

Model A Flyer



Model A Ford Club of NSW Inc

Web site www.modelafordclubofnsw.com.au
September 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



Septembers report still finds us still with COVID 19 restrictions and not able to hold any meetings.

With the current restrictions in place I have cancelled the Anniversary lunch. Lilly's Function Centre actually contacted me

advising they had a request for a smaller group on our date for the room we booked. When we get past this virus and life returns to the new normal, we will try to organise another function.

As the COVID 19 clusters seem to pop up at any location please stick to social distancing

and stay safe.

I wish to welcome two new members, Melinda Ireland (Elizabeth O'Sheas daughter) and Bill Daws. I look forward to meeting Melinda again at a meeting or social gathering when possible, and to introduce myself to Bill Daws, a pervious member returning to the fold.

We still have 50th Anniversary badges available, if you wish to purchase any, please contact Robert Brown.

During the Middle Ages they celebrated the end of the plague, with wine and orgies does anyone know if anything like this has been planned when this one ends.

I train my dog to fetch beer, it may not sound too impressive but he gets them from my neighbours' fridge....

Until next month, stay safe
Col Bootle

Your 2020 committee

President	Col Bootle	0492 872 477	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			
Public Officer	Rob Taylor	0434 314 198			
Membership	Robert Brown	0439 731 066			

thetaylors79@bigpond.com

Mail: PO Box 1038 MERRYLANDS 2160

Current COVID19 Restrictions.

No change, restrictions still in place at this time.
No club meetings and no official events.

2020 Model A Ford Club Events Wish List

Sunday 11th October - Cancelled

Saturday 24th October - Cancelled

Club 50th Anniversary Celebration Weekend CANCELLED

Friday 13th November - AGM CANCELLED

Saturday 14th November - CANCELLED

Sunday 15th November - CANCELLED

Sunday 13th December - Christmas Luncheon Run to Berowra Waters Fish Café.



COVID19 NSW Government Website Rules:

<https://www.nsw.gov.au/covid-19/what-you-can-and-cant-do-under-rules#upcoming-changes>

November AGM Situation

The NSW Fair Trading website states: "In the current COVID-19 circumstances, associations no longer have to apply for extensions of time to hold their 2020 annual general meetings or submit annual summaries of financial affairs. Associations may conduct their AGM when restrictions are lifted or present 2020 financial information to members at the 2021 AGM."

Although we will not be conducting an official AGM this year, we are pleased to advise that all current committee members have nominated to stand for the same positions for 2021.

President Col Bootle **V/President** John Hyland **Treasurer** Robert Brown
Secretary Rob Taylor **Committee #1** Ken Young **Committee #2** Ron Elks
Public Officer Rob Taylor **Membership** Robert Brown **CFC & CMC** Phil Dalton & Ron Elks
Librarian Carol Butler **Wanderers** Tom Virgona **Newsletter** Rob Taylor

If there is anyone who is not currently a committee member, and wishes to nominate for a position, the nomination form is in this flyer. Please fill out and mail back to our PO Box before 1st November. Please ensure you have a nominator and a seconder with your nomination.

We will publish our annual financial position in the December Flyer.

Thank you all for your understanding, and thank you again to all existing committee members for standing again in 2021.

Reminder about group gatherings

Members are becoming frustrated now from not being able to meet. A number of informal get-togethers have occurred, which is wonderful.

Please be mindful of the law in NSW at the moment regarding informal gatherings in public places such as parks etc. “No more than 20 people are allowed to gather outside in a public place”. People are advised if that they see gatherings greater than 20 people, to call Crime Stoppers and report the event.

If the police attend, they can issue \$1000 fines to each person attending that gathering.

So please be cautious, as you never know the feelings of other people you may be sharing a public space with.

This is also why we cannot promote events as a club, as the club then also becomes liable.

Report of an informal Gathering

A group of like minded members actually bumped into each other at Mount Annan Botanical Gardens on 2nd September. This is the largest botanical garden in Australia, specialising in native plants, with a collection of over 4,000 species.

It was reported that all those that met up enjoyed a picnic lunch with social distancing. Two attendees were well distanced from the picture.



50th Anniversary Badges Set Selling Strongly

Our 50th Anniversary badge set is proving to be very popular.

Iron on Cloth badge - Gold Metal Radiator Badge - Smaller hat badge.

Total price \$25 which includes postage

Please contact Robert Brown to order your set on 0439 731 066



Market Place

For Sale: 2 AR Rims & 4 x 21" tyres. Jim Follan jindera1@yahoo.com.au

For Sale: 1928 Phaeton, fully restored. \$25,000 ONO Rolfe Chrystal

m: 0414 653 250

w: 02 9653 1715

Wanted: 1930/31 Gearbox Shift Tower (RHD), Bill Daws 0437 698 007



For Sale Club Badges

Metal Radiator Badges \$25 Cloth Badges \$10 Window Stickers \$5

Speak to Robert Brown, 0439 731 066 if interested please.

For Sale in Sydney

1928 Phaeton

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

Reasonable Offers Considered

Rolfe Chrystal

m: 0414653250

w: 02 9653 1715



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Henry's Model 'A' Catalogue

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MODEL 'A' FORD CLUB OF VICTORIA INC.

Model A Ford National Meet

Ballarat 2021



Newsletter No 3 – Aug 2020

Hello and welcome to the Third official newsletter for the 2020 National Meet in Ballarat.

The National Meet committee hopes this update finds you all well in these unsettled times.

Wow what a year so far, we should be less than a month away from all getting together but alas that is not to be till next year now.

And of course March next year is still a long way away, so nobody can reliably predict what restrictions might or might not be in place.

It is possible that some things that we have always done (like large meal groups and gatherings, judging, etc) might have to be done very differently or perhaps not done this time.

But, regardless, you can be absolutely certain that we are keener than ever to make this a great National Meet and we will do everything we can to achieve that.

One thing we are sure of is that Model A'ers from all around Australia will be itching to get in their cars and have some vintage fun. Definitely we could plan more runs and outdoor activities.

Ballarat has amazing opportunities for short- and long-distance-day travels. The possibilities that this opens for the Model A community in discovering more of Victoria is endless.

From Ballarat's Gold Heritage to its wineries. There are plenty of activities we can all partake in.

Please stick with us and we will show you some of the best Ballarat and Victoria has to offer.

We hope that everyone stays safe and will be able to attend Ballarat in March 2021.

Facebook.

To stay in touch with up to date goings on around Ballarat please join our Facebook page

<https://m.facebook.com/groups/2286256461593076?ref=share>

or

Facebook search: 2020 Model A Ford National Meet Ballarat.

Please contact any of the committee if you have any queries or suggestions.

Regards,

A handwritten signature in blue ink, appearing to read 'Rob Turner', with a long horizontal flourish extending to the right.

Rob Turner,
Rally Director



© Ballarat Flora and Fauna

When The World Was Flat

Threatened by Chevy, Henry Ford Produced a V-8 For The Masses

by Don Sherman . . . With The Kind Permission of *Hagery Magazine's* Executive Editor *Stephan Lombard*. Thank You!

A MODEST EDUCATION DIDN'T HINDER Henry Ford's inventive genius. Following his moving assembly line and Model T gifts to posterity, Ford responded to every competitive threat with some brilliant and often unexpected stride forward. Case in point: the 1932 Ford V-8, which changed the car business and American culture in profound ways.

Chevrolet's growing success convinced Ford that his Model A, introduced in 1928, wouldn't match the phenomenal Model T's 19-year stamina. After topping Ford sales in '27 and '28, Chevy leaped from four to six cylinders in 1929. Ford, who despised inline-sixes because their long crankshafts were susceptible to twisting under load, devised a bold countermove. In spite of a consensus that eights would remain exclusive to luxury cars because of their complex construction, Ford's engineers had studied them for years. The trick up the boss's sleeve was the first V-8 cheap enough for the low-priced class.

Ford engineers gathered nine eight-cylinder engines made by upmarket brands for assessment. Standard practice as exemplified by Cadillac's V-8 was multipiece construction, with the crankcase supporting two or more cylinder blocks and complex intake and exhaust plumbing located between the cylinder banks.

Ford's better idea to cut cost was a single-piece block, with integral intake and exhaust runners. After building more than two dozen such designs for testing, Ford's engineers worried about their ability to build the intricate blocks in volume. Ignoring their concerns, Henry emerged from a

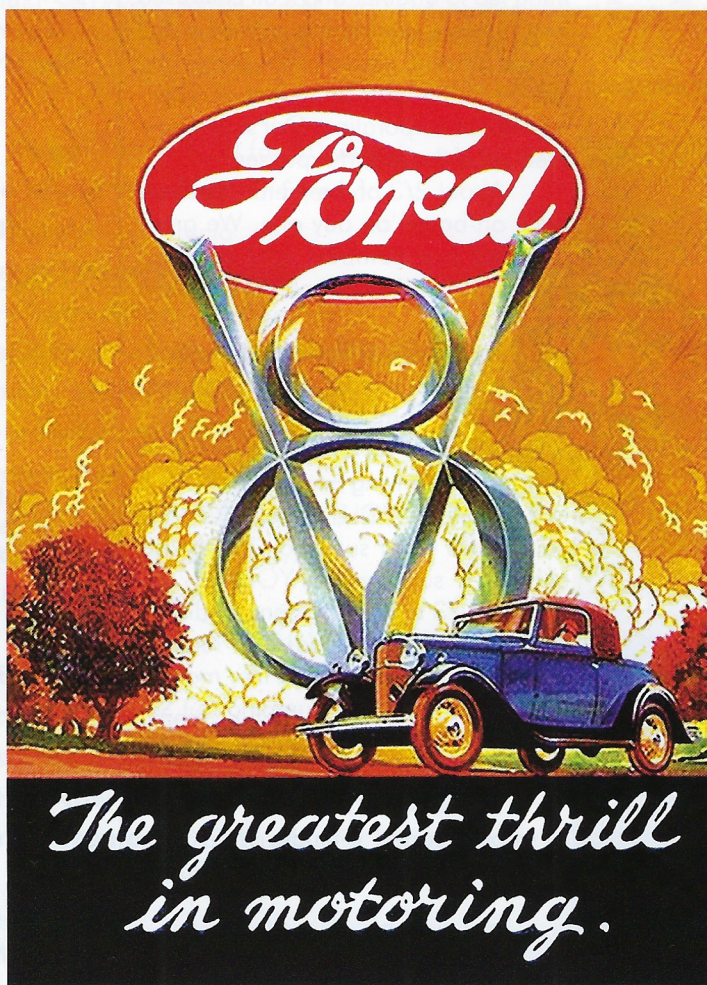
December 1931 meeting with his son, Edsel, to proclaim the V-8 a go.

While engine designers toiled in secrecy within Thomas Edison's Fort Myers laboratory, which Henry had moved from Florida to Dearborn's Greenfield Village, production boss Charles Sorensen began overhauling the company's casting and machining operations. His challenge was building the new V-8 cheaply enough for it to be offered in \$500-to-\$700 cars, when a Lincoln V-8 started at \$2900.

Ford suggested sparing the cost of an oil pump by lubricating moving parts with the splash scheme that had sufficed on the Model T. The first prototype V-8 built with that approach quickly burned out during dynamometer testing. Another issue was exhaust routing. Confident that overhead valves or hot manifolds located in the valley area would bust his budget, Ford vetoed those approaches, leaving one alternative: internal exhaust passages that wrapped around or between the cylinders on their way to the

block's outer flanks. These elaborate internal conduits, which had never before been used in production, were the key features that made the Ford V-8 a genuine breakthrough design.

Sorensen—known as "Cast-Iron Charlie" for his success combining multiple components into one elaborate casting to save cost, weight, and complexity—took his boss's stubbornness in stride. Even so, the wizard who created the first removable cylinder head for the Model T had his work cut out.

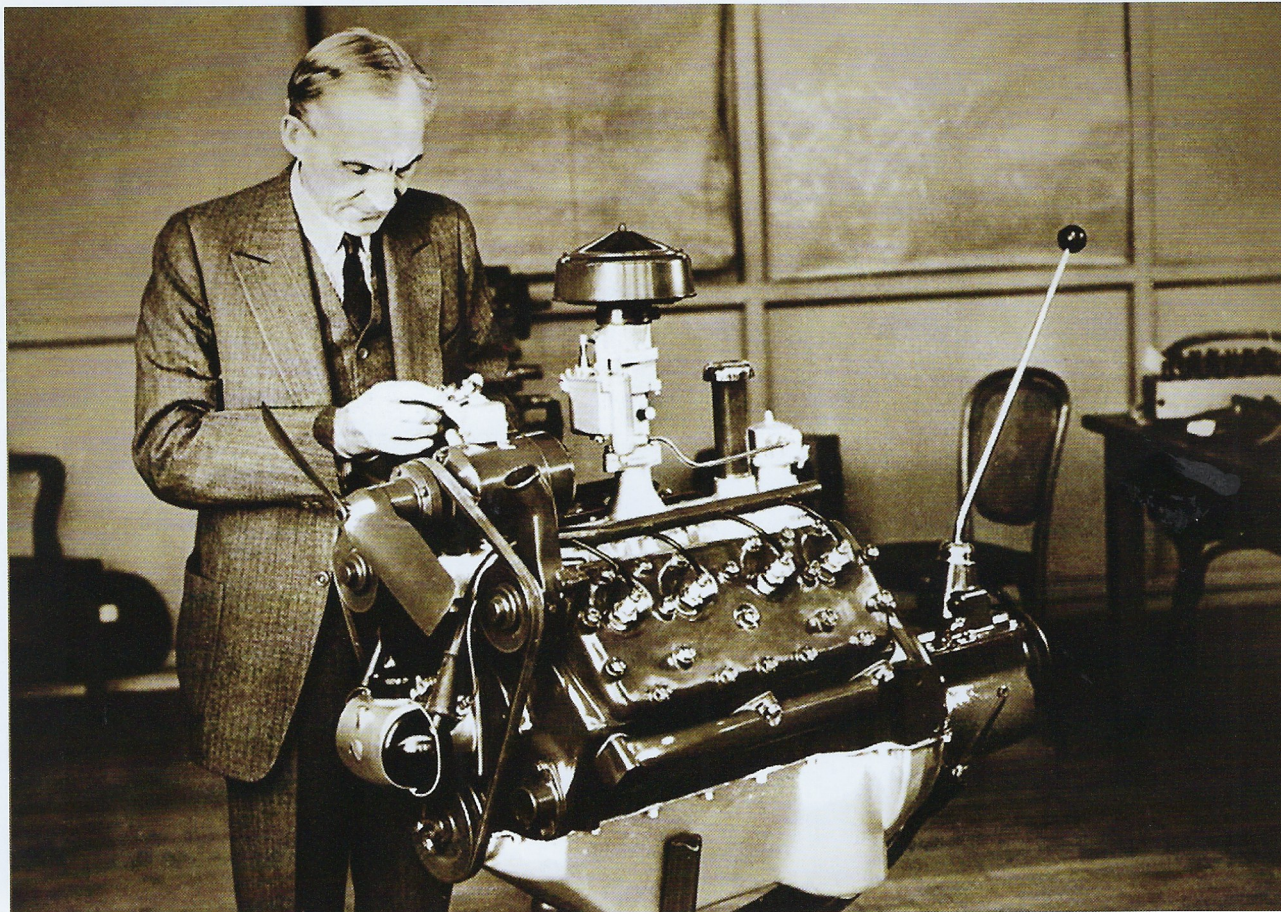


Full color Ford brochure 1932.

The Ford flathead V-8 debuted in 1932 after a breakneck costly development period and went on to power everything from stationary power, to cars, to big trucks, to land speed racers.



Ford Motors Company



Courtesy of the Ford Motor Company

Henry Ford risked his entire enterprise to develop and produce a V-8 engine for mass-produced cars. In the process, he made a legend that became the third engine (after the Model T and A) to power the hotrod movement.

31, 1932, barely four months after Ford father and son agreed to replace the four-year-old Model A with an all-new car. Offered in 14 body styles with prices ranging from \$460 to \$650, the 1932 Ford V-8 was a brilliant marriage of stunning design orchestrated by Edsel with a breakthrough engine conceived by his father.

Collaboration between the younger Ford and a group of designers headed by John Tjaarda at body supplier Briggs Manufacturing brought elegant Lincoln exterior design to the economy class. The Model 18's grille frame was da Vinci gorgeous. Raised contours and pinstriping accented the major body forms. Polished chrome and stainless-steel lights, bumpers, and hub caps added sparkle. Eighteen-inch wire wheels gave the car an assertive look, and synchromesh for its transmission's top two gears improved driving finesse.

Nearly 100,000 customers placed orders sight unseen, a number that doubled once the public had a glimpse of the 1932 Fords. Unfortunately, the rush to production left minimal opportunity to prove the new V-8's durability. Faced with that task, initial customers reported overheating, high oil consumption (up to a quart every 50 miles), cracked blocks, worn pistons, and unreliable ignition. Luckily for Ford, there was no J.D. Power or *Consumer Reports* back then, and service

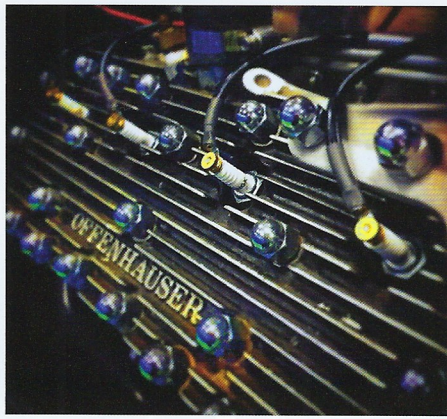
fixes were implemented before news of the V-8's flaws became scandalous.

Until a solution to the oil-consumption issue could be developed, the fix was to alter the dipstick by raising the "low" mark one inch and shortening the stick an inch overall. That yielded a larger supply of oil in the pan and more miles of driving before running critically short of lubricant. A popular myth concerning piston wear was that it was caused by the cylinders' 45-degree orientation. Dealers were supplied with millions of replacement pistons and the dollars to install them until tougher materials were developed. Switching to a dual-breaker-point distributor remedied ignition concerns.

What the buying public saw as an attractive, high-value car, the nation's speed fiends recognized as their blank canvas. Fitting dual exhaust for enhanced power and growl was a weekend driveway project. Stripping fenders and running boards yielded a dirt-track demon. Less than a year after the V-8 reached Ford showrooms, seven of them topped the field at a stock-car race in Elgin, Illinois. Chet Miller qualified a flathead roadster at 109 mph for the 1934 Indy 500. Earlier that spring, post office celebrities Clyde Barrow and John Dillinger allegedly penned letters of appreciation to the Ford Motor Company. In 1936, Fords won the first Daytona Beach stock-car race and the Monte Carlo Rally.

Digging inside the new V-8, tuners—especially those in California—mined hidden horsepower. Boring the cylinders and stretching the stroke by welding and remachining the crank throws increased piston displacement. Shaved cylinder heads raised the compression ratio. Adding carburetion, installing exhaust headers, and hogging out internal passageways improved breathing. In 1938, Vic Edelbrock—a charter member of today's \$40 billion aftermarket speed-parts industry—purchased a '32 Ford V-8 roadster to test street and racing mods in Southern California.

What Henry and his son, Edsel, had accidentally created was the great American hot rod. Their annual improvements fueled the bonfire. A longer wheelbase and a rakish sweep-spear grille for 1933 made the car appear lower and leaner. Higher compression boosted output to 75 horsepower that year, followed by 85 horsepower in 1934, thanks to the new two-barrel carburetor. Continual development yielded 95 horsepower before production was interrupted by World War II. And there was even a smaller variant, a 136-cubic-inch



Courtesy of the Ford Motor Company

flathead with 60 horsepower created in 1937 to compete against rival six-cylinder models. Postwar, it became the midget racer's engine of choice.

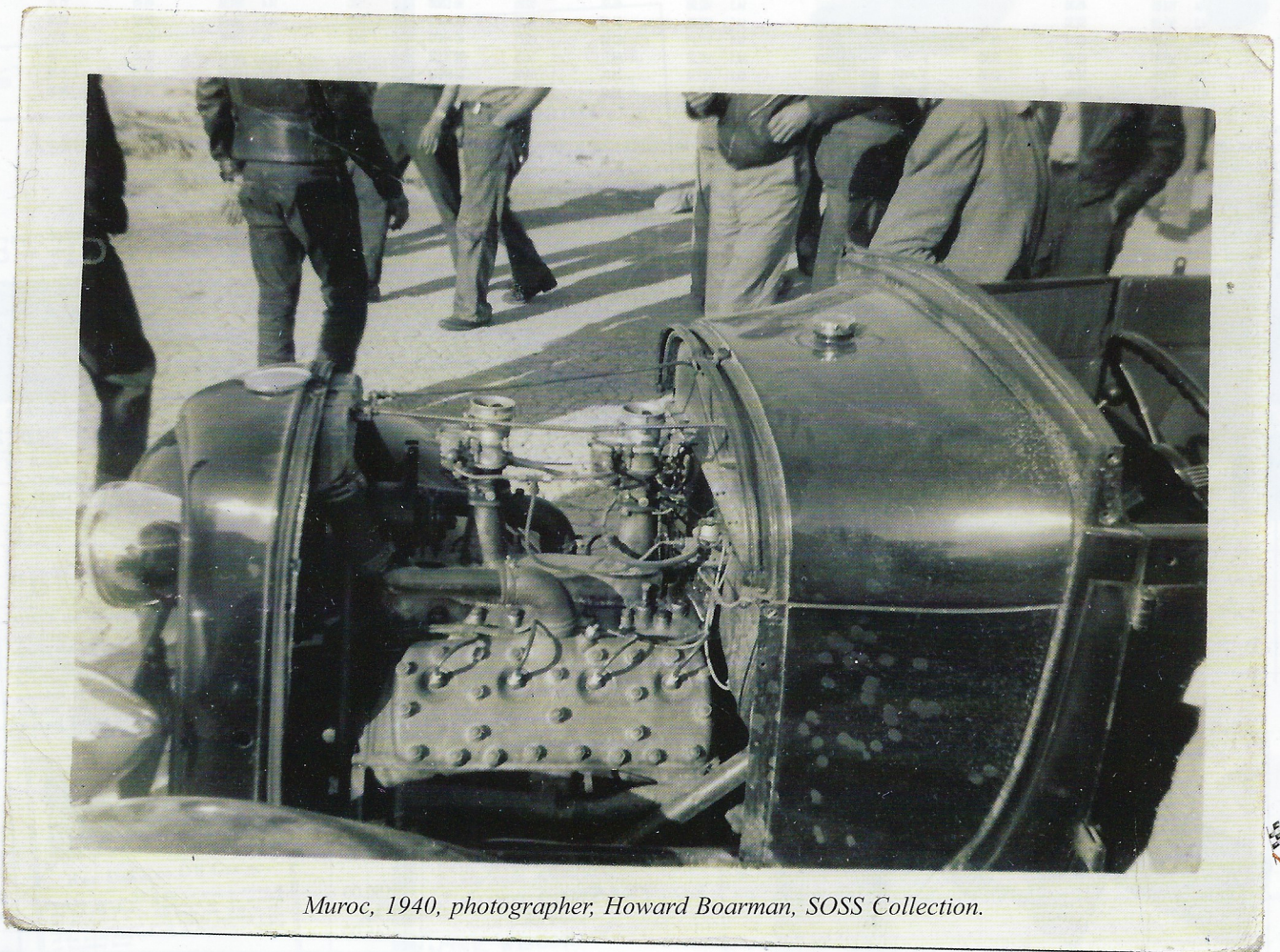
The first Mercurys arrived in 1939, powered by a 239-cubic-inch flathead with 95 horsepower, which rose to an even 100 in 1942. A longer stroke came in 1949, notching displacement to 255 cubic inches—good for a 10-hp boost.

The most potent version was a 337-cubic-inch, 152-hp flathead for Lincolns and pickups, beginning in 1949. Because the core design lasted from 1932 through 1953, when Ford introduced its first overhead-valve V-8, stuffing later cranks inside early blocks became standard hot-rod practice.

Following its U.S. production run of some 15 million engines, Henry's V-8 was licensed to foreign manufacturers, who continued to nurture this classic until 1990.

editor@hagerty.com

This great article is for the reader's education and entertainment. It is not a harbinger of things to come. Secrets Magazine remains primarily a four cylinder publication (CY).



Muroc, 1940, photographer, Howard Boarman, SOSS Collection.





MODEL A FORD CLUB ON NSW INC
ANNUAL GENERAL MEETING - 2020

Nomination Form for Committee and Club Elected Positions for 2021

Please fill in and mail back to PO Box 1038 MERRYLANDS NSW 2160 or bring to the
AGM..

I hereby nominate the person/s named below for the following position/s:

POSITION - PRESIDENT

Name..... Proposer Seconder

POSITION - VICE PRESIDENT

Name..... Proposer Seconder

POSITION - SECRETARY

Name..... Proposer Seconder

POSITION - TREASURER

Name..... Proposer Seconder

POSITION - PUBLIC OFFICER

Name..... Proposer Seconder

POSITION - COMMITTEE MEMBER 1 & 2

Name..... Proposer Seconder

Name..... Proposer Seconder

POSITION - COMBINED FORD CLUB DELEGATE

Name..... Proposer Seconder

POSITION - CMC DELEGATE 1 & 2

Name..... Proposer Seconder

Name..... Proposer Seconder

POSITION - MEMBERSHIP REGISTRAR

Name..... Proposer Seconder

POSITION - LIBRARIAN

Name..... Proposer Seconder

POSITION - MID WEEK RUN CO ORDINATOR (WANDERS)

Name..... Proposer Seconder

POSITION - NEWSLETTER EDITOR

Name..... Proposer Seconder