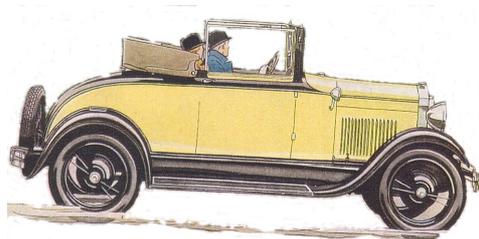


Model A Flyer



Model A Ford Club of NSW Inc

Web site www.modelafordclubofnsw.com.au

JUNE 2009

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



The June meeting was once again well attended...not even inclement weather keeps enthusiastic Model A'ers at home! The first All Fords Day at the new venue of Eastern Creek was a big success, notwithstanding the very wet weather. Congratulations to Ron Doyle and all the others who worked so hard to make this happen.

Kevin Sherson was awarded his 'first run trophy' at the meeting. He brought his pride and joy to All Fords Day and was rewarded with almost perfect performance. Congratulations Kevin, it was just great to see your 'A' there. If anyone needs fuses, Kevin has stacks in his car.

We also welcomed a new member, Ken Warburton who lives in the Shire and is the proud owner of a 1931 black Tudor which he tells me needs a little work on the roof. Welcome Ken, I am sure you will enjoy your activities with the Club and I hope to see you soon on a run.

This month we do not have our usual run on the 3rd Sunday. Instead Bryan Wyborn has arranged a trip into what will hopefully be snow country around Oberon. It is a three day run, but it is possible to join in for just part of the time, if that suits you better. Bryan's number is **4576 1371** so please contact him with your questions. Don't worry about the cold, just think how well the cars run when the temperature is lower. Bryan has arranged lots of time around cosy log fires and rustic accommodation. It is shaping up to be a most enjoyable run.

Congratulations and thank you Ros Wigzell for your magnificent supper and raffle. It was enjoyed by all and your efforts were very much appreciated. Next month's supper duty falls to Barbara Boshier, and remembering her efforts with the catering at the National Meet, I think it will be worth while attending the July meeting, if for no other reason.

Remember to keep your eye on the events column as we have lots of great runs coming up. To all those with work that needs to be done on your cars, winter is a great time to do it. We want all the cars on the road, not in the shed.

Safe driving always, Kate Taylor.

Thought for the month -

Love will keep us alive. (The Eagles)

Club News

We are pleased to announce that Carol Fitzgerald on the 3rd of June joined the seniors ranks. Happy birthday and congratulations Carol.

The club stocks entry forms for the next National Meet in Launceston in 2010.

Any member who received their membership list by mail and have an email address please send an email to gandfcribbin@optusnet.com.au to update your contact details. So far only half the members have supplied their email details.

Club Events—Be cool, be there.

27th-28th June 2009. Back of The Blue Mountains Run. Exploring back roads near Oberon, Tarana & O'Connell staying at the Rockley pub on the first night and Oberon on the second night. Come only for one day or stay one night if you wish. Meet 9.30 am and depart 10.00 am on Saturday 27th June at Glenbrook Visitors Information Centre. Phone Bryan Wyborn on **4576 1371** now if coming and if accommodation is needed. Remember to wear plenty of warm clothing!

18th July, Saturday 2009. Xmas in July lunch at the Camden Valley Inn, Remembrance Drive South Camden. Time to get your Xmas hats, reindeer antlers etc out and join your fellow members for lunch at 11.30 am at the Camden Valley Inn. Would you also bring a small gift between \$5 to \$10 value wrapped in green for ladies and red for men so as our favourite Santa Norm can give them out at random? Please phone John and Marie Hyland on **4657 1734** to provide numbers for seating.

16th August, Sunday 2009. Central Coast Run. Details in next Flyer.

23rd August, Sunday 2009. Shannon's Eastern Creek. A concourse car is needed. Phone Ron Doyle on **9772 3785** if you can help. Car entry tickets costing \$10 will be available only until the July meeting. If you have reserved a ticket from Ron please note that you are expected to pay for it.

Event Reports

17th May, Sunday 2009. Illawarra Fly Tree Top Walk & Café - via Robertson. Six Model A's and eleven modern cars assembled at the Pheasants Nest Service station for a quick cuppa and a chat before the entourage proceeded on to the venue. Carried in the vehicles were thirty five adult and seven children which I think would have to be the biggest number to assemble for a Club run for some time. As the organizers of this run it was particularly pleasing for Sandra and I as this was our first attempt at organizing a run since joining the Club. Some were saying that we did a good job on the weather too but I am afraid that one was out of our hands.



After leaving the assembly point just after 9.30 am we proceeded trouble free onto the Tree Top Walk venue where we arrived at approximately 10.45am. The staff at the Tree Top work were very helpful getting our entry tickets in order allowing us to proceed directly onto the tree Top Walk. The start of the walk is approximately 200 metres from the visitor centre where one immediately becomes aware of a disconcerting movement as one moves along the walkway to the first small cantilever where the movement is more pronounced! Not to mention the height however, once all this is overcome the scenery and view from the walkways soon overcomes any fears.

The highlight of the walk I believe was the 45 metre tower. The climb was taken by most members which, despite the height it was made easier by the well designed spiral staircase. Here, the view was stunning and well worth the trip down to see it. Once the walk was over we ventured back to the visitor centre where some of us indulged in a famous Robertson pie while some preferred to have picnic lunch. The seating outside was made all that much better by the wonderful weather that eventuated for the day.

After lunch some people stayed on to enjoy a chat and the scenery while others made their way home via some of the scenic views on the way. We called into the Carrington Falls on the way back

to be presented with a spectacular view of the Kangaroo River falling some fifty metres into the ravine below.

Sandra and I trust that everyone had a good day and would like to thank the members for their diligence in assisting us with the organization of this event. By Ken Young.

31st May, Sunday 2009. All Fords Day at Eastern Creek.

Considering the weather we had a great roll up that included 14 Model A's, most of which were lucky to be parked under cover out of the elements. Kevin Sherson rolled up for his first ever Club run in his beautiful 1929 Phaeton which was awarded the FPV award. Peter Dean brought along his recently purchased 1930 Model A Coupe, which was another nice vehicle. (By the editor: Greg Cribbin also won the Ford Muscle Car Award.)

All in all, a great day was had by all with better things to come for All Fords days in future. The venue was a big improvement over Warwick Farm with plenty of room for a lot more cars. Many thanks to Ron Elks for displaying his car in concourse and also to Ron Doyle for the huge amount of work he contributed towards the running of All Fords Day. By Greg Cribbin.

Wednesday Wanderer's Events

1st July, Wednesday 2009. Charles Darwin - Voyages and Ideas That Shook the World. National Maritime Museum. Meet at McDonalds in George St opposite the theatre complex between 9.45 and 10 am. Catch bus 443 in York St near the Queen Victoria Building at 10.40 am. Have lunch at Darling Harbour Star City Casino. Enquiries Trevor Davis 9484 5116 (M) 0400 285 088.

5th August, Wednesday 2009. Mystery lunch at Paris? Details next Flyer

Wednesday Wanderer's Report

3rd June, Wednesday 2009. The Pines and Roughley House circa 1856 at Dural.

The day started with light rain and a heavy fog and to Mary's surprise we were venturing out in the Model A. A quick change into warmer clothes was required.

As we travelled down to our meeting point at Mt Wilberforce the cold was biting. Just in time on arrival, we departed for Dural to visit Roughley House for our morning tea break, before our tour of the home. We were transported back in time with the guide telling us about the history of the family. We then departed for the local club and had a light lunch fit for an elephant. It was a great day out in the A. Good research for a tour well done Barbara & Norm.

By Dennis Ashton



At Roughley House

Technical Comment

In the 2009 May Flyer the performance of Flathead Ted's brake floaters was discussed. Comment received since then has revealed that there is one known case in the Club where the brake drums were turned true and that the brakes performed well. In two other cases however, where the brake drums were not true, problems were experienced with lockup when moving off from traffic lights or when reversing. Advice was also received in one of these cases that reinstalment of the top return spring did not overcome the problem. In both cases the owners decided to discontinue using the brake floaters.

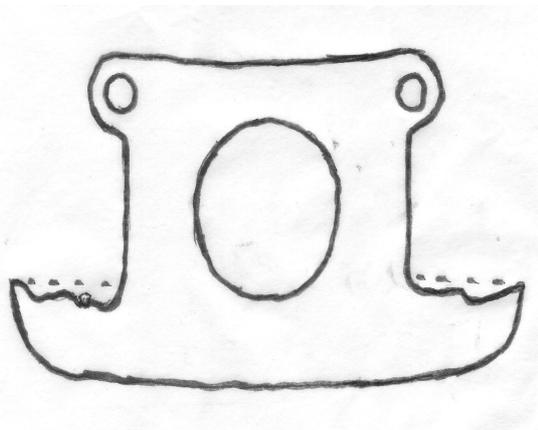
In fairness to Flathead Ted however it is clearly stated that the drums must be turned true and the brake shoe linings properly installed and arched to the drum circumference. We hope that members who have installed the brake floaters will contact us about their experience which hopefully will assist others who perhaps have been thinking about installing them.

Our understanding is that brake drums are machined in industry to 'so called true' using a method called 'centreless' grinding. We don't know how accurate this method is and whether it is sufficiently true to allow Flathead Ted's brake floaters to operate correctly. We recently experienced

a case where a member's drums had been machined but in fact were clearly not true. A more accurate method would be to machine the drums referenced to the centre of rotation using a mandrel but this would require a lathe of sufficient size and incur the cost of the mandrel.

On a somewhat different subject a Club member recently purchased and fitted replacement roller tracks for the front and back brakes instead of repairing the original ones by welding. (see pages 1-37 and 1-41 of Model A Ford Mechanics Handbook by Les Andrews.) When it came to bending the lugs on the new roller tracks to centralise the brake shoes it was discovered that the tracks had been hardened. As a result the lugs were difficult to bend and consequently cracked in the process. It is believed that the maker hardened the tracks to reduce wear caused by the roller pins. In a perfect world it is expected that makers of replacement parts for the Model A would make them as Henry Ford made them. This is however often not the case and invariably there will be lack of quality control and departure from the original specification in terms of form, fit and/or material. It is likely that in many cases parts will be made solely to sample without any referral to a specification. Therefore the best advice we can give is try to repair the original part or if this is not possible examine any purchased part with due vigilance.

By Trevor Davis.



Sketch of front roller track

Market Place

- For Sale:** Hillman Hunter gearbox. 4speed with synchro. Can be adapted to suit Model A. \$175.
Don Bailey (02) 9533 4030
- For Sale:** 1929 Model A sports coupe. \$20,000. It will go to auction if not sold soon.
Robert Evans - robert.evans@liquiditypartners.com.au or (M) 0407 076 099
- For Sale:** 2008 National Meet DVD \$20 includes postage.
Only 2 copies left so contact ASAP **Trevor Davis (02) 9484 5116.**
- Wanted:** Good 1928/29 Ford coupe body and / or panels or a complete car to buy.
Rob Schumak rob@maroubraautomotive.com.au

Web site www.modelafordclubofnsw.com.au