

Model A Flyer



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Model A Ford Group of NSW



Model A Ford Club of NSW Inc

Web site www.modelafordclubofnsw.com.au
October 2017

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



September has been a busy month on the Model A Calendar. Great that winter is drawing to a close, bring on the summer sunshine. We ran to Lugarno Fair, the Northern A's to Murray's Beach for lunch and a large group gathered for the Orange President's Run. I would like to thank all those members who travelled to Orange either in their modern or Model A. We all had a great time, whether it was driving our Model A's along picturesque country roads, fixing our Model A's when they played up, or just relaxing and socializing. So thanks again to all those who attended, it was a lot of fun,

particularly when geographically embarrassed on the Sunday run. Oh and thank you for the new compass and torch (I have since purchased a new GPS). We would love someone to put their hand up and organise a country run in 2018. If you are interested just let the committee know, as the 2018 events calendar is now being planned.

Neville & Annette Jones sadly sold their 1930 Model A Woody in September. Fortunately it stays in the club, as Ken Warburton purchased it to add to his ever growing collection. Well done Warbo, you struggling retired trolley dolly.

AGM in November, so please attend with both your nomination forms and membership renewal forms. Remember membership renewal fee has been reduced as this Flyer will be emailed in future. See details this issue.

Memorial Run Sunday 15th October to Prince Edward Park, Maintenance Day at Guildford on Saturday 4th November and Gosford Car Museum is Sunday 19th November. Details in this issue. **Regards, Rob Taylor**

Your 2017 committee

| | | | | | |
|-----------------------|--------------|--------------|----------------------|------------------------------------|--------------|
| President | Rob Taylor | 0434 314 198 | CFC & CMC | Phil Dalton | 0413 970 704 |
| V/President | Peter Butler | 4739 5723 | | Ron Elks | 0419 296 201 |
| Treasurer | Jim Haling | 0431 904 311 | Librarian | Carol Butler | 4739 5723 |
| Secretary | Robert Brown | 0439 731 066 | Wanderers | Tom Virgona | 0420 342 392 |
| Committee #1 | Ken Young | 0428 697 717 | Newsletter | Rob Taylor | 0434 314 198 |
| Committee #2 | Ron Williams | 0427 868 197 | | | |
| Public Officer | Rob Taylor | 0434 314198 | | | |
| Membership | Jim Haling | 0431 904 311 | Mail: | PO Box 1038 MERRYLANDS 2160 | |

Get your Model A out and join us!

Memorial Run - Sunday 15th October to Prince Edward Park Woronora

This is a lovely spot down on the river for a morning get together and club sausage sizzle. Meet at the park from 10am, and bring your chairs and drinks. Come in south along River Road, come over the bridge and turn left onto Menai Road. Travelling north on River Road go over bridge and turn left into Menai Road. Menai Road then intersects with Prince Edward Park Road which you follow to Loftus Creek. Had a big turn out last year, so looking forward to seeing you there. Organisers Jim & Maureen Allingham.



Maintenance Day - Saturday 4th November at Guildford

Due to the popularity of the Rob Taylor's Sydney Safety Training location at Guildford, the November Maintenance Day will once again be held there. **Break Downs & Fault Finding**

Location - 395 Guildford Road Guildford WEST. Model A's park in rear car park and side drive, moderns on the street please..

Timings - 0930am start, sausage sizzle goes on at 12md for \$5pp

Topics - **Break Downs & Fault Finding**

Please bring your Model A along, event finishes around 1pm.



Gosford Car Museum - Sunday 19th November

More than 450 antique, vintage & retro cars & motorcycles are on display in a massive hangar. Also the gift shop has plenty of ideas for Christmas gifts.

Address: 3-13 Stockyard Pl, West Gosford NSW 2250

Meet - Sydney folk meet on **northern side of Hawkesbury Bridge at 0930am, then depart 0945am** to convoy to destination

Go to their website where you will see all their terrific cars -

<http://gosfordclassiccarmuseum.com.au/our-classics/>



Correct Dress

By AMOS PARRISH

For Formal Wear

LET'S see what Fashion comfortably wears with what this fall. She is likely to consider first her coat. She wants it versatile enough for both formal and informal wear—formal enough for dress, yet not too formal day in and day out.

The coat sketched does both these fashion things. Not too intricate for everyday, but still owning interesting details.

Although simple in line, it gets a feeling of richness from its generous use of fur in its plastron, or vestee, its tight fur cuffs and even its fur buttons.

On this side of the page beltless—fastening above the waistline, fitted in to give what Fashion wants—the nipped-in, higher, smaller waist.



For Informal Wear

YOU can take the coat on the left, belt it, as we have here at the right—and fashion-presto—you have an informal costume.

Provided you put on another dress and other accessories. For after all it's the correct ensembling of the costume that makes the difference.

This coat is especially right for informal as well as formal wear, if it is made of rough-surface coating, pebbly or nubby, instead of being flat and smooth as are so many of the coatings. Its fur trimming—curly-haired caracul or astrakhan.

Many women prefer belts on their coats because belts help make the waistlines easily adjusted. This year the belt belongs below, not between, the buttons.



THIS smart, shallow-crowned hat—correct for fall—fits cap-snugly. Its brim, wired around the edge, stays where tilted. Always trimmed.



THIS rather formal dress belongs with such a coat. Crêpe faille—a new old-fashioned silk with its ribbed, dull surface going pleasantly with this fall's dull coating woollens.

With a black coat this dress could be black with bright trimming at yoke and sleeves—or a bright color—red or green.

If worn with a brown coat it could be brown—trimmed with tangerine red, green or beige.



ONE of the most popular hats for this informal costume is this turban cap trimmed, like this one, with a twisted roll. It is worn forward and to one side.



THIS informal daytime dress has a surplice or diagonal closing, fastening higher up than such dresses did last year. This high closing is called Bruyere—named for its designer. The dress is worn most of the time with a belt and buttons of contrasting color.

Good in either lightweight wool or silk. The same color-matching or color-contrasting fashion rules apply to this dress as to the formal one.



Mal Bradley's next big project

It was suggested at Carcoar upon viewing this very old vehicle, that it might be a suitable next restoration for Mal Bradley.

He may get a few more miles out of this than he will his current batch of Model A's??

Northern A's Ford Coffee Run Central Coast Sunday 29th October

Meet Ourimbah Rest Area 830am

Depart for Mt Penang Gardens, Event Park & Parklands, via Kangoo Road to A49 then left into The Avenue for coffee and cake from 9-11am.



Northern A's Run to Murrays Beach Saturday 16th September 2017

A small group of Model A's met at Cameron Park Kart Track then convoyed to Teralba Coffee & Antiques. After caffeinating, eating and spending some money they travelled to the lovely Murrays Beach for lunch at The Lakehouse Cafe. Unfortunately very strong wind prevented the full outdoor experience on the verandah, but a good day was had by all. Thanks to Leon for organising.



President's Run to Orange in September

Thanks to everyone who travelled to Orange for the President's Run in September. We had 13 Model A's and 6 moderns, with about 30 people. It was a really enjoyable weekend, other than the hot weather on the Saturday, which did create a little heat stress for the cars. Sunday run to Carcoar and Millthorpe was perfect Model A driving weather, and other than a temporary geographical embarrassment running to Carcoar, it was an excellent run. We stopped on the main straight of Orange's Gnoo Blas raceway, then had scones & jam at The Royal Hotel Carcoar followed by an excellent tour of the hospital museum. Then off to Millthorpe where the Golden Museum provided parking on the oval with the tractors, and lunch was had in town. All in all a great social weekend.



It's time to renew your membership for 2018

In the last issue of the newsletter you would have received your "Membership Renewal" form. You would also have **noted the fee reduction**, City down to \$35 and Country down to \$25.

This has been brought about as the committee decided that the "Flyer" would now be emailed to all members, as snail mail is a significant expense to the club, as well as time for the editor. If you still wish to have the "Flyer" mailed, you will need to **pay an ADDITIONAL \$10** to your annual renewal fees for this service.

So effective of the December, the "Flyer" will be emailed and not posted.

Please renew your memberships promptly, as this reduces the admin burden of the committee.

Also if you have your car on Historic Registration with this club, and you have not renewed your membership, you are UNREGISTERED and cannot drive your car on the street.



Thanks for your prompt membership renewals.

Our AGM is Friday evening 10th November at Holroyd Community Centre, Merrylands, enter off Miller Street. Please attend and consider nominating for a position on committee. Just fill out a nomination form and have it seconded, and mail it in please.

2018 Model A Events

Your new committee will be getting together shortly to put together the 2018 run programme. Therefore this is a good time for members to send in suggestions.

If you are a country member and feel that your town or district would be a great destination for a weekend run, let us know. We would then ask you to organise the weekend. Not too hard; pick a local motel, and consider where the Model A's could go over the weekend to experience your local area.

The incoming committee looks forward to your suggestions. Send them to our events co-ordinator Ken Young:

Email: ky032063@bigpond.net.au

Comedy Corner

APPRECIATING AGE!
Feeling down about another birthday on the horizon? Here are some perks of reaching 60... or being over 70 and heading towards 80!

1. Kidnappers are not very interested in you.
2. In a hostage situation you are likely to be released first.
3. No one expects you to run ... anywhere.
4. People call at 8pm and ask, "Did I wake you?"
5. People no longer view you as a hypochondriac.
6. There is nothing left to learn the hard way.

7. Things you buy now won't wear out.
8. You can eat supper at 5pm.
9. You can live without sex but not your glasses.
10. And remember – Never, ever, under any circumstances, take a sleeping pill and a laxative on the same night!

Ford Logo Grid:

- 1903-1909
- 1909-1912
- 1912
- 1912-1927
- 1927-1957
- 1957-1961
- 1961-NOW
- 2003-NOW

Wednesday Wanderer's Outings

Wednesday Wanderers October Tramsheds Visit

I arrived at the Café Du Norde to find only four Wanderers present, more were eventually located at a coffee shop at another level. We boarded the light rail, just as the tram was about to leave Maureen and Jim arrived and scrambled aboard. There was quite a crowd of tourists on board, but fortunately they all alighted at the Casino to win their fortune. The light rail makes excellent use of an old abandoned railway route and transports a lot of passengers without cluttering up roads; I found it comfortable and efficient. Not sure about it running along George Street though.

The old Forest Lodge Tram shed lay deserted and derelict for decades until recently when it was renovated to retain its classic character. A large wall has been left with years of graffiti intact to give some indication of what the building has endured. A 1950's tram is the focal point at one of the cafes and this brought back bad memories for those of us who rode bicycles and motorbikes years ago and fell victim to the dreaded tram lines. particularly if wet. Regards Tom Virgona..



Wednesday Wanderers Outing—1st November to James Craig.

When: Wednesday 1st November

Where: Visit the historic vessel, James Craig at Darling Harbour

Meet: The Gateway Centre, 0930am

Travel: Then we catch the 10am ferry from Circular Quay

Cost: Museum entry \$15pp

Lunch: A Darling Harbour eatery to be chosen on the day

Barque *James Craig* is rightly famous around the world. She is Sydney's only 19th Century square rigger (or Tall Ship) and her incredible restoration to full sailing condition was recognised in 2003 by the World Ship Trust's award of their prestigious Maritime Medal. Her restoration cost almost \$A30 million and took nearly 40 years to complete after she was rescued from Recherche Bay in far southern Tasmania.



This beautiful ship regularly goes to sea with up to 80 passengers and is open for public inspection at her berth at Wharf 7, 58 Pirrama Road, Pyrmont.

Market Place

For Sale: Box Trailer 7ftx5ft ,new floor,new paint 12mts rego AL5138 \$300:00 John Hyland 0246571734 or waikato.park@bigpond.com

For Sale: 5 Firestone Blackwalls - slightly used, \$900 ONO call Peter 0452 201 952

Wanted 28/28 Model A Ford Motor - operational, call Phill Dalton 0413 970 704

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

Please advise me if your ad is no longer required. Editor



The "Grave Yard" of Old Cars at the Rouge Plant of the Ford Motor Company at Dearborn. The Cars, Representing Various Makes, Many of Them Obsolete, Are Awaiting Their Turn on the Salvage Line.

How the FORD Company is Helping to Solve "Used Car Problem"

*Huge Salvaging Project is Turning Old Cars Into
New Products at River Rouge*

Editor's Note: Salvaging used cars began in the early 1920's. Ford Motor Company was a leader in this effort. Thousands of tired, worn out vehicles were recycled by skillful workers who knew what was recyclable. This article was published in Ford Dealer and Service Field in August 1930. Recycling really became essential during World War II. Junk yards have historically had a draw for restorers to seek renewable treasures.

Following the systematic wrecking of more than eighteen thousand antiquated motor cars, the Ford Motor Company recently announced that the salvaging of materials obtained in this manner is practical and that it is now increasing its facilities for continuing the work on a more extensive scale.

At the present time, a force of 120 men at the Rouge plant, Dearborn, dismantles these apparently worthless hulks at the rate of 375 cars every 16 hours. Many parts, such as tires, are salvaged in their entirety, other materials are being converted into useful articles, while the steel is remelted in furnaces to do its bit in the manufacture of Ford cars and Ford trucks.

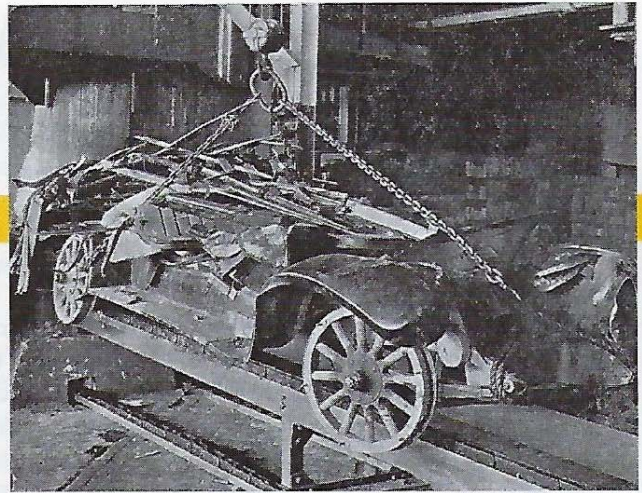
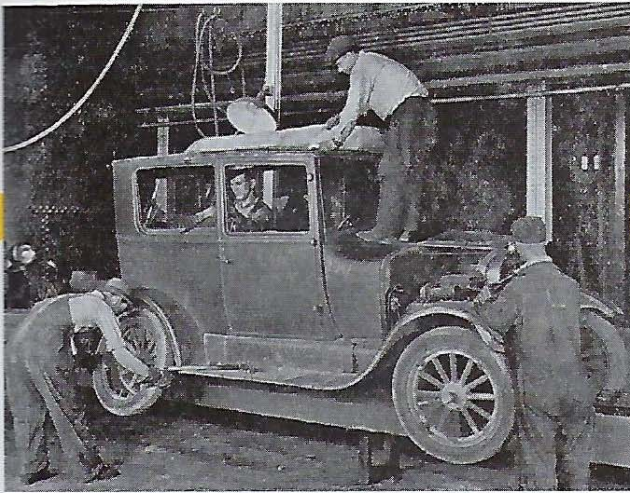
The derelicts are bought from Ford dealers at a fixed price of twenty dollars a car. There is no restriction as to make, age or condition, except that all cars must have at least some semblance of tires and a battery.

To date the Ford Motor Company has confined itself to the Detroit district.

Many dealers bring their trailers loaded with junked wrecks to the Rouge plant and depart with new Ford cars aboard. More than sixty different makes have walked the plank.

The salvaging of cars that have outlived their usefulness serves three ends. It will rid highways of motor menaces that are dangerous both to life and traffic, it will to a large extent free the landscape from unsightly junk piles, and it will convert into usefulness material that would otherwise go to waste.

Experiments were begun by Ford engineers on February 5. Today, three moving conveyors are in operation in the Open Hearth building. Two are used for dismantling purposes, one for Fords



and one for other cars. The third carries scrap iron and steel to one of the ten open hearth furnaces and salvaged material, such as batteries, tires, and floor boards, to waiting trucks.

The present method is to first drain the cars of gasoline and oil, both of which are salvaged. Grease is also saved. The cars are then hauled into the building and placed on a progressive conveyor. The headlight lenses and lamp bulbs are recovered. The spark plugs and battery are taken out. All glass is removed. That which is whole or may be cut to useful sizes is utilized for glazing in Ford plant buildings. The broken bits are sent to the Rouge glass factory for remelting. Floor boards travel to the box factory to be used for crate tops.

The cotton and hair obtained from upholstery and roof are separated, baled, and sold. The muslin from car tops and the better grade of upholstery covers are made into buffer and polishing wheels. The imitation leather got from curtains and tops is immediately transferred to electric sewing machine operators near the conveyor line, to be transformed into aprons for use in the blacksmith and other shops. Smaller pieces and trimmings are fashioned into hand pads.

Gasoline tanks are pressed and baled for the recovery of terne steel. Overhead compressed air wrenches that have been set in reverse unscrew the wheel nuts. When the wheels are removed, the tires are inspected. If the tread is good they are sold as used tires at the commissary.

**The Salvage Method
Used by Ford is
Typical of the Practical
Economy that has
Allowed Ford Quality
to be Offered at
Lowest Possible Cost**

Otherwise the entire unit is placed in automatic shears which sever both tire and rim. The tire is quickly stripped and tossed into a waiting cart to be sold as old rubber. The rims join others for use as furnace scrap.

Horns are salvaged. Likewise hubcaps for aluminum, ignition wire for copper, oil cups for brass, bushings for bronze and other bearings for babbit. All metals are kept separated by depositing each kind in steel barrels.

As the conveyor-propelled and now all but dismantled cars reach a station near the end of the salvage line, men with oxygen torches burn the motors loose from the frames. Overhead compressed air hoists are attached to the motors and they are swung to a washer. This bath of boiling water and soda ash expels them from the opposite end free from grease and dirt. Meanwhile what is left of the cars continues on the conveyor into a twenty-two ton press which crushes them as one would demolish so many match boxes. The remains are then transferred to the third conveyor which carries them to the furnace doors.

All Model T engines are conveyed past the washing machine to a group of specially designed presses. These segregate the parts for remelting according to the metal each contains. As the salvage line serves as an antithesis to an assembly line, the multiple screw presses here used operate in reverse. Two, similar to the many that once tightened Model T bolts, work in an opposite direction and so unseat bolts, six at a time, from the face of the transmission on fly wheels. Other presses drive the shaft out of the transmission, strip the bushing from the shaft and take the bronze bushings from the clutch. Another forces the bushings out of the drums and gears and another press removes the wrist pin and bronze bushings from the piston.

As the cars brought in by Ford dealers arrive at Dearborn, they are deposited in a field near the Open Hearth building. Besides present well known makes, the list of arrivals includes many that are reminiscent of other days. Among them are the Apperson, Velie, Bay State, Dort, Case, Maxwell, Scripps-Booth, Jewett, Elgin, Jeffery; Saxon and others.

*Ford Dealer and Service Field
August, 1930*