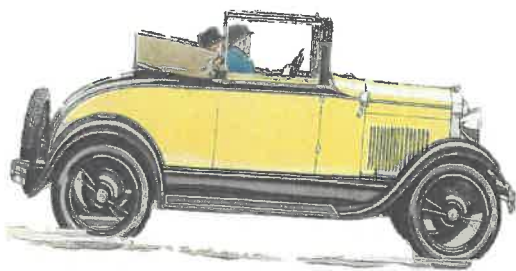


# Model A Flyer



Model A Ford Club of NSW Inc

Web site [www.modelafordclubofnsw.com.au](http://www.modelafordclubofnsw.com.au)  
November 2022

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



Thank you to all the members who volunteered for committee positions in 2023 at our November AGM. New committee is listed on page 3 of the flyer. Considering all the rain this year, we have done pretty well. Our year started with a well attended twilight BBQ in January, then Warbo's Charity Car Show in March and we still beat the rain. When ALL FORDS DAY rolled around in July we cracked SUNSHINE again, our luck was holding. Rain was all around Shannon's CMC, but again

none on the day.

The 27<sup>th</sup> National Meet in Goulburn came and went. How good was it, nothing to complain with 150 plus entrants, great events & the weather was mostly kind. All we can say to Queensland for the next National Meet, top that. Memorial Day, pictures in this issue was again well attended with great roll up of cars and a lovely long lunch.

Our Wednesday Wanders group have now started to gain momentum after COVID. Please members, if you have any suggestions for events in 2023, let the committee know so we can get it in the programme.

A Get Well hello to any members in Hospital or home recuperating from any illness Please don't forget to bring a Plate for our December Meeting, it's our Xmas tradition. See you there

Regards John Hyland

## Your 2023 committee

<b>President</b>	John Hyland	0410 169 224	<b>CFC &amp; CMC</b>	Phil Dalton	0413 970 704
<b>V/President</b>	Josh Daws	0423 910 609		Bill Daws	0437 698 007
<b>Treasurer</b>	Jim Haling	0431 904 311	<b>Librarian</b>	John Hyland	0410 169 224
<b>Secretary</b>	Bill Daws	0437 698 007	<b>Wanderers</b>	Ron Cox	0408 254 485
<b>Committee #1</b>	Peter Huckstepp	0412 377 640	<b>Newsletter</b>	Rob Taylor	0434 314 198
<b>Committee #2</b>	Jim Allingham	0418 674 059			
<b>Public Officer</b>	Bill Daws	0437 698 007	<b>Mail:</b>		
<b>Membership</b>	Jim Haling	0431 904 311			

thetaylors79@bigpond.com  
PO Box 1038 MERRYLANDS 2160

# Saturday 3 Dec - Maintenance Day

Our final Maintenance Day of the year will be at Sydney Safety Training 9am 3rd December. Just good chance for everyone to get together before Christmas.

**Address:** 411 Woodville Road Villawood, opposite Bunnings.

**Problems:** Bring whatever problems you have along for a group discussion. No formal presentations at this time.

**Refreshments:** Sausage Sizzle: Tea, Coffee, biscuits and sausage sizzle for \$5pp

**Rob Taylor 0434 314 198**



**Mustang Owners Club of Australia (NSW) Inc.**  
Proudly present the:

**40th annual ALL AMERICAN DAY**  
Sunday 22nd January 2023



**MACARTHUR SQUARE**  
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\* EXCLUSIVELY FOR AMERICAN BUILT VEHICLES  
REGISTRATION BY 10AM ON THE DAY TO BE ELIGIBLE FOR 27 TROPHY CATEGORIES  
OPEN TO: VINTAGE AND VETERAN CARS HOT RODS CRUISERS COMMERCIALS MUSCLE CARS CONVERTIBLES AND MUCH MORE  
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\$20 ENTRY PER CAR WITH ALL PROCEEDS FROM THE DAY IN AID OF:

**THE CHILDREN'S HOSPITAL AT WESTMEAD**

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NEW SOUTH WALES  
Sydney Children's Hospitals Foundation  
DaLo



## 2023 Model A Ford Club Committee

Position(s)	Name	Contact Phone	E-Mail Address
<b>President, Librarian</b>	John Hyland	0410-169-224	<a href="mailto:waikato.park@bigpond.com">waikato.park@bigpond.com</a>
<b>Vice President</b>	Joshua Daws	0423-910-609	<a href="mailto:joshua.daws@outlook.com">joshua.daws@outlook.com</a>
<b>Secretary, Public Officer, CMC Delegate #1</b>	Bill Daws	0437-698-007	<a href="mailto:bill.daws@iinet.net.au">bill.daws@iinet.net.au</a>
<b>Treasurer, Membership</b>	Jim Haling	0431-904-311	<a href="mailto:james_haling@yahoo.com">james_haling@yahoo.com</a>
<b>Committee Person</b>	Peter Huckstepp	0412-377-640	<a href="mailto:pd.huckstepp@gmail.com">pd.huckstepp@gmail.com</a>
<b>Committee Person</b>	Jim Allingham	0418-674-059	<a href="mailto:mallingh@bigpond.net.au">mallingh@bigpond.net.au</a>
<b>CFC Delegate, CMC Delegate #2</b>	Phil Dalton	0413-970-704	<a href="mailto:phildal-tonaford1929@gmail.com">phildal-tonaford1929@gmail.com</a>
<b>Mid-Week Co-Ordinator</b>	Ron Cox	0408-254-485	<a href="mailto:coxtheprinter@ozemail.com.au">coxtheprinter@ozemail.com.au</a>
<b>News Letter Editor,</b>	Rob Taylor	0434 314 198	<a href="mailto:thetaylors79@bigpond.com">thetaylors79@bigpond.com</a>

Congratulations and thank you to all the above members who stood tall and accepted a position on the committee. It is people like you that keep this club running in such a smooth fashion. Also a big thank you to the outgoing committee members.

### *Our Memorial Run in October to La Peruse*

As you can see by the number of cars below we had a great turn out, and a wonderful picnic lunch together.



## “Birdsville & Beyond” a Model A Journey

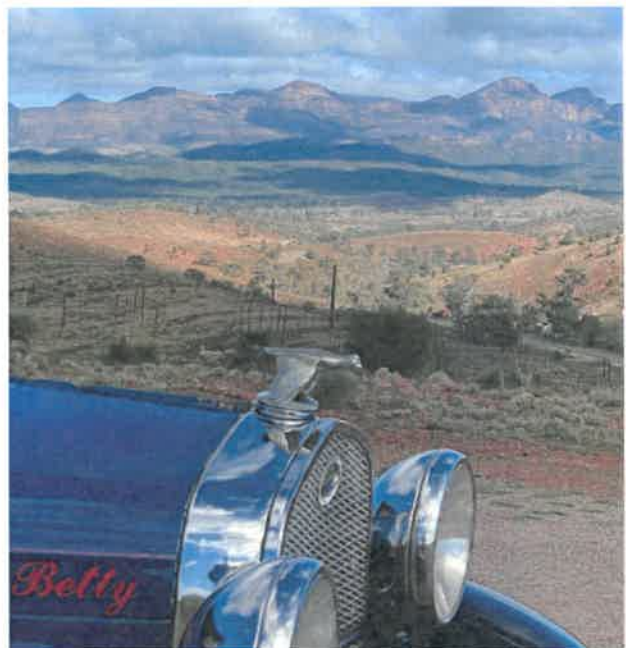
The adventure for members Charlie and Richard Vowell was to drive the Birdsville Track in their 1930 Model A Phaeton, known as “Betty”. The trip had been two plus years in the planning, having been cancelled in 2021 due to COVID lockdowns requiring all accommodation to be re-booked for 2022. “The Plan” was to travel 4,300km Sydney, Bourke, Birdsville, a side trip to William Creek and on to Peterborough SA, Wilcannia NSW and back to Sydney. They had organised a third driver and a four-wheel dual cab support vehicle to carry all the camping gear, spare parts, fuel, and water and share the driving three ways.

On **Monday 9 May** the duo set off from Sydney without the support car, as the third driver had some last-minute medical concerns and could not participate, so the load was trimmed down and packed into the back seat of Betty and the vintage trailer built by Richard to match with Betty. It was foggy and cold travelling over the mountains with first stop being overnight in Orange (262km). They averaged 50km per hour when travelling, allowing for photo and fuel stops along the way and Betty cruised comfortably at 65km per hour with the fully loaded trailer including, 40 litres of fuel and 20 litres of water, the low torque of the 3-litre motor provides ample power for any heavy load.



**Tuesday** was 324km to Nyngan for the night then 213km to Bourke on Wednesday with rain showers along the way. The hope was that the rain had not pushed too far west inland, after all it is the dry season??? Betty did show initial signs of spluttering which was quickly diagnosed as a blocked air hole in the fuel tank cap causing the tank to airlock and starve the motor of fuel, the cold weather had exaggerated the impact of the air blockage.

To their great disappointment, they arrived in Bourke to learn that all roads to Birdsville via Tibooburra and or Quilpie were blocked, even to four-wheel drive vehicles as the rain was coming down from the north, soaking already wet roads. With Shire fines of \$1,000 per wheel including spares (being \$9K for Betty with her trailer, plus three spares), they focused on replanning the entire journey seeking accommodation in towns already heavily, if not fully booked. There was no way to get around the flood waters by going further west, or north or east, thus it was time for “Plan B” and reversing the route. It started with a short run South to Cobar (165km) then long run to Broken Hill (406km) as Wilcannia accommodation was fully



booked, that saw them arrive in Peterborough SA (300km) on Saturday 14 with the plan of driving up the track to Birdsville, weather permitting.

The Southwest Queensland channel country above the Diamantina River was in flood and the



river at Birdsville was rising every day. If the Cooper River floods, then the track will be closed for weeks, and their plans would be shattered, their fate was in the hands of mother nature. **Sunday 15 and Monday 16** were spent exploring the majestic beauty of the Flinders Rangers from Hawker to North Blinman to Parachilna with the standout drive being the 23km of the Parachilna Gorge Road down and back up through stunning river gums in scenes reminiscent of Streeton Style paintings. Betty traversed the many river crossings following the twists and bends of the river. After three days of touring, on the mainly dirt roads of the Flinders, Betty arrived in Lyndhurst **on Tuesday 17** having travelled a total of 572km circumnavigating the Flinders Rangers, a must do trip if you are ever in the area. From Lyndhurst (the southern end of the Strzelecki Track) it was 83km on the black top to Marree where the Oodnadatta and Birdsville Tracks both start. The Oodnadatta to William Creek Road was closed to all vehicles, fortunately the Birdsville Track was open to Mungeranie, so Plan B was still all systems go.



After various changes of plans they were on "The Birdsville Track" where they encountered the many corrugated and gibber stone covered sections of the track, driving Betty to the road conditions and the cars capabilities. Betty averaged 40km per hour including stops along the way to take in the sights, have a roadside lunch, just check over the vehicle and of course refuel. It was a shake rattle and roll experience. The vastness and isolation of the area was impressive, and they encountered only five cars during the six plus hours to Mungeranie.

Our duo's hearts sank when they finally arrived at Mungeranie (283km) as the Birdsville Track Road Restrictions sign read, Mungeranie to Birdsville - 4WD or Heavy Vehicle (over 3 tonne) ONLY, so the rear-wheel-drive vintage car did not qualify by any stretch of the imagination, for now the road was closed, their plans blocked by water yet again!



Mungeranie is a hotel and camping ground only, no other facilities other than fuel, no Tel-

stra service, yet strangely Optus worked for the first time in past several days, Go Figure???. Phil the Publican advised that, yes the track was indeed open and that the sign was out of date so Plan B remained in play. A couple who had come from Birdsville that day and confirmed the track was open to all traffic despite the sign at Birdsville also indicated 4WD only. They had reconfirmed with the Birdsville Tourist Information Office who advised them to just ignore the signs (very strange indeed). Charlie and Richard spent a fun night in the pub as their arrival had resulted in emptying the pub of all eight patrons as they came to admire Betty in disbelief that she had travelled this far to date without any mechanical breakdowns, not even a flat tyre on the hard rough stoney Birdsville track (so far so good, touch wood).

**Thursday 19** saw them leave Mungeranie early to cover the 314km to Birdsville. The early start allowed plenty of time to stop along the way and have some spare time for any

anticipated tyre changes or repairs required as a result of the constant vibrations and corrugations of the track. The inside track was closed due to wet weather as the Goyder Lagoon was a muddy impassable road, so it was out deep into Sturt's Stoney Desert via Clifton Hills Station. The travelers traversed and crossed many sand dunes that are part of the final 100km of track as they neared Birdsville, noting how the vegetation changed so remarkably, it was an ever changing mosaic of Australian flora and fauna, not many wild flowers were evident, although there had been good rain it was just too early, and the many and varied birds that arrive with the flooding were not yet evident providing encouragement that they may have beaten the arrival of the flood waters from up north.

After nine hours plus of travel and only seeing six other vehicles the entire day, Birdsville was a welcome sight (population 340 to 7000) as many times it appeared that mother nature would prevent them from arriving on time, or getting to Birdsville at all, and still no signs of mechanical issues, well done Betty, keep it up!

Parking outside the Birdsville Hotel (their digs for the next two nights) Betty again drew a good crowd from the Pub, mainly motor bike riders who had crossed the 1100 plus sand dunes travelling west to east from Dalhousie Springs to Birdsville along the NT and SA boarder, the last being Big Red, they were a thirsty set of travelers, so the duo enjoyed a few cold beers at the bar sharing travel stories.

**Friday 20** was a flight over Lake Eyre, refuelling at William Creek, the town was land locked, as the roads west to Oodnadatta and east to Maree were closed to all vehicles and would not be open for a few days yet, maybe even a week or more, they were fortunate indeed to have made it successfully to Birdsville

The remainder of Plan B was to drive to Innamincka and on to Tibooburra, however those roads were still closed.

Time to implement "Plan C", this was to leave Birdsville and drive to Bedourie, then Windorah and on to Quilpie and then St George. However this plan was also thwarted by the ever-rising waters of the Diamantina channel country, as the roads were flooded with access to 4WD vehicles only with care. Time to cancel accommodation bookings and make a set of new bookings where possible, yet again! Charlie, the resident travel coordinator, was developing an expertise he did not really want.

**Saturday 21** and our duo switched to "Plan D" as the only way home was to drive north to Boulia via Lake Machattie as the Boulia Road was cut by rising flood waters (444km) and then on to Winton (362km) to get above the flooded channel country of the Diamantina River, then follow the Tropic of Capricorn to Barcaldine via Longreach (286km). It was then time to turn south to Augathella (331km) on to St George (392km) then Warialda (332km)





Dunedoo (361km) and back home to Sydney (358km) on **Saturday 28 May**, after 20 days on the road covering 5,946km being 1,650km more than the initial plan.

Betty performed magnificently without missing a beat the entire way, and not one flat tyre. Betty did break two brake rods on the final day, fortunately the duo had spares and on later inspection they realised that the brake rods had been cracked for some time, somehow lasting until the final run home.



It was a memorable and epic journey full of amazing experiences and sights, meeting lots of interesting people as they travelled. Betty certainly a conservation starter, and stands out along the road wherever she travels.

Their next adventure will be shorter days at 200 to 250km per day maximum, the run home of 2,866km in just eight days at an average of 358km a day was just too much and too long driving each day and not enough time enjoying the journey, it had reverted to being all about the destination.

In the future having a support car to take the load of Betty (now 92 years of age) will also help improve the drive experience. However the duo would not change a thing as the many changes and challenges they faced and overcame are what make those moments to remember as Charlie and Richard continue their travels in Betty their ever-reliable 1930 Model A Phaeton.

***Thanks Charlie & Richard, a wonderful story and a great adventure, congratulations, many members will be very envious.***

## Vale Keith Capps

Unfortunately I bare sad news with the passing of Keith Caps of Cowra. It goes without saying Keith will be sadly missed.

Our hearts go out to Helen and family, we can only try to imagine their loss. We have lost another Warrior in Keith he was certainly the real deal. His second love is his Tudor "Freda".

Kind regards  
Barry Rose



## Our Car Club HSV Data Base

The Club will be transferring all membership and registration details to “Our Car Club” database which will be used as a central repository for club membership and HVS/CVS information. This is a secure database and is used by over 200 car clubs Australia wide, only authorised members of the Model A Ford Club of New South Wales will have access to information that we store on the database.

We request that members with vehicles on HVS/CVS scheme to provide the following information for each vehicle to Bill Daws via e-mail [bill.daws@iinet.net.au](mailto:bill.daws@iinet.net.au)

- o Pictures of your vehicle
  - front quarter and side view
- o A copy of the Certificate of Approved operations
- o A Copy of Conditional Registration Certificate
- o When renewing registration – a copy of the Approved Safety Certificate (Pick Slip)

The above will allow us to have a greater level of compliance with the requirements of Transport NSW.

Please take the time now to gather this information and email to Bill, or mail to:

**Model A Ford Club NSW**  
**PO Box 1038 MERRYLANDS 2160**



## Wednesday Wanderers

### Wednesday 2nd November—Sculptures by the Sea

Staged on the spectacular Bondi to Tamarama coastal walk, Sculpture by the Sea, was a special day out with bright sunshine and a sparkling Pacific Ocean. The ten lucky Wednesday Wanderers enjoyed sculptures such as an upside down horse, a huge glass sphere, a large granite ring, plus many other challenging designs.

Our stroll along the foreshore enjoying the sculptures sure created an appetite. This was very well catered to at the Tea Gardens Hotel at Bondi Junction, great service and food. I don't think any of us were disappointed with this event. John Hyland





## For Sale

1928 AR Sports Coupe. Unrestored but complete. \$8000. Plus a few spares.  
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