
Model A Flyer



Model A Ford Club of NSW Inc

Web site www.modelafordclubofnsw.com.au
April & May 2019

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



With the weather cooling down it is a perfect time to get your Model A out of the garage and come along to one of the club events. We have had good attendance at the club's outings this year and everyone always. The Wednesday Wanderers' run to Cockatoo Island was a great day and was thoroughly enjoyed by those who attended. May Wanderers is a mystery day out organised by the Baileys who always put on an interesting event.

Ken Warburton again organised the

Pre-World War 2 vehicle event at Cronulla on 14th April to raise funds for the Sylvanvale Foundation. Thank you to members for supporting this worthy cause. To organise an event of this scale takes some considerable time and effort and it is growing each year. Well done Ken and thank you.

Ken also does a fantastic job in bringing supper to our monthly meetings when he is not travelling to the U.S.A. Thanks also to the ladies who bring along some amazing food when Ken is absent. Supper each club night is very popular.

At the April meeting Charlie Sharpe organised a cake for his wife Helen who is turning 60 in a few days time. Happy birthday Helen.

Also best wishes to Carolyn Butler who is in hospital at the moment recovering from an operation.

Have a Happy Easter everyone and if you are travelling please drive carefully.

Regards Robert Brown

Your 2018 committee

President	Robert Brown 0439 731 066	CFC & CMC	Phil Dalton 0413 970 704
V/President	Ron Elks 0419 296 201		Ron Elks 0419 296 201
Treasurer	Charlie Sharpe 0404 014 583	Librarian	Carol Butler 4739 5723
Secretary	Helen Sharpe 0429 998 958	Wanderers	Tom Virgona 0420 342 392
Committee #1	Ken Young 0428 697 717	Newsletter	Rob Taylor 0434 314 198
Committee #2	Jim Allingham 0418 674 059		thetaylors79@bigpond.com
Public Officer	Rob Taylor 0434 314 198	Mail:	PO Box 1038 MERRYLANDS 2160
Membership	Charlie Sharpe 0404 014 583		

National Heritage Day, Sunday 19th May Berry Show Ground.

Shoalhaven Historic Vehicle Club is hosting the 2019 National Motoring Heritage Day which pays tribute to Australia's Motoring Heritage. The Day is open to clubs and individuals alike, entrants are asked to register their vehicles to be displayed.

Date: Sunday, 19th May, 2019

Time: The Gates will be open from 7.00 am and the Day will finish at 3.30 pm.

Entry: Vintage, Historic & Classic vehicles \$5.00,

Entry Fee is Payable at the Gate on the Day

Refreshments will be available, with Gerringong Lions providing a sausage sizzle, and other vendors supplying food, coffee, ice cream and soft drinks.

**SPACE ON THE BERRY SHOWGROUND IS LIMITED - SPACES FILL FAST
TO GUARANTEE A PLACE ON THE OVAL - REGISTER AS SOON AS POSSIBLE**

Enquiries / Register - Michael Lipscombe, 14 Sabal Close, Berry 2535, 0425 223 590

**Please be aware that you can also attend the Fire Museum at Penrith from
9:30am on 19th May**

Sunday 23rd June, Balls Head Coal Loader

The old Balls Head Coal Loader has been converted to a "Sustainability Centre". It has been transformed into a place which displays best-practice sustainable technology, community gardens, native bush nursery, food gardens, regenerated parklands and a fascinating history. There is also a great coffee shop café on site.

Location: 2 Balls Head Dr, Waverton, come in from Bay Road off Pacific Hwy.

Timings: Meet there at 10am

Lunch: Picnic lunch at Balls Head Reserve overlooking the harbour

Event Co-ordinator: Rob Taylor 0434 314 198



20th-23rd September President's Run to Grenfell

President's run in September to Grenfell Friday 20th to Monday 23rd.

Arrive Friday with a group dinner Friday night at the Albion Hotel, a short walk from the motel. Here details of the weekends activities will be hand out.

Saturday morning look around Grenfell and shops. Afternoon visit the Chrysler Museum in Grenfell. Group dinner Saturday night at the Grenfell Bowling Club.

Sunday visit Cowra Visitors Information Centre to see the hologram and story about the outbreak of the Japanese prisoners at the Cowra POW camp. We will then visit the POW ruins and the beautiful Japanese Gardens in Cowra. After Cowra Gardens we drive to Peace Bell then Cowra Railway Station for afternoon tea. Group dinner in Grenfell Sunday night at the Chinese Restaurant, again close to the motel.

Monday morning checkout and head home after breakfast.

Grenfell has much to see, a historic gold mining town where Henry Lawson was born.

The Motel - The Grenfell Motel is holding 21 rooms booked under the Model A Ford Club of NSW. Phone number for bookings is 63431199. Carol is the owner.

Macarthur Gardens Retirement Village Car Show

5th Annual Macarthur Gardens Car Show was held on Sunday 10th March 2019 at the village in Campbelltown directly behind Macarthur Square. Ken Young & Rob Taylor displayed their cars at this morning event. President of the All Fords Andrew Byrnes and his daughter had two cars on display, the 33 Ford Coupe and pink 57 Corvette which won car of the show. On display were Austin Sevens, Morris Minors, Buicks, VW Beetles & Kombi's, an Alvis, Mustangs & collector Commodores. Ken & I had a enjoyable morning at Macarthur Gardens in assisting them raise some additional money for the village.



Cronulla Pre WW2 Car Show 14th April

Congratulations to all the members that attended Cronulla on Sunday for the Sylvanvale Fund Raiser in Cronulla Mall. Great show of pre WW2 cars both in the mall and on the beach front. Well done Ken Warburton for once again putting together another great event, and a big thank you to the 16 Model A members who displayed their cars. The Model A display stole the show.



Police check on historic plates.

From the MG Car Club magazine.

“Recently in these perfect weather conditions a young man in Victoria went out for a private cruise in his 1964 MG Roadster and forgot to keep it under control. He was intercepted after he was detected travelling at 77 kmph in a 60 zone.

The driver had also failed to fill in his club registration log sheet at the commencement of the journey which therefore makes the vehicle unregistered. The driver told the police that he fills the sheet in when he gets to his destination. The conditions of club registration clearly state that it must be completed BEFORE you start your journey. An important reminder to all motorists with club registration plates.

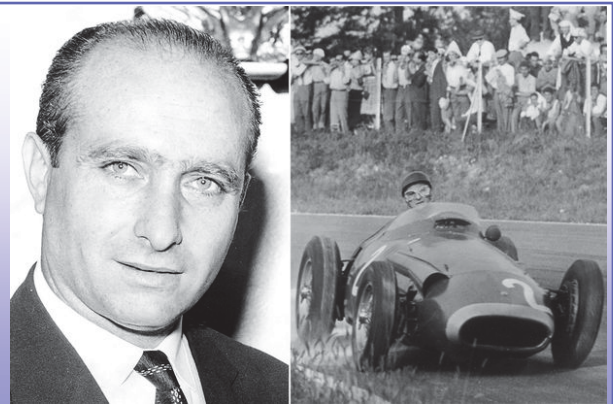
The driver on this occasion was issued with a total of \$1128 of infringement notices for speeding and driving an unregistered vehicle.”

So please ensure you fill out your log book prior to commencing any run which is not club sponsored.

Quiz Question?

In what car did Juan Manuel Fangio commence his racing career and in what year??

Answer back page



**St Mary's
Sub-Branch
ANZAC
Commemorative
Service Saturday
13th April.**

Thanks Charlie, family & Col for your support.



Wednesday Wanderers

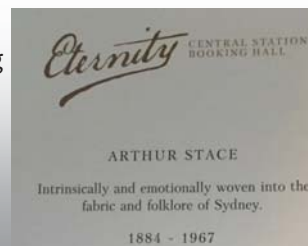
Wednesday Wanderers 1st May Bailey's Mystery Tour

Meet: 9am at 'Eternity' Cafe Central Station Concourse Hall for a relaxing coffee and chat.

Depart: 10:10am café for Bus Stand B Eddie Avenue to catch 10:17am bus.

This will be an easy day, as only a short walk but lots to discover.

Joan and Don Bailey 0404091235



Visit to Cockatoo Island 3rd April 2018

Fourteen Wanderers visited Cockatoo Island on 3rd April. We met at the Gateway at Circular Quay for coffee/breakfast and a catch up. With the harbour blanketed by fog the ferry was late leaving the Quay. Once at the island the fog cleared. Cockatoo Island was originally a penal island and then became a shipbuilding facility before it was closed. It is now a popular venue for various events and is open to the public each day. It is a time capsule of the ship building days, and is a really interesting place to visit. After our visit we returned to Circular Quay for lunch at the local pub. An enjoyable day out. Thanks Tom for again organising another enjoyable Wanderers day out. Robert Brown

Wanderers Outing on Wednesday 5th June

At this time a venue for the June outing has not been decided. A location will be planned and communicated to everyone at the next Wanderers outing and the May Club Meeting.

Market Place

For Sale: 8 Model A shock absorbers in very good condition \$800. Set of shock arms new \$100 & Set of Tubular Shock Links new \$100 Call Des Fitzgerald 0421 084 170

Wanted: 28/29 repro steering wheel, John Hyland 02 465 7134 Waikato.park@bigpond.com

Wanted: 2 x 1939 Tudor Doors. Call Darren Cook 0438 232 898

Wanted: For a restored Model A Ford, a 1928/29 Model A fuel tank in good or restorable order. Ian Brown (NSW Central coast) 0412 290 754.

Wanted: Front seats for 1928 AR Tudor in as good order as possible or at least a pair of seat bases including frame & springs. Call Barry Rose 0409 4902 23 Email barry-rose@netspace.net.au

Northern A's Run to Doyalson for Lunch 13th April.

Convoy of 7 As proceeded to Doyalson Wye RSL for a lovely lunch, 19 people in all. Many thanks to Lorraine & Peter Michaels for finding great venues. Edna, Ron & David Cox, Val & Ralph Stedman, Paula Bullen, Pauline & Barry Murdoch, Faye & Ian Ray, Kate & John Taylor, Elizabeth & Barry O'Shea plus their daughter, Di & Peter Paice all attended. .

Our thoughts are with poor Elinor Allen who has been transferred from Gosford Hospital to ICU Royal North Shore for further surgery after a car accident. She is extremely ill and we respect her privacy and request for no visitors. I will print photos and mail them to her kind neighbor. We wish her well for her recovery. Di Paice



For Sale in Sydney

1928 Phaeton

Original except for new upholstery, top, side curtains, tyres and battery

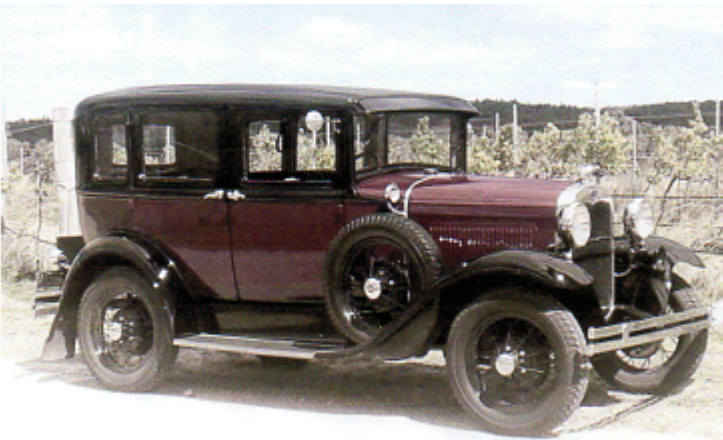
\$27,000 ONO

Rolfe Chrystal

m: 0414653250



FOR SALE: 1930 FORD MODEL A TOWN SEDAN



- Fully restored condition.
- Clean tidy, impressive car
- LeBaron Bonney upholstery.
- Brand new Lucas tyres all round.
- Gemmer adjustable steering box recently overhauled.
- Luggage trunk
- Original tools / handbook
- Lovely touring car
- Original 6 Volt.
- No modifications.

\$35,000. Ian Irwin. Ph: 0413 582 687 Email: eleanor.11@bigpond.com

Car located in Canberra, and on Concessional plates (non-transferable.)

Wanted Model A Parts for 1930 Sports Coupe

I think this is a 1930 Sports Coupe body. I have plenty of parts for a 28/29 Phaeton but would like to use this body and need full length doors and the boot lid. I have included a photo of what I have and hope this will help in finding suitable parts.

Contact Bob Paton bpat164on@live.com.au or by phone at 0448019933.



Netflix film, "The Highwayman" about two ex Texas Rangers who tracked down & killed Bonney & Clyde. Lots of Model A Fords and well worth watching.



The Model A Ford Front End

Presented At Hershey, PA October 8-10, 2014

By Alex Janke

The front end of the Model A Ford and the condition of its components is critical to safe operation and driving pleasure. The front end provides the vehicle's steering, supports half the vehicle's weight, and provides a significant portion of the stopping ability. The condition of your front end will determine how well the car handles and how comfortable the ride. The front end consists of the axle, spindles, spindle bolts, steering gear, radius rod, spring perches, steering arms, tie rod, drag link, front spring, spring shackles and bushings – it should be considered on assembly.

FRONT END INSPECTION

Tie-Rod/Drag Link End Plugs

This is best done with a partner – you spouse can sit in the car and turn the wheel while you are inspecting. Move the steering wheel enough to turn the front wheels. While moving, observe the movement of the pitman arm in the drag link. The arm should not move in the link. You can place your hand on the link while it is moving – if you feel a “clunk” or see it move it is too loose and must be tightened. The same procedure is used for both ends of the tie-rod and the drag link. There should be very little to no movement at each end connection.



If the ends are loose, remove the cotter and tighten them ½ turn and test again. If ok, install a new cotter. You will need to adjust the toe-end. To be discussed later.

Tie-Rod/Drag Link Wear

Check the wear on both the tie-rod and the drag link where the drag link crosses over the tie-rod. Turn the front wheels to the right most turning position. There should be 1/8" to ¼" clearance between the two rods. The tie rod is hollow and if wear is excessive e the tire rod can be weakened and cause serious problems by bending or breaking. The wear between the two rods is caused by a weak front spring. This must be corrected. At this point your spouse can leave the garage.

Front Spring

Check the clearance between the spring shackle and the axle. There should be about ¼" clearance. If the shackle is sitting on the axle, the spring is weak and sagging. This condition must be corrected. Take a good look at your spring and shackles, if they have been properly lubed the shackle should fit firmly in the bushing and the bushings should not be worn. If they are worn, this condition must be corrected.

Front Wheel Bearings

Check the front wheel bearings for correct adjustment. With the front wheels off the ground grasp the wheel at the top and bottom and try to move it while watching the backing plate. If the wheel moves back and forth and the backing plate does not move, the bearings are too loose. This must be fixed. I prefer to repack the wheel bearings as part of the adjustment. See Les Andrews Model A Mechanics Handbook for the procedure.

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The Model A Ford Front End continued

Remove the wheel and spin the front hub while tightening the axle nut. Tighten the axle nut until a drag is felt on the hub. Turn the axle nut back one castle position and insert the cotter. There should be no binding when the hub is rotated and no side-to-side movement. [It may be necessary to back off the brake adjustment to feel the wheel bearing adjustment. It is better to be too a little loose than too tight. More wheel bearings are ruined by over tightening than anything else.]

King Pin Thrust Bearing and Bushings

With the front wheels off the ground [not jacked up high] try rotating the king pin thrust bearing with our fingers. No try rotating the felt washer cup. To top thrust bearing should move with the wheel off the ground. With the wheel on the ground it should not move as the weight of the car is on the bearing. If it can be rotated corrective action is necessary – shims. Likewise the felt washer cup should be free and tunable with weight on the wheel.

Check wear on the king pin bushing by gripping the wheel at the top and rocking it back and forth. There should be no to very little movement at the king pin. Place a finger across the joint between the axle and the spindle, where the king pin [spindle bolt] goes through. Move the wheel back and forth and check for movement between the spindle and axle. If more than .003-.004” the bushings are worn and should be replaced. Spindle bolts seldom wear if properly lubricated, but bushings do over time.

Spindle Ball Studs

The three spindle arm ball studs and pitman arm balls should all be checked for roundness. Flat spots on the balls will cause maladjustment of the tie-rod/drag link. To check the balls it is necessary to remove the tie-rod/drag link ends from the ball. When you were checking the tie-rod/drag link end plugs and if you were unable to get a smooth tight connection as the wheel was turned, check the balls.

Toe-In Measurement

The front end of the Model A has three different angles that make going down the road smooth – they are camber, caster, and toe-in. Toe-in is how much the wheels point in.

Ideal toe-in is between 1/8” to 1/4”. There are many ways to measure toe-in. It is adjusted by losing the locking bolts on both end of the tire rod and then turning the tie rod to obtain the correct measurement.

Jack up the front end so the tires just clear the ground. I use a “fixture” made scrap wood with a couple of pieces of tape. Using a pen or other marker make a line on both tires all the way around. It must be clearly visible in the front and the back. Take your fixture and tape and mark where the lines are on the front. Move the fixture to the backside of the wheels and match one mark. The go to the other side and make a second mark. Measure the distance between the marks – adjust as necessary and repeat measurement to verify. Once you have the correct measurement, tighten the locking bolts and install new cotters.

Caster

Caster is the forward (negative) or backward (positive) tilt of the steering spindle axis. Caster allows vehicles to self-center or track. On the Model A caster is positive by five degrees. Think about a bicycle, the front forks have a rearward tilt towards the handlebars giving the wheel a positive castor. This causes the bicycle to track or self-center and is why you can ride one with no hands (not a safe practice, but we all did it as kids). Caster provides a distinct center point for the steering; a point where it is clear the vehicle is going in a straight line. It is also why the Model A will continue down the road if you remove your hands form the wheel. The Model A caster is determined by the axle and the radius rods. The axle and radius rods must be straight and the ball on the end of the radius rods must be in good condition and properly attached to the flywheel housing.

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The Model A Ford Front End continued

Caster is the backward tilt of the axle which pushes the wheel slightly forward. To measure place the car on a level surface. Use a plumb bob and line over the center of the axle and make a mark on where the plumb bob comes to rest [point A]. The distance from the axle to the ground should be 11" to 12" depending on wheel size. Take a straight edge and lay it on the axle I-beam and make a second mark [Point B]. Measure the distance between point A and B – it should be about 1" which is the equivalent to 5 degrees caster. If the caster is off, inspect the radius rod, it must be straight, the ball should not be excessively worn, it should be installed correctly, and tight. If all these conditions are met the axle is likely bent.

Camber

Camber is the tilt of the top of a wheel inwards or outwards (negative or positive). Proper camber makes sure that the tire tread surface is as flat as possible on the road. If your camber is out, you'll get tire wear. Too much negative camber (wheels tilt inwards) causes wear on the inside edge of the tire. Consequently, too much positive camber causes wear on the outside edge.

Negative camber is what counteracts the tendency of the inside wheel during a turn to lean out from the center of the vehicle. Zero or Negative camber is necessary in the Model A. Positive camber would create handling problems. Ford built camber into the front axle by fixing the angle of the spindle bolt. When the axle is straight there are 2 ½ degrees of negative camber. When you look at a good running Model A from the front you will notice top of the wheels are tilted out slightly. If the camber is uneven, excessive, or going the wrong direction, the front axle is bent.

Front Axle

To inspect the axle you can run a string around each end with the car jacked up and on stands. The string should lay flat across the entire surface of the axle. If it does not the axle is bent. Further inspection of the axle requires disassembly of the front end. Refer to Les Andrews Model A Mechanics Handbook for the process.

Lay the axle down and take a straight edge along the front and back of the axle check that it is straight. If there are waves or a bow in the axle it must be sent to a shop equipped to straighten axles or be replaced. Axle shops use very large hydraulic presses to cold form the axle back into shape. Check the ends of the axle where the spindles ride, they should be straight across each load-bearing surface. Check the holes for the locking bolt; they should be straight and uniform. The front axle is the same for all model years with only minor changes to the spindle bolt locking pin, castellated nuts, and stampings on the axle. The axle is the single key component to getting a good front end.

When restoring a vehicle front end, starting with a straight axle with the right angles will make your job much easier.

Please direct questions to: Technical Director at MAFCA.com



Quiz Answer
Model A Ford
1934