Jones will be giving a talk on wood working tools at the May meeting. He is presently recovering from a knee operation but you cannot keep a good man down for long. Neil Finn treated us to an authoritative presentation on glass manufacturing methods at the April meeting. Thank you Neil. We have now three more presentations being organised and we are working hard to make our meetings more interesting. Please let me know if you wish to give a presentation or can organise someone else you know who could do so.

Safe driving at all times and best wishes from me.

Trevor Davis

## Centring Front Brake Shoes - An Opinion from Trevor Davis



For many years I have believed in and actually centred front brake shoes a number of times. I have now become a non believer even though this may seem to be putting a cat among the pigeons! In Les Andrew's 'Model A Ford Mechanics Handbook' it is stated that the bottom roller tracks should be bent up or down to adjust for zero clearance at the top of the shoe and 0.010" - 0.015" clearance at the bottom of the shoe. The validity of this is questionable. If the design of the brakes is studied certain conclusions can be drawn. Assume first that all is in order ie the roller track is in good condition, the brake drum is true, the brake shoes are contoured and the brake lining thickness is correct for the brake drum diameter. *Continued Page 4*

# 22nd NATIONAL MODEL A FORD MEET

## IPSWICH QUEENSLAND - Monday 26th to Saturday 31st MARCH 2012

Dear Model 'A' Folks

Just twelve months to go to the National Meet at Ipswich and we are working hard to make one of the best and friendliest meets in the history of the Model A movement in Australia. Planning is proceeding well and many National Meet Committee members are contributing to the success of the event. Most major decisions have received attention and we are now getting down to the 'nuts and bolts' of the process.

At all times our planning has been focussed on making the meet enjoyable and relevant to all participants. Our club members have participated in many fund raising events and we hope to direct these funds toward subsidising activities and some special and unique surprises that we think will delight participants.

Our proposed headquarters is a pavilion in the Ipswich Showgrounds which could have been purpose built for this event. It has good facilities and will provide roomy and comfortable accommodation for all the planned displays and activities. Our catering and meals planning is well advanced and has been based on quality menus at moderate cost. Meal and

merchandise forms will be included in a future newsletter towards the end of the year

The theme for this meet will be 'The commercialisation of the Model 'A' Ford'. We are working on having some displays based on



this theme and hope you will keep this in mind when planning your dress for the Gala Dinner.

Our National Meet Program is coming together and a copy of the current draft is attached for your information. You will appreciate that not all items are set in concrete at this stage, and we will keep you updated in future newsletters. You will notice we have added an extra day to the meet, which will now conclude on Saturday 31st March.

A number of the accommodation providers in the list sent with our first newsletter have advised us of

packages they can offer and that may be suitable for some attendees. A supplemental list is included with this letter that may assist with your accommodation decisions. We recommend you book as early as possible as we understand accommodation is filling quickly.

An entry form for the meet is enclosed. We encourage all intending participants to return this entry form in early course. Entries will close 31 December 2011.

You have probably heard of the devastating floods in Queensland and other states. Ipswich was particularly hard hit, but many volunteers are assisting with the clean up, and we don't expect there will be

any effect on our meet  
Looking forward to seeing you there.  
Kind Regards  
Les Dunstan  
National Meet Director



### Club Events—Be cool, be there.

**17th April, Sunday - President's Run to Cattai National Park.** A tour de force which has been specially chosen and planned for you and your Model A through gorgeous scenery using sealed back roads in the Hawkesbury River Valley region. Meet at the Mt Wilberforce Lookout at Thompson's Corner at West Penant Hills at 10 am where morning tea will be provided. At 10.30 am we leave for Sackville via Windsor and then cross the Hawkesbury River via the Sackville Ferry to reach the Cattai National Park. Coin machine entry is \$7 per car. Facilities are excellent and there is a historic home which can be visited. Arranged by Davis Tours, contact Pat or Trevor on 9484 5116 or 0400 285 088 for more details.

**7th May, Saturday 2011. Maintenance day** at Neville Jones's place, 44 Chapel Lane, Baulkham Hills, start at 10.a.m. for morning tea and BBQ lunch \$5. Please ring Neville if attending for catering on 9639-7044 or 0428-293301.

**15th May, Sunday** - Camelot @ Camden - Meet Curry Reserve, Camden Valley Way 9:30am - House visit \$12

**19th June, Sunday** - Picnic Day Newington Armoury

**18th - 31 August** - Birdsville Tour. Call Trevor Davis (02) 9484 5116 or [trevordavis4@optusnet.com.au](mailto:trevordavis4@optusnet.com.au) for details or visit our website.

**INVITATION RUNS** ( For more information call Secretary John Hyland Ph: 4657 1734)

## LIVINGSTONE'S WOODIE

### Michael and Gwen Livingstone - Cootamundra NSW

This is the Late Michael Livingstone's story on the Woodie.  
 Interest in A's was rekindled in 1969/70 when the International Rally cars went through Cootamundra and I purchased the proverbial Ford Ute from Temora plus spares. This Ute had a tin back used for mixing pig food and distributing it. This Ute was the HIGHEST Ute I have ever owned. From this Ute and a photo of a Woodie from America I started on the Woodie. Shortly after this I was made aware of a Woodie at Fitzroy Falls near Moss Vale. I wasted no time in getting to Fitzroy Falls, as this was the first time I'd heard of an Australian Woodie. Sure enough the Woodie was there under a tree since the WW2. The running gear was all A.R. with a small number engine. The top was complete less fabric also four corner posts, half one side and windscreen set in a complete wooden front. The factory made Woodie of 29 had a steel front section. The owner gave me the wood section but would not part with the mechanical. The farm Ute was 1929, and that was my first problem. SEVENTEEN Model A remains later the A.R. running gear was finished.



The restoration took eight years and one month. The cost was \$3,300. The body colour is paisley gold (Rootes group colour) guards black. Timber Kilm dried ash with Watty stain and Huntley Chemical Co Polyurethane finish. The seats are leather covered; the top is long short grain vintage hooding. Tyres are Firestone white walls, the doors slightly lower in the main section and top arm rests added to identify this as a custom built rather than factory built Woodie. We are lucky to also have a Briggs body Fordor sedan restored. The friends new and old we have met with the cars make the restoration worthwhile. We are looking forward to meeting with the families of the A's regularly over the years to come. The Woodie was one of the first if not the first Woodie on the road in Australia.

Yours Fordily

Michael Livingstone.. Thank you Gwen, lovely story and Gwen still drives the Woodie today.

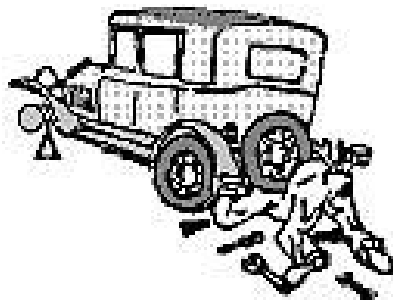
## Preventative Maintenance Checklist

### EVERY FUEL STOP

- Check crankcase oil level
- Check radiator water level
- Check water pump packing
- Visual inspect engine

### MONTHLY

- Check water pump for leaks and end play
- Check carburettor and fuel lines for leaks
- Check battery levels
- Check tyre pressure 34lbs
- Check radiator water level



### EVERY 500 MILES

- Change crankcase oil
- Inspect radiator hoses
- Check fan belt adjustment
- Check wiper blade rubber
- Check generator charging

- Lubricate in accordance with 500 mile lube chart

### EACH 1,000 MILES

- Do all 500 mile checks
- Test front wheel bearings for looseness
- Oil generator bushings at each end
- Tighten spring U bolts
- Tighten all wheel nuts 64lb
- Test all lights
- Wipe out light switch
- Lube door hinges
- Inspect fuel system for leaks
- Inspect exhaust system
- Check steering wheel free play (2" max)
- Check for tight electric connections on electrical harness
- Check for tight coil connections
- Check distributor point gap (.16—.18)
- Clean battery posts and clamps
- Drain fuel sediment bowl
- Check all light mounting screws

### EACH 2,000 MILES

- Do all 1,000 mile items
- Lube in accordance with

2,000 mile lube chart

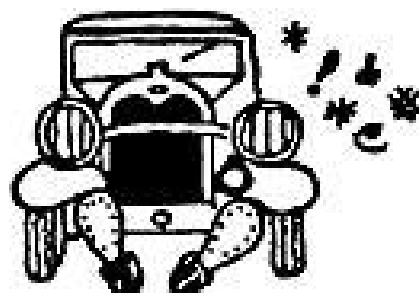
- Examine tyres for wear
- Adjust emergency brake
- Check all springs for sagging
- Repack top end of shock links
- Tighten diff banjo bolts

### EACH 5,000 MILES

- Do all 2,000 mile items
- Test engine compression
- Tighten rear axle nut
- Rotate tyres
- Do 5,000 mile lube
- Flush cooling system
- Lube speedo cable

### EACH 10,000 MILES

- Do all 5,000 mile items
- Pull all brake drums
- Inspect linings, drums and springs
- Polish headlight reflectors





## Wednesday Wanderer's Event



**6th April - Blue Mountains Leura Report** We must be doing something right as 20 Wanderers came on this train trip to Leura. We even had Barry and Elizabeth O'Shea travel down by train from Wyong to join us for the day. We had a pleasant lunch together before wandering around the shops. We found an afternoon tea shop which had an enormous collection of tea pots amounting to at least several thousand. Leura was crowded with tourists even though it was a little cool. Fortunately there was only the odd shower. Many thanks to Barbara and Norm Boshier for organising this outing. By Trevor Davis

**Wednesday Wanderers 4<sup>th</sup> May - POWERHOUSE MUSEUM.** Meet at **Central Railway Country Station tea room at 8-30am** for coffee & cake. Leave at 9.30 and either take the 501 bus at 9:38am George St Nr Barlow St, Haymarket (Prepaid only) OR walk to the museum via George St & Harris St. (About 20minutes). Entry to the Museum is \$6.00 each for Seniors and \$10.00 each for Adults. As different exhibits attract each of us we can wander through the museum till about 1.00pm, then gather in the foyer and proceed across the road to the restaurant at the rear of the Glasgow Arms Hotel for lunch.

### Market Place

**For Sale:** Rebuilt Powerhouse generators 6V & 12V \$200 or \$160 with repairable exchange John Everett 9773 4941 or 0408 852878

**For Sale:** Model A Ford Jim Beam Decanters, call Allan 49 505 777

**For Sale:** Two Tillotson Model X carburettors in fair to good condition. Offers to Greg Hadow 0425 351 012.

**Wanted:** 1927 Model T wire wheels - will buy or swap for 21" Model A wire wheels. Des Fitzgerald 9605 6026 or 0421 084 170

**Wanted:** An AA 4 speed gearbox bell housing - Graham Bilsborow 0419861042 or wk 08 82440633

### **Brake Shoe Centring - continued from page 1**

Due to the pull of the brake springs the brake rollers will come to rest where contact is made with the large washer swaged to the operating wedge stud. This washer is the one located in front of the operating wedge. The clearance at the bottom of the shoe to the brake drum is therefore determined by the thickness of the brake lining. When the brakes are operated the rollers move outwards along the roller track but at the same time also cause the shoes to lift slightly and bring the top of the brake shoe lining into contact with the brake drum. The brake adjusting shafts at the top are tapered to allow for this movement. Full contact of the brake lining with the brake drum is achieved with this design concept.

The practice of bending the roller track is not something that would have been intended by Ford's design engineers. In production assembly it can not be envisaged that Ford would waste valuable production time checking centring and bending the roller track. If you think about it, the static clearances of the brake shoes are really of no significance to effective brake operation if the brake system is in good order as there is plenty of travel allowed for in the design. If the bottom clearance is thought to be excessive however then the brake lining could be worn and may need replacing. To allow for equalising of braking operation of each shoe there needs of course to be some lateral movement of the brake wedge - if for some reason there is insufficient, such as unequal wear on the two sides of the wedge, then this can be achieved by filing the operating wedge stud thickness thus providing more lateral movement. Replacement of a worn wedge is also worth considering.

Summing up, centring of brake shoes for a brake system in good order is believed to be unnecessary for effective brake performance. Comments or different opinions are always welcome. By Trevor Davis