

Model A Flyer



Model A Ford Club of NSW Inc

Web site www.modelafordclubofnsw.com.au
January 2020

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



enjoyable day was had meeting with our northern neighbours.

On a sad note I learnt of the passing of Tony Taylor. I had spoken to Tony a couple of times by phone but he was not at home when I called in to meet him when I was in Dubbo. To the family and the people who knew Tony, I pass on my condolences.

I travelled to Rylstone to help defend my brothers property from the bush fires and saw the devastation at Running Stream, Cherry Tree Hill area. I can only imagine what many of our members who have been impacted by the bush fires went through.

If I can be of an assistance to you, please contact me.

Looking forward to seeing everyone at Lambeth Reserve at our Twilight Run this month.

Thanks Col.

HAPPY NEW YEAR

And so a New Year has begun. I hope everyone has had a safe and enjoyable holiday.

The Christmas lunch with the Wednesday Wanderers was a great social occasion. I travelled to Wangi and had lunch with the Northern A's, what a pleasant and

Your 2020 committee

President	Col Bootle	0400 076 255	CFC & CMC	Phil Dalton	0413 970 704
V/President	John Hyland	4657 1734		Ron Elks	0419 296 201
Treasurer	Robert Brown	0439 731 066	Librarian	Carol Butler	4739 5723
Secretary	Rob Taylor	0434 314 198	Wanderers	Tom Virgona	0420 342 392
Committee #1	Ken Young	0428 697 717	Newsletter	Rob Taylor	0434 314 198
Committee #2	Ron Elks	0419 296 201		thetaylors79@bigpond.com	
Public Officer	Rob Taylor	0434 314 198	Mail:	PO Box 1038 MERRYLANDS 2160	
Membership	Robert Brown	0439 731 066			

Saturday 18th January - Twilight Run

Where: Lambeth Reserve, Henry Lawson Dr & Lambeth Street, Picnic Point NSW 2213. You continue south down Henry Lawson Drive past Deep Water Park.

What Time: from 3pm.

What is there: This venue has BBQs, some picnic tables and some covered areas. There is plenty of parking.

What to bring: Please bring chairs, picnic table, if you have a gazebo for additional sun shade, please bring along.



Food: There will be a club sausage sizzle, but please bring your drinks, any additional food eg salads etc you might like on the night.

Run Co-ordinator: Ken Young

Invitation Events for January and February

Sunday 18th January - 38th All American Day hosted by the Mustang Owners Club. Macarthur Square Campbelltown, 200 Gilchrist Dr, Campbelltown. Registration by 10am on the day to be eligible for 27 trophy categories. \$20 per vehicle entry, which will be donated to the Children's Hospital at Westmead. There will be something for the whole family

Sunday 26th January - Australia Day at Pioneer Village. Cars and their drivers enter the park for free, all other passengers pay the normal entrance fee. Entry between 7am & 830am only for display vehicles. Cars will be displayed on Village Green, but will not be able to leave before 5pm.

Saturday 15th February - Gerringong Motorfest. Venue is the Michael Cronin Oval, Blackwood Street Gerringong. Expecting 300 display cars, and entry fee is \$5 per person, kids under 12 free. This also coincides with the Gerringong Market Day.

Saturday 15th Feb & Sunday 16th Feb - Berrima Rally. Rally will be held at Mittagong Public School enter via Lee Street. Saturday morning vehicle display, followed by afternoon Southern Highlands Run. Themed dinner Saturday night, *Heroes Heroines Villains and Vagabonds*. Sunday after morning tea at the school a scenic district run with lunch and awards back at the school. All information and entrance forms at www.berrimadistricthistoricvehicleclub.org.au

Saturday 29th February - Pre 1931 Veteran Car Club Swap Meet. Held at 134 Queens Street Canada Bay. If you wish to sell items you must book a table through the VCC before the 14th Feb.

CHRISTMAS RUN TO SCHEYVILLE VILLAGE NATIONAL PARK

Considering the heat and potential smoke we had a great turn out for our visit to the Scheyville National Park Precinct. This area was a Migrant Centre after the war, and was converted to the National Service Officer Training Unit in 1965. Rob Taylor gave everyone a tour and explained how the area worked as a training unit. We also had Lonya Borisko , who was a migrant child for seven years at this hostel, come along with John Dikeman. He related his memories of his times at Scheyville. Thanks to all those that came along.



Wednesday Wanderers

Wednesday Wanderers for 2020

Wednesday Wanderers February 5th

On February 5th we will be starting our day at Ron & Edna Cox's in Mortlake. They live right next to the Mortlake Car Ferry. From there we will be going to lunch locally. More details to follow.

Can anyone assist with the history of the late Eddie Cram's Sports Coupe.

In late July this year we were fortunate to become the next owners of the 1928 Model A Sport Coupe owned by the late Eddie Cram of Kiama NSW. The family were not able to provide us with any history of the car except that it had been bought from Sydney approximately 25 years prior. We would appreciate it if anyone in the Model A club knows any history about the car prior to being purchased by the Cram family. The car has been yellow with black guards in the past but was already painted dark blue with black guards by the time Eddie purchased it. In the early 70s when I was a young teenager and living in Donald Vic, my father and I used to visit an older gentleman in Yarrawonga Vic by the name of Mac Lucky who had many veteran / vintage cars but I remember seeing an almost completely restored yellow sport coupe. Perhaps this is the same car as I never saw it again and Mr Lucky is no longer with us.

The Sport Coupe is currently undergoing a mechanical tidy up and shares garage space with our Hot Rod 1928 Sport coupe that we have had since 1981, my late fathers 1930 Town Sedan and a 1955 Ford Country Squire wagon. It has been a want for us for some years to have both a rodged and a stock version of the same car.

Thank you

Phillip and Wendy McNally

Romsey Victoria

0408623386

Vale - Tony Taylor of Dubbo 9.3.1947 – 17.12.2019

Tony and Trish Taylor of Dubbo were members of our club in the earlier years. They had a 1928 Model A Tudor and a 1929 Model A Coupe, both of which were restored.

Tony as rally director made the arrangements for the Fourth National Model A Meet which was held at Dubbo on the Queen's Birthday weekend of June 1976. This proved to be a great success. The number of entrants with Model A's was 43 and also there was another 9 having other makes or with moderns. The majority of the entrants listed in a copy of the Meet catalogue which is held by Ron Cox were members of our club. Those of us who attended recall that we had a great weekend.

We were saddened to learn that late on the evening of the 17th of December, Tony was found to be deceased at the age of 72 from a heart attack suffered at home.

Tony and Trish were members of several other motor clubs in the Dubbo area. They also over the years kept in touch with some of our members which included Ron Cox and Jim Allingham. We express our condolences to Trish and family.

Trevor Davis

Market Place

For Sale: Used 53" whitewall Firestone tyres, brand new Brass Works pressurised HD radiator suit 28/29 \$1350.00, call Ken Warburton 0438 692 737

For Sale: 1928 Phaeton, fully restored. \$27,000 ONO Rolfe Chrystal m: 0414653250 w: 02 9653 1715

Wanted: Model A Ford Heads, 7 & 8 bolt water pumps, call Ken Warburton 4872 036 171

Wanted: Mitchell Overdrive, or closed car that has a Mitchell overdrive - call Peter Michaels 0438 463 672

Wanted: 2 x 1929 Tudor Doors. Call Darren Cook 0438 232 898

Wanted: 30/31 steering wheel with a key style hub. The condition of the rim is not so important, but good hub preferred. Rob Scott (02) 6254 5144, (m) 0412696 970, email

svmact@effect.net.au

For Sale 1931 Slant Window Town Sedan.

Please contact David Richardson via email at drichardson60@icloud.com



RENEWAL REMINDER.

There are 45 members who are yet to renew. Can you please check that you have renewed, and if not fill out a renewal form and send it in.

Renewal forms are on our website:

www.modelafordclubnsw.com.au under MEMBERSHIP

The form needs to be filled in, even if you pay via EFT. Thanks

Thanks to the Model A Club for supporting Barry and Margaret Rose "Cardiac Challenge " Cairns to Cooktown 21-23 Sept 2019

This year's event was special to Darren's family friends and work colleges being the 10th anniversary of Darren's passing and the creation of Roses Riders in 2009. Roses Riders team have been represented during the 10 year period 2009 to 2019. Whilst team numbers have fluctuated over that time their memories of Darren are foremost and the Cardiac Challenge is a means to channel their thoughts and help raise funds for a great cause. Special thanks to Sue Hemke and her family and friends for their support during the event and their friendship to Margaret and I. Sue is the worthy leader of the Roses's Riders team. Sue amazingly has participated in all Cardiac Challenges since 2009.

The event this year consisting of 250 plus riders made up of 12 teams (allocated on ability) all teams had a pack leader (or two). Pack 12 was for the "E" bikes. I rode in pack three for day one and dropped back to pack 5 for day two and three. The event commenced from Tjapukai (Aboriginal Cultural Venue) Cairns at the base of the Karrander Range. Day one, Tjapukai (Cairns) to Mount Carbine 123km. Day two, Mt Carbine to Lakeland 113km. Day three, Lakeland to Cooktown 82km, total of 318km. The daily format being the rider support groups (responsible for setting up each night camps, tents etc) would depart prior to the riders so as to prepare and setup camp in readiness for the arrival of the riders each day. All meals were provided by event organisers.

Riders would commence departing from 6am in their individual packs. The conditions were somewhat tougher this year. With the drought the countryside looked very sad and dry. The average daily temperature for the three days was 38c. The climb up the two ranges Karrander and Desailly were cruel with inclines measuring 13%. The downhill were fun with speeds reached of up to 82kph. It was an amazing feeling of achievement and relief as the riders regrouped for the ride into Cooktown where they were greeted by the township. All in all a win win for a great outcome for all concerned. Especially a win for the cardiac patients. (See pics attached)

The target this year for funds raised was \$315,000 which was achieved. I believe total raised was in the vicinity of \$318,000. Since its inception in 2006 the Cardiac Challenge has raised approximately \$3.8mil. All of which 100% has been allocated to the Cardiac Unit Far North Queensland Hospital. An example of how those funds have been used is as follows:

The construction of the second Cardiac Catheter Laboratory at Cairns Hospital has started. The \$2.8M facility, jointly funded by the State Government and money raised by the Far North Queensland Hospital Foundation, will allow an extra 577 cardiac patients to be seen each year.

Thanks again for your support. Best wishes for the festive season and Health and Happiness for 2020

Kind Regards
Barry, Margaret Rose and Family



The Model A Front Brakes – What We Mostly Didn't Know!

By Trevor Davis

Summary: The Model A front brakes were designed so that the brake shoe linings make full contact with the brake drum. This however depends on the following conditions:

1. The brake shoes are contoured to the drums.
2. The brake adjusters are regularly adjusted for very close contact of the brake shoes to the brake drums.
3. The brake roller pins are a press fit in the brake shoes.
4. Pairs of brake adjusting shafts, on each wheel, are exactly the same length.
5. The brake tracks, which are attached to the backing plate and prevent downward movement of the brake shoes, have no significant wear.

In the Q & A section of the MAFCA Restorer of September/October 2016 the Technical Director Dave Bockman, in responding to a question from a John Spragg of Melbourne concerning the front Model A brakes, made the following statement –

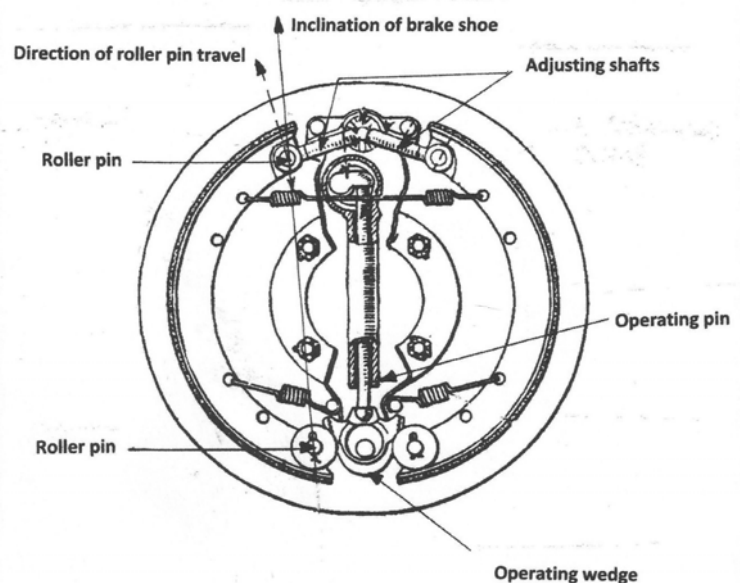
"To engage the brakes, the front brake shoes are only capable of moving or floating on one end while the other end moves only with the adjusting wedge."

However it can be questioned why shouldn't the Model A front brake design be able to make full contact with the brake linings. This necessitates however having to deduce from the design what the designer had in mind.

It will be seen from the diagram that the brake shoes are far from vertical with the top brake roller pins being much further apart than the bottom brake roller pins. Accordingly, when the brake is operated, the operating wedge forces the bottom roller pins further apart and the brake shoes become slightly more vertical. In the process the top roller pins move upwards by a small amount. These top roller pins are connected to the brake adjusting shafts which are designed with a taper to permit this movement, though limited in extent. As an analogy imagine a ladder leaning against a wall. If the bottom of the ladder is pushed towards the wall then the top of the ladder is moved slightly higher. An estimate has indicated that 0.020 inches of horizontal movement of the brake shoe by the operating wedge will result in approximately 0.002 inches of vertical movement of the brake shoe. Therefore any looseness of fit of the roller pins will have a major effect on the extent of this vertical movement.

An email was sent to Dave Bockman questioning his comments. Also an information copy was sent to Les Andrews who is the editor of the Model A Mechanics Handbook. Dave Bockman replied, pointing out how-

ever, that from his experience over many years, all front brake linings on replacement were found to have little or no wear at the top. I then replied that I was not surprised and



suggested that there are a number of reasons for this rather than something being wrong with the original design:

1. One is the lack of appreciation by the average Model A restorer of the importance of contouring brake shoes to the brake drums.
2. Lack of awareness of acceptable wear limits for the brake drum and associated brake components.
3. Also a lack of awareness of the importance of keeping the top part of the brake lining adjusted to almost touching the brake drum. This is essential as there is a limit to the capacity of the brake design to compensate for lack of regular adjustment by the operator.
4. That in the early days of Model A restoration there was a general quality control problem with replacement parts supplied by stockists, these in many cases having been made to sample rather than to manufacturing drawings.

Les Andrews forwarded an email to me that he remembered talking to Walt Bratton (of Brattons Antique Auto Parts) when Walt started manufacturing new roller pins about 9 years ago. Walt found there was a big difference in the Ford drawing of the hole in the shoe and the diameter of the pin. According to the drawings, the rollers had clearance for the diameter of the pin so the rollers could rotate, but the hole in the shoe was smaller requiring a press fit of the brake pins in the shoe. Should correctly manufactured roller pins be difficult to obtain it is suggested a press fit might be obtained by hammering around the roller pin holes in the brake shoes with a ball-peen hammer.

Les Andrews has also advised that, provided new replacement brake parts made to manufacturing drawings are available, there is no need for centring the brake shoes. In his Model A Ford Mechanics Handbook however he did state that when centred, the top of the brake lining will be 0.001 ins from the drum and the bottom of the brake lining will be 0.010 ins from the drum. But centring he said applied in the days when replacement parts were of doubtful quality. Certainly when the Model A was in production there was no time allowed for centring brake shoes. It also should be noted that static centring for worn parts may not necessarily hold true when the brake shoes are operated and about to touch the brake drum.

The diagram shows that the bottom brake rollers are in contact with the operating wedge. The wedge however is in fact only resting on the rollers when the brake is not operated. The photograph however clearly shows that the outer bottom roller rests on the edge of the large washer which is part of the brake wedge assembly when the brake is not operated. This is not shown in the diagram however.

It is important to know whether tension of the brake rod has caused the operating wedge to move partially from the designed rest position when the brake is not operated. It is suggested therefore to be certain that when replacing ill-fitting roller pins that the front brake adjuster be set with the brake rod initially disconnected.

(The contributions by Dave Bockman & Les Andrews are acknowledged.)

