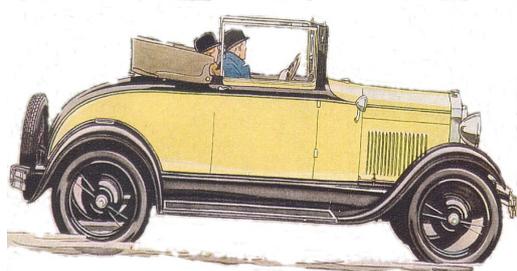


Model A Flyer



Model A Ford Club of NSW Inc

Web site www.modelafordclubofnsw.com.au

APRIL 2010

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



First a note concerning the photo in my report. Behind the scenes there is usually someone who keeps everything on an even course, does all the slushy jobs, acts as a sounding board and is the peace maker. In the case of your president it is Patricia who does all of the above and hence her rightful inclusion on this page.

This month our events director Neville Jones has a great program in the events column for your consideration. Please take time out to study it and decide which you will be able to attend. It is always pleasing to your hard working committee when members give their support by attending these events. We also like to see members wearing their name badges as this is a great help in getting to know each other. We also like to see as many Model As turn up as possible but if it has to be the modern that is okay as it is the folk in side who are the most important. Our club was founded on this very concept by our first president Geoff Buggie.

There are a number of events which we ask you to consider now as some planning is needed on your part if attending. The first is the weekend away in September at Tamworth to meet up with our country members which we had to postpone earlier in the year due to lack of accommodation. Please let Neville Jones know if you are going and also consider booking accommodation as early as possible. Also let Neville know if you are coming to the next maintenance day to be held on the 1st of May.

Another event is one which has been on my mind for some time. You may recall that a number of us did a trip in our Model A's to the Flinders Ranges and Woomera last year. I would now like to arrange a trip up the Birdsville Track for Model A's possibly starting in early August 2011. Not something for the faint hearted but a number of other vintage car clubs have done this over the years and it could be a once in a life time opportunity to really experience the outback. We could possibly start from Port Augusta and visit the Wadlata Outback Centre prior to leaving so as to acquire an in depth outback background knowledge. The next stage would be to travel via the Flinders Ranges to Wilpena Pound and then via the Parachilna Gorge to Leigh Creek & then on to Marree. From here on we have a number of options to consider. Should we visit Coober Pedy and Oodnadatta and then back track to Innamincha or continue onto Alice Springs from Oodnadatta? Obviously there are a number of things to consider such as departure date, places to visit, stop over points and equipment & fuel needed. Before any of this can take place we need to know who would be interested in coming so that we can come up with a plan which hopefully suits most. It could be that you have good knowledge of the area and could assist us even if you are unable to join in. Please let us have your ideas and hopefully decide to come.

If this Flyer does not arrive in time for the event on 18th of April I am most sorry. Just had to rest up after the event last weekend!

In the meanwhile keep smiling and, of course, safe driving always.

Trevor Davis

Club News

Jim Morrow has done us proud by winning three trophies during February ie Clubman of the Year at the AGM of the Bathurst Historic Car Club, third in the Motor Vehicle Restored group at the Oberon Vintage Steam Fair and Most Original at the Sofala Show. Congratulations Jim from us all.

Recently Greg, Ben and Jeff Cribbin had great results in round one of Club Challenge 2010 for on road electric RC cars.. Ben was 2nd outright in modified class, Jeff was 4th outright in the 21.5 class and Greg managed 4th outright in 540 class. Congratulation to all the Cribbins.

Marie Hyland 4657 1734 lost one green picnic chair at the January twilight run. Also Patricia Davis 9484 5116 came home with someone's spoon from the Valley Heights Train Museum outing.

Club Events—Be cool, be there.

18th April, Sunday 2010. NRMA Motoring & Services/ National Trust of Australia Cavalcade. Celebrating 200th anniversary of Governor Lachlan Macquarie's governorship in NSW. Depart at 8.30 am from Old Government House Parramatta and arrive 11.30 am at Riversdale Goulburn. Register at [www. Macquarie 2010 Classic Cavalcade](http://www.Macquarie2010ClassicCavalcade.com.au). Contact John Flower (M) 0403 442 046 or email jflower@mynrma.com.au.

24th April, Saturday 2010. CMC Tyres Discussion Forum. Antique Tyre Supplies 4/15 Bosci Ingleburn. RSVP 20th April Terry Thompson 0409 992 971 or Kathleen Toovey 0423 692 802.

1st May, Saturday 2010. Maintenance Day. To be held at Neville and Annette Jones home at 44 Chapel Lane, Baulkham Hills commencing at 10 am for morning tea, BBQ lunch and seminar. Cost is \$5. Members are invited to suggest topics which they would like to have covered. Enquiries Neville Jones 9639 7044 (M) 0428 293 301.

16th May, Sunday 2010. CMC National Motoring Heritage Day. Bella Vista Homestead. Meet at Creswood Reserve, Peel Rd Baulkham Hills at 10 am for morning tea. Enquiries Neville Jones 9639 7044.

20th June, Sunday 2010. Visit Bahai Temple, Ingleside. Meet at St Ives Showground 10 am for morning tea & early lunch. Tour of temple starts at 12.30 pm. Enquiries Neville Jones 9639 7044.

22nd August, Sunday 2010. CMC Display Day Eastern Creek. Entry only by prepaid ticket.

24th Friday - 27th Monday, September, 2010. Seminar & Country Meet at Tamworth. It is time to book accommodation. Please advise Neville Jones on 9639 7044 if going.

INVITATION RUNS

2nd May, Sunday 2010. Walk in the Park - Big show and shine. Koala Park Doyalson. Hosted by the Ford 49-62 V8 Club of NSW. Enquiries Ray Kelleher 9743 0847 or Arthur Herdman 4971 2666.

2nd May, Sunday 2010. Early Ford V8 Club Annual Concourse, Show & Shine Day. To be held at the Ettamogah Pub, corner of Old Windsor Rd and Merriville Rd Rouse Hill. If wanting to go contact our Club Secretary Greg Cribbin ASAP on 9631 6063.

15th & 16th May 2010. Oil, Steam & Kerosene Field Days. Menangle Park. csmm.com.au.

Events Reports

11th April, Sunday 2010. President's Run to Valley Heights Locomotive Depot Heritage Museum.



This event was well attended by 32 members and there were 5 Model As and a Fargo truck belonging to Russ Johnson present. We were delighted to have two lots of Shepherds along. These were John and Robyn Shepherd and also Ken and Jan Shepherd. A number of us had come in period dress and I thank those who did. I hope in future that the club considers having a period dress run once a year. Of course the location has to be suited for this.

We were welcomed by the promotions manager Andrew Tester who arranged our Model As within the complex and then took us on a conducted tour of the museum. We were fortunate to have a ride on a steam tram even though it didn't travel more than just up and down a short piece of track.

Everyone thought that I had planned the weather for the day so I pretended that I had. Patricia did a great job of providing morning tea down at our meeting point at Glenbrook. We might be eating scones for a little while yet as we had no idea how many members would turn up.

After a picnic lunch several of us went off to look at a Model A for sale. It was so rusted out that Craig Finney felt he could only offer as much as \$150. I didn't think anyone would do better but I learnt later that someone from the museum secured the rusted hulk. Jolly good luck to him as he will need it.

Report by Trevor Davis

Wednesday Wanderer's Report

7th April, Wednesday 2010. Lunch at Drummoyne Sailing Club.



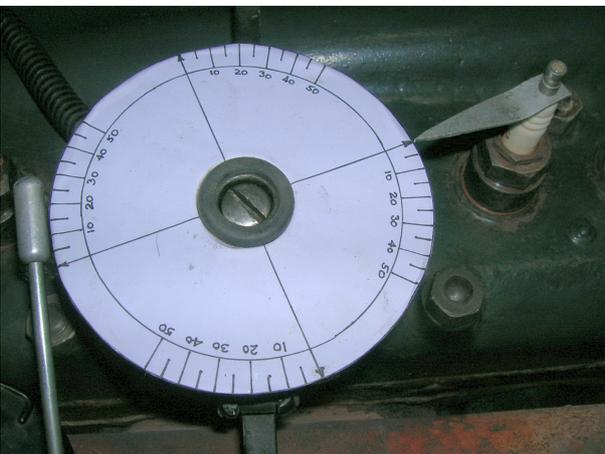
This was another great outing organised by Tom and Carol Virgona. The photograph shows the view from the sailing club which takes in three islands ie Snapper Island on the right, Cockatoo Island in the middle and Spectacle Island on the left. The place is only a hop, step and jump from the Birkenhead Head shopping centre. Apart from the scenery the food was good and reasonably priced. There were 10 of us present and nobody seemed to be in a hurry to go home. It got to about 2.30 pm and we were first to leave, mainly to miss the usual heavy traffic from 3pm onwards. We wanderers really know to enjoy ourselves. If you can why not join us on our next venture to Sydney Park at St Peters? Report by Trevor Davis.

Technical Comment

The Distributor Points. Having been caught out by points problems on our National Meet trip to Launceston I felt there might be some value to others in researching the subject. Mal Bradley has commented to me that the Model A distributor is a major player in whether your car will preform well. He also said that there are a number of things which can effect the distributor performance, the points being only one of these. With this I must agree. In the following discussion I have make the assumption that there is very little wear in the distributor bearings.

The points gap setting for a Model A is normally set at 0.018 inches. However due to wear caused by bedding down of the breaker arm rubbing block when new points are initially installed it is good practice to set the points at .021 inches. Operation in the range of 0.018 to 0.021 inches is acceptable but after the car has operated for a number of hours check that the points gap has not become less than 0.018 inches. The reason for this is that the coil primary current may arc across the opened points instead of breaking sharply. This would cause the stored energy to be drained from the ignition coil so that it would not produce the required high voltage surge in the secondary winding. If the point opening is more than 0.021 inches the contact points may not remain closed long enough at high speed to permit sufficient current to build up through the primary winding. The duration that the points are closed is called the dwell angle of which more will be discussed below. In either case of the points gap being out of tolerance the spark produced at the spark plugs may be too weak to fire the fuel-air charge in the cylinders reliably.

The points gap can be set with new contacts using a feeler gauge. Points which have been in service for a while develop irregularities which can give an erroneous reading. Therefore either the points should be dismantled and have high spots removed or the gap setting be made using a dial indicator. The points gap can also be set whilst the motor is running with a cam angle meter, otherwise called a dwell angle meter. Mal Bradley has located information that gives the dwell angle as 31 degrees with a 0.018" gap but note that this dwell angle applies only to a standard stock Model A cam. The B Model cam is 38 degrees. If you use such a device note that for a number of reasons the dwell angle measured may not always result in a gap being within the range stated above. After checking or adjusting points by this method always make a final check that the points gap is within the limits quoted.. The points opening specification must be given preference.



There is a method which can check the points gap more easily. Antique car parts suppliers now market a kit which measures the dwell angle with the motor at rest. Macs Auto Parts sell an ignition timing tool kit Part No A6313 costing US\$ 31.50. This enables accurate setting of timing & includes a crank degree scale, cut away distributor cap, cam wrench & instructions.

A timing device however can be made fairly easily which will measure not only the dwell angle on all four cam lobes but also check that each cylinder is fired at exactly 90 degrees apart and also allow the degree of advance to be measured.. The construction is apparent from the photograph. A round disc of aluminium is made with a centre hole which has a rubber grommet inserted to attach the disc to the top portion of the cam. A scale graduated as shown is drawn and glued to the disc. The scale measures intervals of 5 degrees up to 50 degrees for each of the four firing points. A pointer is made and fitted for convenience to the number 2 spark plug. It could be located by any other

means if wanted. The spark plug just happens to be in a suitable location

The timing device is attached to the cam and the engine is cranked so that number 1 piston is at top dead centre (TDC) on the firing stroke with the timing lever retarded. A test lamp is attached to the points. The timing is made easier if a crank degree scale is fitted to show TDC on the crankshaft pulley rather than using the timing pin located on the timing gear cover..

The cam is adjusted such that the test light just comes on when number one cylinder is at TDC. The timing disc is turned so that the pointer can be aligned with a zero degree marking on the scale. The engine is then rotated until the points when closing for the number one cylinder is indicated by the test lamp going out. The reading on the scale gives the dwell angle for that cylinder. This can be repeated for the other three cylinders. The points should open also at the three remaining zero angle markings on the scale if the cam is in good condition. With the timing lever advanced the amount of ignition timing advance can be read by multiplying the reading noted by 2. A final check should always be made with a timing light to check that the firing point and amount of advance is correct. Your enquiries & comments are most welcome.

By Trevor Davis

Market Place

- For Sale:** 1928 Model A. Rare leatherback Fordor. 10,000 miles since full ground up restoration back to original. Body completely re-timbered in Tasmanian oak. Le Baron Bonney upholstery. Professionally fitted leatherback roof. Near new tyres. Very comfortable and reliable rally car. \$31,000. **Don Bailey (M) 0404 091 235 or (M) 0295 334 030**
- For Sale:** 1928 Model A leatherback Fordor. \$24,000. **David Armstrong (M) 0418 867 512.**
- For Sale:** Five 28/29 Model A new chrome hub caps \$40. New chrome plated bottom water pipe \$30. Two new hood bumper sets for 1931 Model A. \$6 each. **John Carroll (02) 9871 8473.**
- For Sale:** Tom Senior milling machine. Has 640 mm bed with automatic feed fitted with digital X & Y axis readout. Complete with associated milling equipment plus a bed clamp set and various vices. Perfect for machinist wanting better than average accuracy. **Greg Cribbin (02) 9631 6063 (AH) or (M) 0412 570 024 (BH) or gandcribbin @optusnet.com.au**
- For Sale:** Winter coming on? Well you may need paint drying lamps if below 20 degrees centigrade! Have in near new condition GPI Drying Unit MKII stand with 4 x 275 watt infra red heat globes plus 1 spare globe. Paid \$420 but will sacrifice at \$210. **Trevor Davis (02) 9484 5116.**
- Wanted:** Model A front end components. **Neville Jones (02) 9639 7044**
Web site www.modelafordclubofnsw.com.au