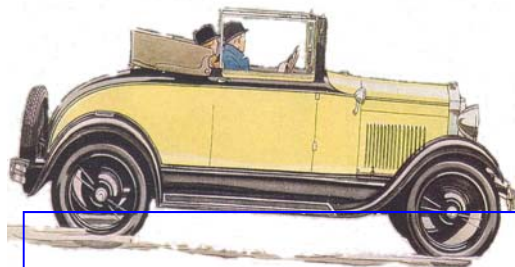


# Model A Flyer



Model A Ford Club of NSW Inc

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

**JANUARY 2013**

**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

I'd just like to take the opportunity of wishing all members a very happy new year. I trust your Model A provides you with plenty of good times in 2013 and performs as expected.

Our first meeting of the year was very well attended, and it was nice to see Cheryl & Doug Kirkwood, members from Lake Macquarie come along while visiting Sydney. They too are organising what looks like a great run to Newcastle in June to a fabulous 50's memorabilia/car museum, more to follow on that.

I will confirm the RMS requirement to fill out the historic car declaration annually, but it is important that you fully understand the restrictions when you accept historic registration.

Remember to have historic registration you must be a PAID UP member of the club. Now fees are now due, and we have 34 unpaid members. If you have overlooked renewing, due to the busy festive season, you will find a reminder with this newsletter. Please take



active steps to renew your membership...thanks.

We are taking orders for club shirts. If you want a new club shirt the cost is still \$35.00 each. We just need your size, and whether you desire long or short sleeve. Remember the ladies shirts are in a ladies cut too..

Looking forward to our Twilight Run to Deepwater Park on 19th January. Also wishing everyone a great day on Australia Day, and particularly those booked to go to

CARNIVALE..

Thanks to Rob Taylor for putting on a slide show presentation of our outings in 2012. I believe he emailed the Youtube link out to members, but you will also find it if you Google youtube NSW Model A Ford. Alan Hale will embed it into our website also.

Anyone who has any suggestions on club outings for 2013 please get in contact, we would really appreciate your input and assistance.

*Yours,*

*Neville Jones*

**Next Club Run** *19th January Twilight Meet Deepwater Park* Meet there at 3pm for a catered sausage sizzle. Bring your own drinks & seats.. Enter via Maxwell Avenue, Milperra. Run organised by John & Marie Hyland Ph: 4657-1734

## The tale of "Henrietta" a 1928 Phaeton



compressor on board. Bill sold her to us because he suffered back problems which meant he could not drive any more. Bill was very particular who bought the car, so there was quite an interview process. Fortunately Barb who was quite nervous during the interview obviously "oohed and aahhed" enough during our interrogation to pass muster. Norm then drove Henrietta home to Sydney from Albury accompanied by ex club member Ray Mayhew without any hiccups.

"Henrietta" was purchased by Norm & Barb Boshier in 1988. The car came from Albury and is in original condition, never restored. It was first owned by Ted Lemke, then purchased by a rabbit trapper who placed her on blocks in a farm shed. She was then bought by Art Aylward at a clearance sale, on sold to Bill Marsden who we bought her from.

Bill used her as a regular driver around Albury and was often seen towing a little trailer with a

The car is still in original condition with exception of the upholstery which was renewed in 2010 whilst Norm was recovering from his first hip replacement. Unfortunately both Barb & Norm now are finding it difficult to get in and out of good old "Henrietta", so she doesn't get out much any more...

*Thanks Norm & Barb for your story..*

## The most travelled Model A in Australia!!!



In 2011 we told you about Helen & Keith Capps drive to Perth and back... They enjoyed the trip so much that Helen and Keith decided to give Darwin a go in 2012.

Of course that trip was after they drove up and back to Ipswich for the national meet just to warm up. They departed three months after Ipswich travelling up through western NSW and Queensland to Mt Isa then up to Darwin having a perfect run, good weather and mostly tail winds.

They spent some time with fellow Model "A"ers in Katherine and Darwin. Motel and Roadhouse accommodation can be a problem in some places as rooms are filled with mine people and road gangs. They missed out one night and just kept driving, arriving in Katherine at 4.30am. Their route home was via Alice Springs to Adelaide then home to Cowra through Mildura.

Now that would be a hell of a trip in a modern car, let alone a Model A Tudor. The only trouble they had was two tubes failed causing flat tyres. A most enjoyable run of 5140 miles over 26 days.

Well done Helen & Keith, you both need to be congratulated not only on completing a monster run, but also in the preparation and maintenance of your Model A... They are bullet proof if properly looked after...

*Thanks for the story Helen & Keith...I guess Cape York is next???*



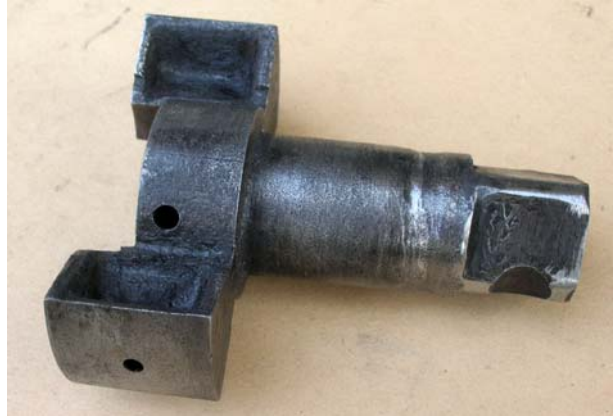
## Model A Shock Absorbers - Part 4

This is the final part of a series of articles intended as a guide for those who want to restore and install original Model A shock absorbers. The articles began with the October 2012 newsletter.

This part covers the repair of a worn wing shaft, filling with oil., the assembly of the shock absorber, bench testing and adjustment on the vehicle.

**Worn Wing Shaft.** The first photo shows a wing shaft with wear in the area where the outer chamber seal makes contact. Such wear is very common and should be repaired. It is not generally known but all seals must have microscopic leakage sufficient to lubricate the seal contact area. If this is not so the contact area and the seal will wear until microscopic leakage does occur. The edge of the film of lubricant under the seal will unfortunately gather road dust. It is the oil paste formed that causes such abrasive wear.

There are a number of repair methods. If the wear is not excessive the wing shaft and inner cap can be machined to take a brass bush. Check however that the seal has enough crush to be effective. In the more common case of excessive wear the wing shaft can be reconditioned with metal spray but this is very expensive. Alternately the shaft can be built up with silver solder and machined or finished to size. Another method is to build up the shaft with two part epoxy such as Permatex PermaOxy 4 minute multi-metal epoxy which, although very hard, can be finished to size. ( A trial is currently being carried out by the author. )



The restoration of the inner control valve and packing inside the wing shaft is straight forward, the only difficulty being their removal. Replacement parts are now obtainable and replacement is recommended instead of attempting repair.

**Filling with shock absorber fluid.** Originally the shock absorbers were filled with glycerine diluted with alcohol but due to the considerable energy absorbed on rough roads this fluid becomes overheated and breaks down into a black goo. Modern hydraulic fluid is much too thin however due to the internal clearances within the shock absorber and it is not possible to achieve the intended resistance of the shock absorber to movement. Use instead a very heavy gearbox oil such as Penrite Transoil 250. Lay the shock absorber case flat with the assembled wing shaft installed. Make certain however that the wing shaft is fitted such that when the shock arm is later connected to it that the arm will face in the correct direction for the actual position where the shock absorber is to be installed. Pour in sufficient oil to fill without creating bubbles of air. Screw the inner cap in tightly and assemble the shock absorber as follows.

**Assembly of the shock absorber.** The reference referred to in part 1 of this article provides sufficient information. Take care however to clean and check the condition of the outer cover and lock ring in the region where the outer cover O ring makes contact as any burrs or other defects such as dents or rust will cause leakage. Fill the outer chamber with oil and let the shock absorber stand vertically for several hours to expel any air bubbles within the inner chamber.

**Bench testing:** The following is a simple test for comparison purposes. Close the control valve by turning it in a clockwise direction. Bolt the shock absorber onto square section steel tubing and place in a vice as shown. Rotate the shock arm to what is the fully up position and connect a spring gauge to it as shown in the photograph. Pulling the arm at right angles so that the gauge reads 25 pounds should take about 30 seconds for the arm to complete full travel. As the arm length is 7 inches, the torque exerted is  $7 \times 25 = 175$  inch pounds. Other values of torque will give different times for complete travel so it is recommended that this torque be adopted for comparative bench testing. The arm should rotate upwards easily with a 1 pound pull in 1 to 2 seconds.

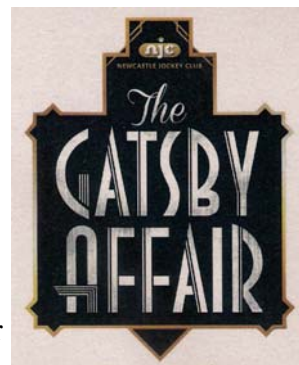


**Adjustment on the vehicle:** Initially open all control valves to one quarter of a turn anticlockwise. Take the vehicle for a road test of sufficient duration to warm up the shock absorbers. A rough road or speed bump should help to assess whether the ride is too harsh or if the vehicle oscillates too much. Adjust each pair of control valves (ie front and rear) the same amount until results are satisfactory. Remember however that the springs must be free of rust and lubricated otherwise the shock absorbers cannot perform properly.

( Compiled by Trevor Davis ) *Thanks Trevor for all your effort with these articles. Anyone else who has any relevant information about Model A maintenance please send to editor.. thanks*

# THE GATSBY AFFAIR

## Newcastle Jockey Club Extravaganza, 15th December, 2012.



The Great Gatsby summer era was celebrated by NJC in full era costume and lavish black & white table and room decorations. Canapés, a sumptuous sit down banquet, unlimited wine, beer and jazz music completed the theme. In the 1920's Fitzgerald coined the phrase, "the Jazz Age" to describe the flamboyant—"anything goes" era that emerged in America after World War 1.

The evening was enhanced by an awesome 8 piece 'big jazz band' including guest singers, banjo, lead guitar, piano keyboard, drums, trombone, trumpet,

antique upright bass and more instruments. They were awesome, played and sang the most popular songs of the era which had everyone dancing or tapping their feet. It was a 'roaring' good time.

We did the Model A fraternity proud with Meagan & Steve Garland taking their 1930 blue ribbon Concours winning coupe, and Di & Peter Paice taking their 1930 Model A which may hopefully have some cameo glimpses in the remake of The Great Gatsby movie. Everyone loved the cars which framed the entrance to the venue,



and were photographed all night with revellers in full 20's costume. The organisers were thrilled as they greatly added to the enjoyment of the guests - there will no doubt be lots of photographic evidence to prove it!

The NJC celebration was timed to coincide with the release of 'The Great Gatsby' movie remake which has been extended to

mid 2013. This however was an awesome, well organised, stand alone party attended by some very distinguished guests from Newcastle, as well as locals from all walks of life, and us the freeloaders who managed to scrounge 4 x \$125 tickets in exchange for displaying our vintage Model A Fords.

*Thanks & well done Di Paice*



## *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 at 9:30am. Museum entry is \$5 followed by lunch in the local area.

**Wednesday 6th March** - Henry Kendall's Cottage in Newcastle. Train up, more details to follow.

## *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



**26th January Carnivale - Sydney** but register now at [www.australiaday.com.au/CARNivale](http://www.australiaday.com.au/CARNivale)



**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..



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



Middle reach of Woronora River viewed from the edge of the Barden Ridge escarpment

*There are new name badges available for \$10 each. They are a huge improvement on the old badge, and your first name can be read easily. They also look very smart. Please let us know if you would like one, so we can place an order..*

## Market Place

**For Sale:** A Ford camshafts suitable for regrinding to better specs \$30.00 dollars each.

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

**For Sale:** 1947 Jailbar, 1934 Fordor, 33/34 Ford Coupe + others unrestored..moving to NZ must sell call Ben Hawkins on 02 96439922

Please email Editor [thetaylors79@bigond.com](mailto:thetaylors79@bigond.com) if you want your listing to stay next issue!!!!

## February Breakfast Club Run McCarr's Creek

**Sunday 17th February Breakfast Run to McCarr's Creek Reserve**, McCarrs Creek Road, Pittwater. Drive in off Mona Vale Road through the National Park. Plan to arrive at 9:30am & Rob Taylor will have bacon and eggs ready for you. Bring your own plates, coffee, drinks & seats. Now afterwards you might like to have lunch at Akuna Bay, or visit the really big nurseries on Mona Vale Road, Bonds (who has a café) or Sherringhams to make it a fun day out.. ..

Please let Rob Taylor know by email or calling 0417 861 411 if attending for catering..

There are new name badges available for \$10 each. They are a huge improvement on the old badge, and your first name can be read easily. They also look very smart. Please let us know if you would like one, so we can place an order..

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.....

Email [thetaylors79@bigpond.com](mailto:thetaylors79@bigpond.com) or call 0417 861 411

## 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
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
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Editor	Rob Taylor	02 9411 5644 or 0417 861 411
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