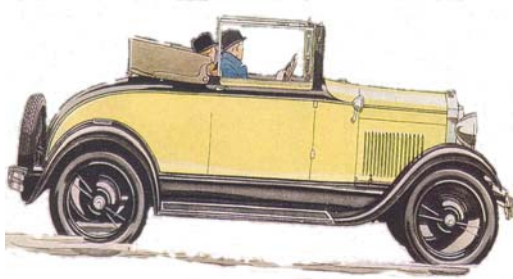

Model A Flyer



Model A Ford Club of NSW Inc

Web site www.modelafordclubofnsw.com.au

NOVEMBER 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



We have had many great outings this year with our next run to the Hunter Area well supported, I believe around 40 members are booked in. Would those who are going please bring with you a CHAIR. We are looking forward to an exciting new year.

At the AGM I was pleased to award our club Member of The Year Trophy to Rob Taylor which I'm sure all members will agree it is justly deserved, WELL DONE ROB.

As Always, Happy Motoring. Mal.

As this is my last report I would like to thank all the committee for all their support in making my job a most memorable one. To all those members who have contributed their time and effort be it large or small I say a big thank you.

At the AGM we elected a new committee made up of newer and older members which will go a long way to moving our club forward. New faces mean new ideas, this is what all clubs need.

My Final Quotes for the Month.

Behaviour is the mirror in which everyone shows their image.

Minds are like parachutes, they function only when open.

If you've done it, it ain't braggin.



Scott & Susan Nieass's 29 Station Wagon on its first club run.

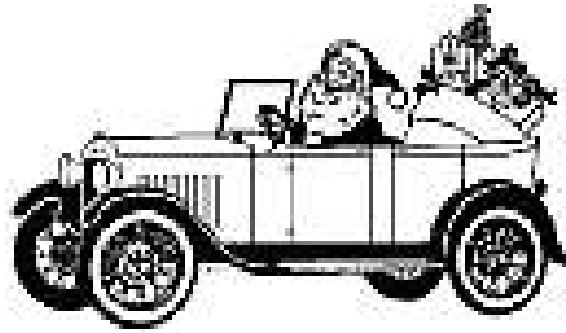
Congratulations on a great looking Model A, and we are all looking forward to seeing the car on many runs in the future. This was a very big restoration as the car was originally a 4 door. Well done Scotty, and to all those club members that provided valuable assistance to Scott in his restoration.

Scott you are due for your "First Run Award"..

Club Events - Be cool, be there.

23-25 November Club Run to Hunter

- So far 40 attendees
- BYO BBQ Friday Night Maitland Budget Motel
- 10am Steve & Meagan's. 414 Butterwick Road, Butterwick, 2321 Tel: 4938-5264 0417-607-902 (25 minutes from motel)
- Tour of Steve's Ford Garages and Model A Seminar - **BRING FOLDING CHAIRS**
- Sausage Sizzle Lunch \$8 pp
- Upon completion return motel via Morpeth.
- Girls may wish visit Morpeth through the day
- 7pm Saturday night Dinner Bowlers Club next door to Motel, booked for 40
- Sunday head home via Wollombi Pub for lunch for those going south
- Organiser Rob Taylor 0417861411 with the help of Steve & Meagan



2 December Christmas Picnic Parramatta Park. Sunday 2nd December 2012. Christmas Picnic at Parramatta Park.

(IMPORTANT - Members bringing their children who are under the age of 12 are requested to contact Trevor Davis no later than the AGM in November so that we can arrange Xmas gift bags. Members bringing grandchildren are requested to bring presents for them.)

Meet from 10 am onwards and bring everything you need including hats, seats, food and drink. The main entrance to Parramatta Park is from the corner of Macquarie St and Pitt St. Proceed to the play ground and BBQ area at the northern end of the park. There will be an opportunity for a 15 minute walk to visit the Governor Arthur Phillip camping spot of May 1788 at the junction of the Parramatta River with the Darling Mills and Toongabbie Creeks.

Enquiries Trevor Davis 9484 5116 (M) 0400 285 088.

19th January Twilight Meet Deepwater Park

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

Member Greg Reichart's 28 Flared Sided Delivery

This is my 1928 Ford Model A 'Flared Sided Light Delivery' body type 303 from the Geelong plant. I purchased the vehicle as an 90% restored driver in 2010. It was registered with full NSW rego. I then commenced a full brake and rear end restoration with almost everything replaced with new parts used. Neville Jones was good enough to assist me with some diff parts that I was not able to get. A bit of dressing up here and there and its complete. Engine Number: CA84589. The paint was matched from a sample found under the cowl and was as near to original colour as could be achieved.



The vehicle was delivered new to Warnambool in Victoria in 1928 and was apparently the first mechanised bread delivery vehicle in the town. It spent most of its life in Warnambool before being sold to the Ballarat area where it was registered until 1961. It was found

as an abandoned, rusted specimen under a tree in a paddock. The rusted metal panels were good enough to act as a pattern for the restoration. Restoration was mostly completed in 2007 in Ballarat before I purchased it in 2010. It is now garaged in Dubbo and is much loved and fussed over.

Great car Greg, and thanks for the article...
Note: Similar car for sale in this issue...

Just a reminder for EVERYONE to bring a plate to the Xmas Club Meeting 8th December..thanks

21st October Memorial Run to Woronora Dam

Jim Allingham took us to Scenic Woronora Dam for this year's Memorial Run and he organized fabulous weather. With a cooling breeze across the water to add to the comfort of the excellent facilities provided care of Sydney Water.

Fifteen Model A's and five modern cars transported thirty five members and guests to a spacious picnic shed beside the lake. Woronora Dam was opened in 1941 with a Capacity of 71,790 mega litres to supply water to the Sutherland Shire. The cost of building was about \$13 million, and it still stands proud and tall.

The sausages sizzled, thanks to several willing cooks and after the multitude were fed most of us took a dam walk across the massive dam wall. We marvelled at the difference between the trickle of water on the downstream side compared with the massive volume of dammed wetness upstream.

Scott Nieass brought his Sparkling new Model A Woody Wagon that any of us would be proud to own. He set some of the critics the task of trying to nit pick any faults, but faults if any were scarce. Lovely work Scott!

All in all a most enjoyable outing in spite of the fact



that I missed the turn off and continued a half hour down the track, but I tried to blame that on Carol because she usually tells me where to go!

Thanks Jim and Maureen for a great outing.

Regards to all Tom Virgona

Best wishes to Jim Allingham & Ron Huckstepp in getting through this period of ill health. We look forward to seeing you both back behind the wheel of your Model A's in early 2013..

Our 2013 Committee Members

From all members of the club, we would like to say thank you to all of those who have served on the committee in various roles in the last 12 months. The club is in good shape, thanks to all the efforts of our committee members and their advisors.. We would like to welcome the new committee for 2013..

President	Neville Jones	02 9639 7044 or 0428 293 301
Vice Pres	Rob Taylor	02 9411 5644 or 0417 861 411
Secretary	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
Ford Delegates	Phil Dalton	02 4659 6075 or 0400 195 359
	Ron Doyle	02 9772 3785 or 0412 764 741
CMC Delegates	Ron Doyle	02 9772 3785 or 0412 764 741
	Phil Dalton	02 4659 6075 or 0400 195 359
Memberships	Neville Jones	02 9639 7044 or 0428 293 301
Librarian	Ron Doyle	02 9772 3785 or 0412 764 741
Editor	Rob Taylor	02 9411 5644 or 0417 861 411
Wanders co-ord	Tom Virgona	02 9809 6350 or 0420 342 392

Model A Shock Absorbers - Part 2

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 is in the previous newsletter and covered the following:

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

Note regarding Part 2: The following applies only to the restoration of the check valves within the shock body centre partition as shown in the photographs below. There is also a check valve in the nut bushing (see the drawing in Part 1.) also but its restoration and testing will be discussed in Part 3.

Testing Check Valves in the Shock Body Centre Partition.

There are two check valves which consist of ball bearings located within the centre partition of the main body. The valves allow oil to flow more readily between the two halves of the main body chamber on the upstroke of the shock lever arm and restrict oil flow on the downstroke. The direction of flow of oil for the check valves is the same for two of the shocks and check valves for the other two shocks are reversed. Two shocks are therefore stamped with the letters ACW (Anti Clock Wise) and the other two are stamped CW (Clock wise). Care should be taken therefore not to mix parts of the shock absorbers during restoration.

The check valves should be first tested by applying the nozzle of a can of WD40 or compressed air in both directions to see if the ball bearings are free to move. If not try poking a ball bearing with a pin or a dentists pick. If the ball bearing cannot be freed then the partition has to be removed as described below. If found to be free however then test the valve to see how well it blocks oil flow in the reverse direction. This is done by holding the shock body so that the partition is horizontal and such that the 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. In this case the partition has to be removed from the shock body before the check valves can be restored.

The partition can be removed by drilling two holes in the back of the shock body as shown in the photograph. These holes are marked out on the centreline of the partition and approximately 3/4 inch from the edge. Drill these holes 7/32 inch in diameter and slightly longer than the thickness of the shock body base. A pin punch is then used to drive the partition out of the shock body. The holes made will need to be filled later and this can be done by threading the holes and inserting threaded studs which can be locked in place with retaining fluid such as Locktite.



The method of removal of the check valves follows. The check valves are held in place by a retaining pin and it was apparent that it would be extremely difficult to drill this pin out accurately. The exit opening of the check valve

contains a small nozzle having 4 outer grooves for oil flow and it is held in place by the retaining pin. (See the second photograph where a nozzle has been extracted) A 2.5 mm drill is entered **Centre Partition** into the centre of the nozzle and the centre part of the retaining pin is removed. The outer part of the retaining pin is then able to be driven in further and again the 2.5 mm drill is used to remove more of the pin. Repeated several times the outer part of the pin will 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 which is comprised by the nozzle and ball bearing can then be driven out from the opposite end. The check valve is restored by cleaning the internal ball bearing seat with a drill, replacing the ball bearing with a new one, reinstalling the nozzle and installing a new retaining pin.



After the partition has been repaired it is pressed back into the shock body. The four bottom corners of the partition when installed have to be caulked with lead beads which are supplied with restoration kits. The lead beads are beaten into place with a punch and hammer.

To be continued: Part 3 of this article will explain the restoration of the nut bushing which is the name used in the drawing of Part 1 but which otherwise could be called the inner cap with the large nut.

(Compiled by Trevor Davis)

Wednesday Wanderer's Events

Wanderers Visit to Katoomba In November..

On Tuesday 6th November 16 Wanderers met at Glenbrook for a coffee and to organise our Melbourne Cup Sweep. Surprisingly two Model 'A's' arrived, Trevor in his trusty Fordor and Peter in his yellow ute. We drove to the view at Wentworth Falls, before partaking of an excellent lunch at the old Post Office Cafe in the



village. Onto the Blue Mountains Heritage Motel for our two night stay. The Heritage Motel had organised a large TV room for us at the Echo Point Motel where we watched the Cup. Drinks and nibbles were supplemented by canapés and a lucky door prize of champagne courtesy of the Echo Point Motel manager. A good afternoon for winners and losers with hospitality on that level. Back at the Heritage we adjourned to the bbq area for drinks and sausage sandwiches.

After a sumptuous breakfast on Wednesday we were off

on our free trolley tour with the first stop at 'Scenic World'. A terrifying cable car ride took us down into the valley which led to a board walk, much improved from the old track of years ago. Next stop the Everglades, a tranquil walk through the gardens and lunch in the old house built in 1932. The trolley bus dropped us

back at the Carrington Hotel, Katoomba, a beautifully restored old hotel. On the walk back to our motel some stopped at the Art-deco Paragon Cafe, and others the Antique shops. Dinner at Katoomba RSL, followed by our unsuccessful effort to win the prize at the Trivia contest. After another big brekki on Thursday we went our separate ways; heading home, retail therapy at Leura, or Blackheath to see the Rhododendrons. Thanks to Barbara and Norm for organising something different for the Wanderers. by Don

Join the Wanderers at their next outing

Wednesday 5th December - Xmas lunch Drummoyne Sailing Club. Meet at 11am for pre lunch nibbles & natter. **PLEASE CALL Tom Virgona phone 9809 6350 to let him know you are coming...thanks**

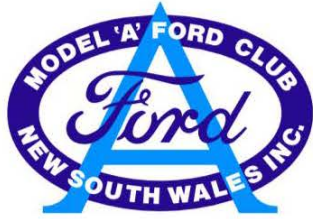
Wednesday January - tba



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 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. \$18,000.00 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
- For Sale:** Model A Engine" Blocks" and Component Parts, Build an Engine IKEA style, sort of Flat pack. Call Mal Bradley. 95226614 or 0431 764 103.
- For Sale:** 2000 Jayco Westport 22ft Caravan with awning and complete annexe, split air conditioner, trunk across back of van. Set up for around Australia. Many extras. Price \$38,000.00 ONO phone Neville Jones 029639-7044, Mob 0428293301.
- For Sale:** Spartan Model A Rebuilt 6V Horn \$250. Call John Everett 0297734941 mob 0408852878
- Wanted:** Oval Speedo, working order. Call Jim Allingham 02 9522-6094 0418-674-059

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



MODEL 'A' Ford CLUB

NEW SOUTH WALES, INC.

P.O. Box 162, PANANIA, 2213.

MEMBERSHIP 2013

RENEWAL OF MEMBERSHIP

Membership fees for 2013 are due on the 9th November, 2012

If you wish to renew your membership please fill in the details below, and return with your remittance to:

Model A Ford Club of NSW, Inc. P.O. Box 162, PANANIA, NSW 2213 or pay at the meeting.

NAME IN FULL

Partner:

Address:

Suburb: Post Code

Postal address (if different to above)

Phone No. Mobile No.

E-mail Address:

Children: Name Date of Birth

Name Date of Birth

Name Date of Birth

Name Date of Birth

Vehicle details Status*

..... Status*

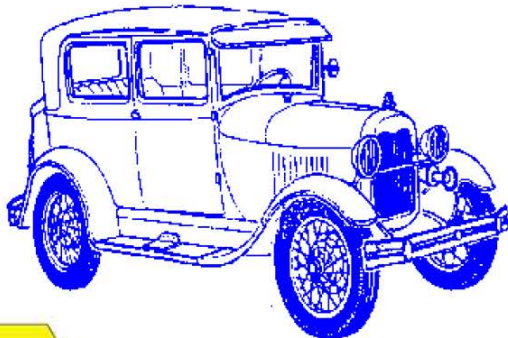
..... Status*

..... Status*

*Original, restored, unrestored, under restoration, etc.

CITY MEMBER - \$45.00

COUNTRY MEMBER - \$35.00



**Membership Fees due
9th November, 2012**

Receipt No

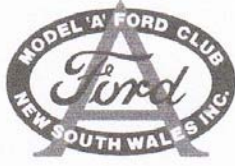
Date Paid.....



**FOR INFORMATION OF ALL CLUB MEMBERS WHO REGISTER THEIR
CARS ON HISTORIC PLATES..Please read and understand your obligations.**

NSW Historic Conditional Registration Scheme Rules For Members.

42. (1) (a) Any member requiring or holding Historic Conditional Registration must be a financial association member. Vehicles are deemed unregistered and uninsured in the event of a member becoming an unfinancial association member.
- (b) The Historic Vehicle Declaration (RTA form 1259) shall be completed and must have the bottom right corner completed by the appointed official of the association (in the absence of the appointed official by a member of the executive committee) and must also have the association's stamp in that corner.
- (c) Only financial members of the association may nominate the association as the primary club on the Historic Vehicle Declaration (RTA form 1259) for a Model A Ford, manufactured not earlier than 20th October 1927, and not later than 31st December 1931.
- (a) Financial members of the association with vehicles other than a Model A Ford, which is also eligible for Historic Conditional Registration, may nominate the association as a secondary club on the Historic Vehicle Declaration.
- (b) The number plates must be displayed in prominent positions, one on the front and the other on the rear of the vehicle, as required by the statutory authority regulations.
- (c) Members applying for Historic Conditional Registration must provide a Historic Vehicle Declaration and a Safety Inspection Report (pink slip) issued by an Authorised Inspection Station examiner to prove they are a financial member of the association and that the vehicle is roadworthy.
- (d) The RTA certificate of approved operations must be carried in the vehicle at all times.
- (e) Unauthorised use of vehicles registered under the Conditional registration Scheme shall be treated as an unregistered vehicle and is not covered by insurance.
- (f) Vehicles can only be used on a road or road related area for:
- Events authorised by the association.
 - Events authorised by additional clubs / associations listed on the Historic Vehicle Declaration submitted to the RTA.
 - Events authorised by the CMC (Council of Motor Clubs).
 - For repair, servicing or inspection of the vehicle within a short distance from the place of garaging.
 - For recognised community organisations provided an official invitation has been received and documented in the official meeting minutes or the 'Day Book'.
 - If a longer journey is necessary, the member must notify the Secretary so the details can be recorded in the official 'Day Book'.
 - Weddings, receptions or functions provided permission is sought in writing at a general meeting prior to the event and all legal obligations under the Passenger Transport Act 1990 with the Taxi & Hire Car Bureau of the Department of Transport are complied with. Details of the event shall be recorded in the official 'Day Book'.
 - Vehicles may operate temporarily in other states and territories, under the same conditions that apply in NSW for periods up to 3 months continuously.
- (j) Members who seek Historic Conditional Registration, are required to agree to conform to the rules and regulations of the Club. Such agreement must be declared in writing in the terms set out in Appendix 3.



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): _____

**FORM TO BE FILLED OUT WHEN RENEWING REGISTRATION ON
HISTORIC PLATES THROUGH THE CLUB**