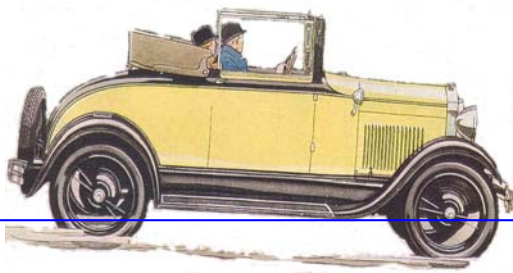


Model A Flyer



Model A Ford Club of NSW Inc

Web site www.modelafordclubofnsw.com.au

January 2016

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



Wishing all members and their families a very happy new year. I hope like me you had a wonderful Christmas break with family and friends.

Unfortunately I have to advise you that Jannifer Brown passed away on New Year's Day as a result of the cancer she had been fighting valiantly for the past three years. We wish her husband Ian, two sons and her dad & mum Bob & Elinor Allen our sympathy and strength for the future.

I am looking forward to 2016 and driving my Model A. Many members are now enjoying

the benefits of the "log book" system, allowing you to get out in your car more regularly. Ken & Sandra Young took their Phaeton out to see the Christmas lights, and also took friends for a run around Warragamba Dam. So if you have not registered for the log book system, maybe you should give it some serious thought.

We are raising a National Meet Committee to commence detailed planning for the 2020 National Meet to be hosted by our club. We are looking for people to provide assistance, as this event will require the participation of many members to make it run smoothly. The committee will be approx five key people, who will have varying responsibilities i.e. Runs, Concourse, Accommodation & Meals, Seminars & Bookings. So we would love to hear from you if you would like to be a key committee member, or even if you would like to be a helper in one area. Our time starts now in organising a quality event in a timely manner.

Looking forward to catching up with you throughout 2016. Regards Rob Taylor

Your new committee for 2016

President	Rob Taylor	0434 314198	Public Officer	John Hyland	4657-1734
V/President	Peter Butler	4739 5723	Membership	Jim Haling	0431 904 311
Treasurer	Jim Haling	0431 904 311	CFC & CMC	Phil Dalton	0413 970 704
Secretary	Trevor Davis	0400 285 088		Ron Elks	0419 296 201
Committee #1	Ken Young	0428 697 717	Librarian	Carol Butler	4739 5723
Committee #2	Craig Finney	0438 881 417	Wanderers	Trevor Davis	0400 285 088

Upcoming Model A Runs

Saturday January 16th Twilight BBQ Run to Deepwater Park

Saturday 16th January 3pm Twilight BBQ Deepwater Park off Henry Lawson Drive Milperra.

This annual run is the kick off event for the new year, and a chance for members to get together and enjoy a club sponsored sausage sizzle and celebrate surviving another Christmas Holiday period.

Bring your chairs, drinks and eating irons for what always is a good night. See you there.



Sunday 21st Feb visit to Nan Tien Temple @ Berkley, Wollongong.

We would like to complete one of the Temple's popular tours led by a highly trained tour guide. Participate in Chinese cultural activities, enjoy an authentic vegetarian lunch and learn about Buddhism in the largest Buddhist Temple in the Southern Hemisphere.

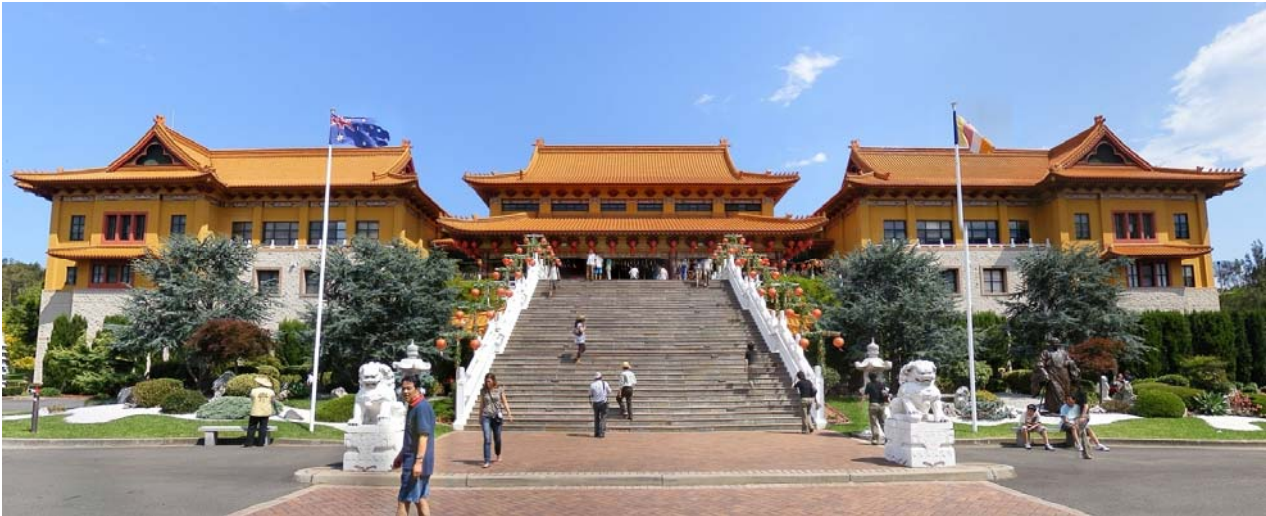
The tour will not only involve the unique visual experience of the buildings, statues, shrines &

beautiful gardens but will provide an insight into Chinese culture and the beliefs and practices of Humanistic Buddhism.

A 2.5 hour tour will cost \$12 pp, and we need a minimum of 15 people.

Meet Heathcote Station 9am for a 9:30am departure. Drive time 1.5 hours via Stanwell Park. Tour departure 11:30am finishing at 2pm.

Rob Taylor Event Co-ord 0434 314 198



Sunday 20th March Pre WW11 Vintage Car & Bike Show at Cronulla to raise funds for Sylvanvale Foundation. Great day out at Cronulla, we have 15 spaces, call Ken Warburton to book 0438-692-737

Following Club Items are available

1. Club Window Stickers \$3.00
2. Club Metal Badge \$25
3. Club Cloth Badge \$5

Call the Treasurer Jim Haling 0431 904 311



Members: Be aware that the club owns a motor lifter and a motor stand to suit a Model A motor & it is available on loan if required.

Please call Craig Finney 0438 881 417

December Run to UWS Richmond

The last event of the year was to the UWS campus at Richmond, the old Hawkesbury College. Barb Boshier remembers visiting in her early student teacher days, and being transported from Richmond Station by horse & cart. We had lunch in the old stables and saw pictures of the horses & carts. Easy day and a nice run out Richmond in our Model A's. Barb is older than she looks too....



Market Place

Fro Sale: 1 x Arlec 6v/12v battery charger \$50 & 1 x STC 6v Charger Model #2950 manufactured 1930 still working \$40 call Norm Boshier 02 9871 2030 or 0422 147 264

For Sale: 1928 Model A Australian Roadster Pick up with many spares \$9000 ONO, assembled and primed. Call Phil Buchanan 02 4362 1838 or 0423 444 354 located Ourimbah.

For Sale: 1929 Model A Coupe \$20,000 fixed price. Call Rob Taylor 0434 314 198 Chatswood

For Sale: If you need Model A parts you need to call Brian Pollard, he has a mother load for sale.

Brian Pollard, Kirrawee Ph 9521 6129

Wanted: Front & back seats for a 1928 tourer. Bob Ward bw19351946@yahoo.com or wardw@richardcrookes.com.au

Services: Model A Ford White Metal Bearings - if needed call Dean, Dean Repairs on 0401767761

The Wednesday Wanderers outing February 2016

Wednesday Wanderers 3rd Feb 16

Wednesday at the Movies

Meet for morning tea at the AMP building food court Circular Quay at 9-30am.

Directions are walk to the left of Customs House and cross over the street you will see escalators which lead up to the Food Court.

After morning tea we will walk to the Dendy Opera Quays to see our film. Tickets \$9.50

Film to be decided week before.

Enquiries Barb Boshier 9871 2030



Warning Order

In 2020 the NSW Model A Ford Club has the responsibility of hosting the Model A Ford National Meet. In 2018 we need to present at the South Australian National Meet the location of our meet, and promote the reasons to attend. That is just two years away.

So we now need to form a steering committee to prepare for the 2020 National Meet. We need to firstly find a location that can cater to in excess of 100-150 Model A's plus about 250 - 350 participants.

We need to form a steering committee to lay the foundation for this meet. The committee should be approximately 5-6 members who will

work harmoniously together and put create a workable plan for this event. Areas of responsibility are:

- Bookings & Administration
- Accommodation & Meals
- Vehicle judging
- Daily Runs & Compulsory Runs
- Seminars

If you would like to assist as either a key committee member, or a capable assistant in one of the above areas, please call and let us know.

This is not going to happen unless members join together on this event. Many hands make light work, so put your hand up please.



Castle nuts and cotter pins

The example is a rear motor mount bolt, but this will work on any bolts where it is difficult to see the cotter pin hole with the castle nut installed. Scribe a line across the end of the bolt before assembly to help "line up" the castle nut for that darn #%%\$@^&%&* cotter pin.

Dave Westenberger - Colonial Virginia Model A Club



PHOTO BY DAN using Dave's hand

Key Committee Members 2016 from left to right.

Trevor Davis, Secretary
Peter Butler, Vice President
Jim Haling, Treasurer
Rob Taylor, President





**KEEP
CALM
AND
RENEW YOUR
MEMBERSHIP**

Your Annual Dues are OVERDUE!!!
Come on, please renew, there are some
habitual late payers. Christmas is now over,
the year is settling in, so please think, have I
paid my Model A Dues. If not sure call Jim
Haling on 0431 904 311.
We will waive the \$10 late fee for payments
received in January...thanks for your
co-operation

Darwin National Model A Ford Meet 22-29 May 2016

Katherine (22-24 May) - will be based around the Museum grounds and the MVEC club rooms. For entrants that are going to drive their Model A's from Katherine to Darwin, secure trailer parking will be available in Katherine.

Darwin (24-29 May) – Rally headquarters will be Club Tropical Resort @ Lee Point.

Proposed Programme:

Rally registration will be held on Sunday 22nd May at MVEC headquarters located in the Katherine Museum grounds. Registration will commence around 12.30pm with cars being on display for the locals to view.

Sunday 22 May 2016 Katherine Registration, 12.30 to 3.00pm briefing and welcome BBQ dinner @ Museum Grounds.

Monday 23 May Run to Nitmiluk (Katherine) Gorge

Tuesday 24 May Travel to Darwin (300kms) option of stopping to visit the Adelaide River War Cemetery Check in to Rally Headquarters @ Club Tropical Resort

Wednesday 25 May Optional Daily Runs Welcome reception @ Parliament House in the evening

Thursday 26 May Concourse judging Optional Daily Runs including Mindil Beach Markets with cars on display to public (secure parking will be provided).

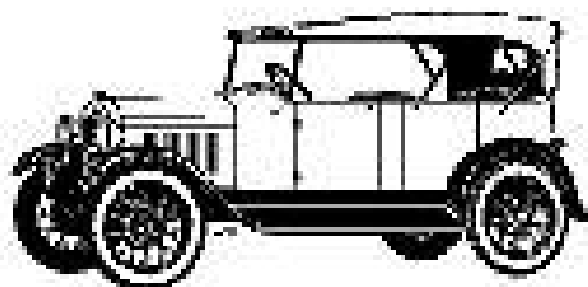
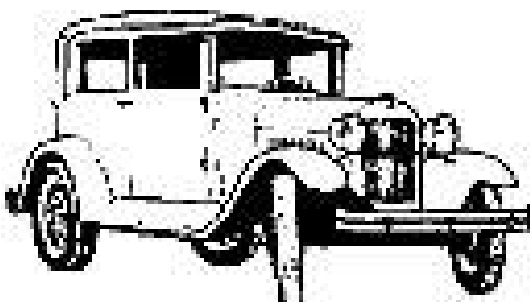
Friday 27 May Mandatory Run

Saturday 28 May Optional Daily Runs which will include visit to the Parap Markets and Farewell Dinner

Sunday 29 May Farewell BBQ Breakfast

For all the details, booking forms go to our website

<http://www.modelafordclubofnsw.com.au/tours.htm>





Engine Overheating

Keeping Your A's Temperature in the Cool Zone



...Ken Nelson

Tech
Corner

Engine overheating has been around as long as the automobile and the Model "A" is not exempt from the problem. However, the "A's" cooling system, if working properly, is more than adequate for almost any set of driving conditions you might encounter. There are many causes for engine overheating, but once identified, most can be easily corrected.

Fan Belt - Fan belts are prone to slippage and a belt that's loose will not turn the fan and water pump at the proper speed. Belt tension can be adjusted by loosening the generator mounting bolt and pulling the generator away from the engine to take out the excess slack. A ½ to ¾ inch of belt play between the pulleys is about right. After the adjustment is made, tighten the generator bolt securely. Unfortunately, an unmodified Model "A" has no means of locking the generator in place and over time, the belt will loosen again. To alleviate this problem, you can use a "belt tensioning bracket" to hold the generator securely in place when driving. The bracket can be easily removed if the car is to be shown.

Fan - Fans can cause a problem if a "modern" type has been installed and the diameter or blade angle is too small to provide adequate airflow through the radiator. If you're determined to use this type of fan, check with other Model "A" owners to see what they have on their car. There's nothing wrong with the original two blade propeller type fan that came on the Model "A" but it should be checked frequently for cracks or other damage that could make it unsafe to use.

Hoses/Clamps/Petcock - A plugged radiator hose will restrict coolant flow and a leaky hose will cause coolant loss over time. Either condition can cause the engine to overheat. It's a good idea to replace both hoses even if only one is bad because the other hose is probably living on borrowed time. Check all hose clamps for tightness and if you're more interested in driving than showing the car, consider replacing the original wire hose clamps with the modern screw-adjust type. Also, make sure that the drain petcock located in the water return pipe is not leaking.

Water Pump - The Model "A" water pump is simple and robust but it can fail. If the impeller is loose on the shaft, the pump won't circulate the coolant. On the other hand, the pump may deliver too much coolant at highway speeds causing coolant loss through the radiator's overflow pipe. The new "leak-less" water pumps appear to have a higher output capacity and have the capability to overflow a poorly maintained system. Once again, check with others to see what they're doing.

License Plates and Other Radiator Obstructions - The headlight bar seems like the ideal place to mount the license plate, but the plate does block a sizable chunk of the radiator's cooling fin area. A radiator ornament or plaque will do the same thing. On a hot day, consider removing the ornaments and flipping the license plate into a horizontal position to expose more fins to the airstream.

Incorrect Ignition Timing - An incorrectly timed engine can run hotter than normal. Check your car's timing using the standard timing pin. While running in high gear the advance should be all the way down. On heavy inclines listen for any spark knock and reduce the amount of advance to eliminate the knock. Watch your water indicators for any sign of excessive heat.

Incorrect Fuel Mixture - If the fuel mixture is too lean, the engine will run hot. Check your carburetor settings and reset to specifications if necessary.

Brakes/Wheel Alignment - Dragging brakes and poorly aligned wheels can increase the rolling resistance of the car and force the engine to work harder resulting in over-heating. The bad wheel alignment won't help your tire life either!

Bad Head Gasket/Cracks in Block - These can be classified as serious problems and if uncorrected, you'll have more to worry about than overheating! To check for exhaust leakage into the cooling system, remove the radiator cap and briefly accelerate the engine. If bubbles appear in the coolant, you could have a bad head gasket or a crack in the engine block. Oil in the coolant may also indicate a cracked block. After the necessary repairs are completed, check the integrity of the block by magnafluxing. This process will detect any minute cracks that cannot be found by other means.

Radiators - The key word in any radiator discussion is *flow rate* - how much water a radiator will actually pass in a given period of time. A good Model "A" radiator should have a flow rate of at least 38 gallons per minute. 1930-31 "AA" truck radiators should pass about 48 GPM. Anything less can result in overheating problems. Disconnect the upper and lower hoses and fill the radiator. A good radiator should empty in 4 seconds or less. Radiator troubles can be traced to broken or blocked

tubes, an inadequate number of usable tubes remaining in the core after damaged tubes have been removed, so-called "stop leak" pellets clogging the tubes or leaky upper/lower tanks. Blocked tubes can be opened by "rodding" or ultrasonic cleaning. Damaged or rusted tubes can be replaced but if a large number of tubes are in bad condition, it may be less expensive to replace the radiator. The condition of the overflow pipe should also be determined during the radiator check. A broken or rusted pipe can cause the coolant level in the radiator to be lower than normal. A broken or missing baffle plate may allow the water pump to push the coolant directly into the overflow pipe and out of the radiator. To reduce the amount of water going out the overflow pipe, add a short piece of plastic tubing to the top of the pipe. Just make sure it is below the radiator cap. Loose tube fins can also contribute to over-heating. If the fins are not making good contact with the tubes, heat will not be transferred into the radiator's airstream. Sometimes over lubricating the original type water pump rear bearing can cause excess grease to be introduced into the water system and clog the tubes.

Coolants - The Model "A" was designed to run using plain water as a coolant. Most era drivers either drained their car's radiator before winter storage, or added some type of antifreeze for cold weather operation. Alcohol was common as an anti-freeze and worked reasonably well but boiled away at about 170 degrees F. Kerosene was also used but it attacked rubber parts and boiled at such a high temperature that the engine could be damaged before overheating was detected. Today's modern automotive coolants contain ethylene glycol and are designed to remain in the cooling system at all times. The boiling point of the coolant is higher than water and the solution contains a built-in rust inhibitor and water pump lubricant. When mixed 50/50 with water, ethylene glycol will protect your "A" to about 34 degrees below zero F. There are

some disadvantages to using ethylene glycol in your Model "A" - the coolant may attack some types of paint and the Model "A's" water pump can whip the solution into a green, frothy foam, impairing the cooling action. To eliminate this problem there are two products on the market that will help. Prestone "LowTox" and Sierra antifreeze is formulated with propylene glycol (PG). As compared to ethylene glycol, propylene glycol is less toxic and safer for children, pets, and wildlife in the environment. One final consideration - some automotive experts believe that ethylene glycol does not work as well as water in a non-pressurized cooling system. In actual tests, some Model "A" overheating problems disappeared after switching back to plain water. If you decide to use water as a coolant, make sure that you add a good rust inhibitor to help keep the system rust free. At one time, soluble oil was suggested as a rust inhibitor. It worked, but the oil coated the inside of the radiator, degrading its heat transfer characteristics. The experts all agree - don't use oil of any kind as a rust inhibitor! Also, consider using distilled water to eliminate "other" minerals being introduced into the water system. I see a lot of lower water pipes that are powder coated. They look nice, but the inside will be affected by the solution and will flake and clog up your water system. Go to a stainless steel pipe to solve the problem.

Thermostats - According to many Model "A" owners, a good thermostat offers two important benefits:

- Coolant flow through the system is reduced so that less is pumped out of the upper radiator tank at high speeds.
- The thermostat will maintain an engine temperature of at least 160 degrees F that many feel is optimum for complete fuel combustion and clean plugs.

On the down side, a thermostat that sticks closed will prevent adequate coolant circulation and overheating can result. To prevent this make, sure that there are two 3/16 inch holes drilled on the surface opposite the sensor so some water will still flow.

If you install a thermostat, use the kind that fits inside the upper hose and has a short pipe welded to the end instead of the type that mounts with tabs. Some owners have experienced leaks with the tab-mounted variety.

A good running engine makes EVERYONE happy.

#####