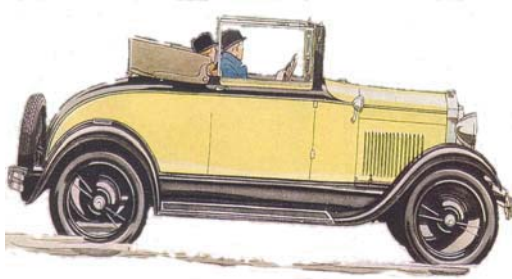


Model A Flyer



Model A Ford Club of

Web site www.modelafordclubofnsw.com.au

DECEMBER 2012

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



From the committee I would like to wish all members a very happy Christmas and a prosperous and healthy 2013.

We are delighted and excited to be your club committee for 2013. From our first meeting we are considering:

- *Monthly runs alternating north, west & south*
- *A number of breakfast runs*
- *At least two overnight runs, one to Berrima with the Canberra Model A Club & another to Newcastle sponsored by new members Doug & Cheryl Kirkwood...*
- *At least 3 maintenance days*

If you have any ideas for runs, please approach the committee so they can be organised.

I would like to welcome new members Sean Martin & Sarah Round and their children. They are located in Nowra..



Next meeting we will be asking who would like a new club badge. They really look great, and will cost \$10 each. Also anyone who would like to order a club shirt, either long or short sleeve, we will be taking those orders in January as well.

I'd like to thank all those Model A members who attended Charlie Dalton's funeral. I was really proud to see you all there, and we wish Phil & his family all the best over Christmas.

Also in this issue are Roads & Maritime Services requires all historic registered owners to fill out a special form each year. Please fill out form in this issue and return to Secretary.. Thanks.

Have a wonderful Christmas and we look forward to seeing you in your Model A in 2013.

*Yours,
Neville Jones*



On behalf of the Model A Club we wish you all a wonderful Christmas season and a New Year full of happiness.

Our visit to the Garland's Ford Garages In November



I would like to say a BIG thank you to Steve & Meagan Garland for allowing us to visit their home over this weekend and for really going to extraordinary lengths to make everyone feel most welcome and cater for the day.

Many of us were totally unprepared for the professional presentation and arrangement of Steve's Model T & A Fords. He had a dedicated garage for Model T's of which there are 4. A T truck, T Delivery, T Roadster & under restoration a 1912 T Convertible.

In his A Garage he has an unrestored 29 Phaeton, 30 Commercial Pickup & 34 Ford Sedan.. Restored there is 29 Tudor and of course his blue ribbon Coupe.

In his restoration garage he has the 1912 T. The chasis on one side nearly completed, the body on the other awaiting Steve's loving hands. One side of this workshop is dedicated to wood working machinery (Steve also enjoys making furniture), and the other side all his metal work machinery. He has ducted air to this workshop to reduce dust while working. Attached to the workshop is the sandblasting room, and attached to that is his own spray booth, Version 3..

Steve I think is the envy of nearly every Model Aer, not only with the professional facilities he has built, but his ability with his hands in restoration.

Thanks once again Steve & Meagan in all the trouble you went to in hosting this most memorable event.

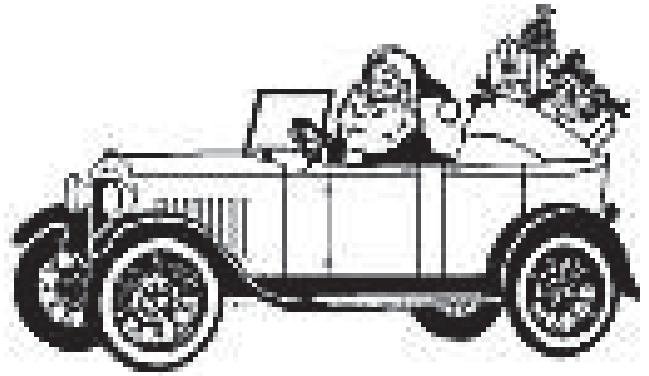
I would also like to thank the up to 60 Model Aers who came along on the weekend.. It was great to see people not only from Sydney, but Cowra, Gunnedah, Newcastle, the Central Coast and the far North Coast of NSW. It was a real Club get together.. People got a chance to meet other far flung members and had a real opportunity to get to know each other, be it at the Garland's, the Friday night BBQ at the Motel, or dinner on Saturday night at the Club.

Ladies & Gents, thanks to you all for a great weekend away with our Model As.

Rob Taylor - Event Coordinator



*If you want your newsletter in full colour, get it by email.
Just let me know and I will put you on the email list..... Editor Rob Taylor*



Christmas Run Parramatta Park

Having entered by the main entrance and driven on till I arrived at the model A line up we were immediately aware that Trevor had chosen extremely well for this outing. Car parking was abundant and the parkland spread forever. Trevor and Patricia had selected a location by the lake and near the children's playground.

The weather was so enticing that most of the party had arrived and settled in by 10am. Trevor guided a small band of willing walkers along the newly set out walking track to a remote spot in the bush where Governor Phillip had Landed in a longboat back in 1788 (probably looking for a supermarket). After lunch I was told to go find Santa Claus as we were informed that he was bearing gifts for the children, Greg Cribbin knew where to find

Santa, and Peter Butler aided me in kidnapping the old man and returning him to our group where he brought the usual delight to kids and adults alike. Although there was a small invasion of children from other groups that caused Santa to run short of gifts he handled them with great Christmas diplomacy, keeping smiles on their faces and sending them off in anticipation of many presents on Christmas morning. I then returned Santa to a secret location to continue preparation for his big day.

I counted an attendance of eight children and twenty big children who brought with them seven model A Fords and five modern cars.

*A Joyous Christmas to all.
Tom & Carol Virgona*





Model A Shock Absorbers - Part 3

This is part of a series of articles intended as a guide for those who want to restore and install original Model A shock absorbers.

Part 1 of this article appeared in the October 2012 newsletter and covered the following:

- a. Source of restoration information.
- b. What the shock absorber is intended to do.
- c. Taking shock absorbers apart.

Part 2 appeared in the November 2012 newsletter and covered the following:

- a. Testing the check valves in the shock absorber body centre partition.
- b. How to remove the check valves to restore operation.

Part 3 deals with the following:

- a. Restoration of the check valve in the nut bushing (see the drawing in Part 1 in the October 2012 issue). The nut bushing as shown in the two photographs below will be called the inner cap in this article.

- b. Removal of air bleed plugs and their replacement.

- c. Modification of the inner cap if found to be misaligned with the shock body

The purpose of the check valve, which in the photographs is located at the lower part of the inner cap, is to allow replenishment of oil from the outer chamber to the inner chamber but prevents oil from being ejected from the inner chamber when the shock is operated. It can be tested for how well it blocks flow in the reverse direction by holding the inner cap horizontal and upside down such that the check valve ball bearing is sitting on its seat. Put a drop of thin oil onto the top opening to the check valve and see if the oil weeps through. If so the ball bearing and/or its seat is pitted with rust or it is clogged with debris and must be refurbished.

The check valve is held in place by a retaining pin which is difficult to drill out accurately. Therefore drill part of the pin

away from the inside of the inner cap. The outer part of the retaining pin is then able to be driven in further and again a drill is used to remove more of the pin. Repeated several times the outer part of the pin can be removed completely. A 5/64 inch drill is then inserted into the hole left by the top part of the pin so that the remainder of the pin can then be drilled out. The check valve is restored by cleaning the internal ball bearing seat with a drill, replacing the ball bearing with a new one and installing a new retaining pin.

There are two air vent plugs located at the top of the inner cap and visible in both photos. Hold the inner cap upside down and put a drop of thin oil in the inner recesses of the vent plugs (see top photo) and see if oil leaks through the plugs. If not drive the plugs out from the inner side of the cap and clean the very fine channel cut lengthwise along each plug. Then reinsert the plugs and test again that oil flows freely.

In the bottom photo there will be seen a very small indent mark located midway between the two vent plugs. When the inner cap is screwed in very tightly this indent must be at the very top of the shock body so that each vent plug is then able to allow air to vent from its respective half of the inner chamber. If the small indent mark does not align properly then it is possible that the inner cap may have during its life been put in the wrong shock body. It is not recommended that the inner cap be machined to correct misalignment as it is too difficult to align accurately in a lathe and also the check valve retaining pin could be machined away if too much metal is removed. It is better to remove the air vent plugs, weld up the holes and relocate the plugs to their required location. However make sure that the check valve is still towards the bottom region of the shock body otherwise it will not function properly and therefore may also need to be relocated.

The final part of this article will deal with the repair of a worn wing shaft, the assembly of the shock absorber, filling with oil, bench testing and adjustment on the vehicle.

(Compiled by Trevor Davis)





Wednesday Wanderer's Events

Wanderers Christmas Lunch



Full credit is overdue to Harry Huckstepp who suggested we form the Wanderer's group. We started off our monthly outings with a picnic on the 4th February 1998 at Prince Edward Park, Sutherland. Fourteen years later and we are still going strong. A happy group of Wanderers met at the Drummoyne Sailing Club on Thursday 6th December for what proved to be the best attended outing for the year. Barry and Beth O'Shea also came down from the central coast which brought the total attendance to 27. This must have pleased organisers Tom and Carol Virgona no end. We thank Tom and Carol for looking after us all so well and for the table decorations and nibbles which they provided.



by Trevor Davis

Join the Wanderers at their next outing

Wednesday January - no events this month

Wednesday 6th February—We are off to Sydney Museum, cnr Phillip & Bridge Streets Sydney. Meet at Circular Quay Gatehouse Centre.. More details January newsletter.

March TBA

Club Events - 2013



19th January Twilight Meet Deepwater Park Meet there at 3pm for a catered sausage sizzle. Bring your own drinks.. Enter via Maxwell Avenue, Milperra.

Run organised by John & Marie Hyland Ph: 4657-1734

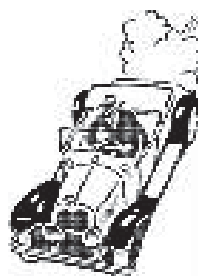


Sunday 17th February Breakfast Run to McCarrs Creek Reserve, McCarrs Creek Road, Pittwater. Plan to arrive at 9:30am & Rob Taylor will have bacon and eggs ready for you. Bring your own plates, coffee & drinks.. Please call Rob on 0417 861 411 if attending for catering..

Saturday 2nd March Maintenance Day Neville Jones. Jim Gauci is going to demonstrate how to cut back and polish a Model A..



26th January Carnivale - Sydney but register now at www.australiaday.com.au/ CARnival



Sunday 17th March Woronora River Run. This is different to the Dam, and will be organised by the Cavanagh's.. More detail to follow.



Market Place

For Sale: 1` x AR Wheel Sand blasted & primed \$25 + 1 x Power House

Gen \$25 call Des Fitzgerald on 02 9605 6026 or 0421 084 170

For Sale: Single plate flywheel and pressure plate.\$80.00, 12volt starter full rebuild exchange only \$160.00 & Spartan Model A Rebuilt 6V Horn \$250. Call John Everett 0297734941 mob 0408852878

For Sale: 1928 Flare Sided Delivery, rare car, reg, b model motor HC head, complete car & in good order \$26,00.00 ONO Ian De Beuzeville 02 6355 2643 or 0448 259 482

For Sale: 1928 Phaeton unrestored, complete, this is an original car with original trim. Should be driven as is, and not restored. Is in very good condition. \$16,000.00 ONO Ian De Beuzeville 02 6355 2643 or 0448 259 482

For sale: 1939 Ford V8 Special unfinished project, motor parts ready for rebuild, stroked crank 304c/i \$22,00.00 will neg Ian De Beuzeville 02 6355 2643 or 0448 259 482

Please email Editor thetaylors79@bigond.com if you want your listing to stay next issue!!!!



Vale Charlie Dalton...

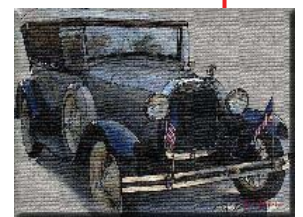
It is with sadness we advise of the passing of Charlie Dalton, Phil's dad. Charlie has been an official club member since 2009, but he has been attending club events with Phil for what seems forever..

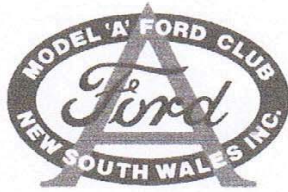
There was a wonderful turnout of Model As for Charlies funeral, which I know the Dalton family were very appreciative..

Our 2013 Committee

President	Neville Jones	02 9639 7044 or 0428 293 301
Vice Pres	Rob Taylor	02 9411 5644 or 0417 861 411
Secretary/Club Reg	Craig Finney	02 9548-2424 or 0438 881 417
Treasurer	Jim Haling	02 9498 5038 or 0431 904 311
Public Officer	Marion Cook	02 9724 3914 or 0418 625 158
Committee Members	Tom Virgona	02 9809 6350 or 0420 342 392
	Peter Wigzell	02 9837-2490 or 0419 259 056
	Phil Dalton	02 4659 6075 or 0400 195 359
Ford Delegates	Ron Doyle	02 9772 3785 or 0412 764 741
	Phil Dalton	02 4659 6075 or 0400 195 359
CMC Delegates	Ron Doyle	02 9772 3785 or 0412 764 741
	Phil Dalton	02 4659 6075 or 0400 195 359
	Neville Jones	02 9639 7044 or 0428 293 301
Memberships	Ron Doyle	02 9772 3785 or 0412 764 741
Librarian	Rob Taylor	02 9411 5644 or 0417 861 411
Editor	Tom Virgona	02 9809 6350 or 0420 342 392
Wanders co-ord		

Editors email: thetaylors79@bigond.com





THE MODEL 'A' FORD CLUB
NEW SOUTH WALES, INC.
P.O. Box 162 PANANIA, 2213

Appendix 3
(Rule 42 (1) (j))

I hereby agree to conform to the rules and regulations of Model "A" Ford Club of NSW Inc.

Name of member seeking conditional registration (print): _____

Signature of member seeking conditional registration: _____

Name of Committee member (print): _____

Signature of Committee member: _____

Date: _____

Registration number: _____

Expiry Date, (day and month): _____

**All members with cars on HISTORIC PLATES could you please fill out
above form and mail back to the Secretary ..**

Fill in your name, then sign, and then at the bottom place your cars registration number and expiry date..
we will fill out the rest... thanks