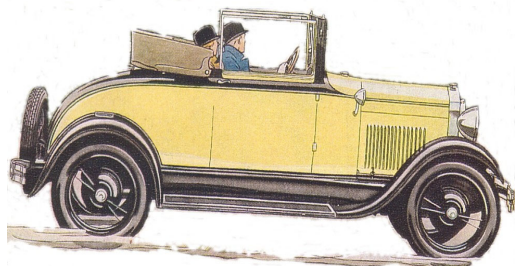


Model A Flyer



Model A Ford Club of NSW Inc

Web site www.modelafordclubofnsw.com.au
December 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



volunteered for the position of Editor. We look forward to getting to know you as you'll be taking on our most important part of our club, it's the glue that keeps us together. A very warm welcome to Steve & Denice Leet who have joined our club with a 1929 Tourer (Ex Ken Young Car). Your Events Committee will be putting together an interesting programme of events for 2023. If any member has any ideas or thoughts for a place or event you might think will give us an enjoyable day out please contact Jim Allingham or Peter Huckstepp. The Twilight BBQ is at Lambeth St Reserve on 21st January, details are in this flyer. We look forward to seeing you there to kick off the club new year.

This year has seems to have just flown by, with Xmas just around the corner. We had our last maintenance day at Rob Taylor's training centre this month and what a great roll up of members in their Model A's. It was good to see John Carroll in his 1930 Coupe; great looking car John. Josh Daws took some great photos which are now live on our website in the gallery.

On behalf of the 2023 Committee we wish you and your family a safe festive season and will see you next year .

Regards John Hyland

Congratulations to Michael Melville who

Your 2023 committee

President	John Hyland	0410 169 224	CFC & CMC	Phil Dalton	0413 970 704
V/President	Josh Daws	0423 910 609		Bill Daws	0437 698 007
Treasurer	Jim Haling	0431 904 311	Librarian	John Hyland	0410 169 224
Secretary	Bill Daws	0437 698 007	Wanderers	Ron Cox	0408 254 485
Committee #1	Peter Huckstepp	0412 377 640	Newsletter	Michael Melville	0409872750
Committee #2	Jim Allingham	0418 674 059		mdjmelville@gmail.com	
Public Officer	Bill Daws	0437 698 007	Mail:	PO Box 1038 MERRYLANDS 2160	
Membership	Jim Haling	0431 904 311			

Events for 2023

- **Saturday 21st January, Twilight B B Q at Lambeth Reserve starting at 3pm.** Club sponsored sausage sizzle, bring your own nibbles, drinks & seating. Henry Lawson Drive and Lambeth Street, Picnic Point.
- **Sunday 17th September Pre WW2 Vintage & Classic Car Show Sutherland**



Members we need your help!!

The events committee are requesting members to suggest runs for 2023.

If you are aware of what would be a good day run in our Model A's, please let the committee know.

It just makes life more interesting if we get great suggestions from everyone.

Please call

Peter Huckstepp 0412 377 640

Jim Allingham 0418 674 059

Thank you

WHERE DO WE GO?



Invitation Events for 2023

- **Sunday 22nd January, All American Day** start time 8am Macarthur Square, 200 Gilchrist Drive, Campbelltown. \$20 per car
- **Sunday 29th January, Bowral Cars and Coffee** at Berrima from 730am to 10am
- **Saturday 18th February, Gerringong Car Show/Motorfest** hosted by Lions. Starts at 8am, \$5pp.
- **Sunday 26th February, Sydney Tramway Museum Open Day.** Pitt Street Loftus
- **Thursday evening 5th March, CMC 60th Anniversary Dinner** at Wenty Leagues.
- **15-17th September, Model A Ford Gulgong Weekend.**

*You're
invited!*

Maintenance Day at Villawood in December

The last maintenance day for the year was held on Saturday the 3rd of December at the Sydney Safety Training centre hosted by Rob Taylor. The turnout of Model A Fords was very impressive with over a dozen rolling up, many I haven't seen before, and around 20 members in attendance. Rob chaired a question and answer session for members to seek advice from the many knowledgeable people and give away some leftovers from the National Meet.

John Hyland fired up the BBQ and cooked sausages that were quickly devoured by the hungry boys. The day wound up in the early afternoon, thanks to all the members who attend and to Rob for a great morning of tyre kicking.
by Peter Huckstepp



More photos on our
MAFC NSW website

2022 December Club Meeting at Merrylands

It was very encouraging to see a wonderful turnout of members for our last meeting of the year. The night was chaired by John Hyland who kept the meeting fast moving & entertaining. After the meeting there was a fantastic spread of Christmas fare to be enjoyed by all.

There will be a January meeting, it is Friday night 12th January.



Congratulations to our **Club Member of the Year**, Rob Taylor, who was a driving force behind our very successful National Meet in Goulburn



The **Club Participation Award** was won by David Cox. Congratulations David and thank you for your constant support and attendance at all our Model A events.



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@inet.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 Christmas Lunch

This event was organised by Jim Allingham, with lunch held at the Miranda Bowling club. As usual there was a good turn out of Wanderers who enjoyed their Christmas cheer and a great deal of social interaction.

1st February will be the next Wanderers Outing to Cockle Bay.



ETV199 Restoration Continues Mike Dufton examines its Houdaille shock absorbers

AS RESTORATION CONTINUES, albeit at a slower pace as other jobs have taken preference, it has allowed time for contemplation as to the heritage of some of the car's components. One that stands out are the Houdaille (pronounced Hoo-dye) shock absorbers, an early lever arm hydraulic type, and fitted on the rear axle of this car.

A brief research reveals their invention was by a Frenchman, Maurice Houdaille (1880-1953) who developed the use of hydraulic dampers from 1906, his first patent being lodged the following year. He is also credited with the development of a hydraulic recoil system successful employed on French Heavy Artillery used in the First World War.

The advantages over the friction shock absorbers fitted to many cars of the time did not go un-noticed, both Sunbeam and Mercedes Factory Racing Teams fitting them, resulting in considerable competition success, and Rolls Royce utilising them on some export cars. Many European cars used them as standard equipment. In 1919, the rights to the name, design and manufacture, had been sold to A.B.Shutz, whose factory was based at Buffalo, New York. This company further developed the design, and in 1927, secured a substantial contract with Ford who fitted them as standard on the Model A. Subsequently, they were used on the Model B and later V8's until 1934. By 1940, the demand by the car manufacturers had declined, but other markets were still ordering, including aviation, who utilised the system within undercarriages. The units fitted to ETV199 are later fitments than the original manufacture date of the car (1927), and also of 'double acting' type, first produced in 1921. It may be that they were fitted from a donor 'Low Chassis' car when the original saloon body was replaced by a tourer one in 1939. Their operation is simple, a lever arm system relays axle movement to a shaft with a single vane radial paddle' encapsulated within a cylindrical housing containing oil.

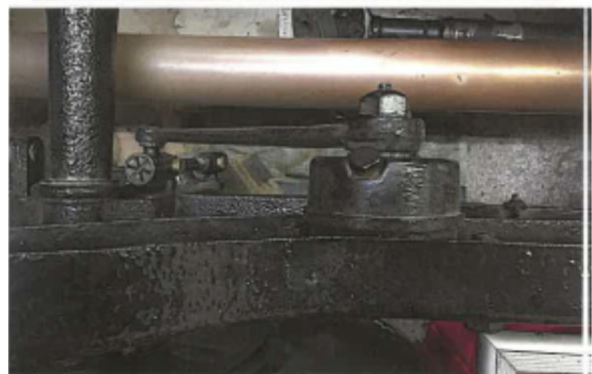
A small bleed hole through the paddle permits oil to displace from one side of the chamber to the other, thus absorbing shock loads in either direction as a reaction to the shaft rotation. The units shown in the photographs also have an adjusting screw to regulate the oil flow, allowing setting to different reactive requirements. This adjuster is visible in the centre of the shaft where

the lever arm fits, and is adjusted with a spanner fitted over the two parallel flats. I'm speculating that the small quadrant with a series of slots is used to indicate the setting?

I am not aware that Houdaille's were fitted as standard by Lagonda, although it is interesting to observe that the mounting holes used in the chassis rails, appear in this position, as illustrated in the original vehicle handbook. The holes may have a different use on other formats of the 2L Lagonda, I'm sure other members will have the answer? To achieve correct alignment to the axle spring mounting, where a special bracket is fitted to the 'U' bolts, two spacers are used on the inboard side of the chassis rail.

The linkage joining the axle to the lever arm is fully adjustable for length and wear, a feature of so many components on the Lagonda.

To date, I have no actual road experience of the Houdaille's performance, ETV is still some way off that special day, but I know from talking to other members that they also have cars with them fitted. Maybe they can fill in this part of the story?



?

Article taken from The Lagonda magazine of the Lagonda Club.

To Overdrive, or Not to Overdrive...*THAT* is the question?

By Eric Engle

There seems to be a growing trend, for some Model A owners, to add an overdrive to their cars or trucks, and probably with good reasons. While some may think this to be a bit of an unnecessary expense, the benefits can be numerous.

It would seem that the most common misconception of having an overdrive is that they are **ONLY** used by those owners who are brave enough (foolish enough?) to venture onto the freeways. While it's true that it does make it nice to be able to cruise along at 55-60 miles per hour at times, the higher speeds are **NOT** the only reason for installing an overdrive into one's vehicle.

A bit over one year ago, I had my Mitchell OD installed because I did indeed wish to go on longer tours, which would certainly have meant going on the faster freeways and highways. And while it is **REALLY** nice for that, I have also found, through experience, that it's **NOT** the only reason to have one.

My very first experience with needing my overdrive was on the club's annual Mount Baldy tour. That is where my 26% overdrive **REALLY** shined for the first time !!! Cruising up, or down, the mountain roads, second gear overdrive was a wonderful thing!! Yup...the Mitchell overdrive works in every gear...even reverse, if you're crazy enough to want to try that...but not me!!! But second gear in overdrive is just the right gearing for pulling most of those steep hills, or for holding the car from going too fast down hill. Saving one's brakes while going down hill is a **VERY** good thing!! Less worrying about overheating the brakes, which might lead to the dreaded brake fade.

The problem with going up a steep road is that, all too often, 2nd gear is just too low, with the motor running at too high of RPM's ...But, 3rd gear is too high and the motor simply can't sustain pulling in that gear... So the driver is having to constantly shift between 2nd and 3rd gears to drive up the mountain grades. That's where the 2nd gear in overdrive really becomes a blessing!!

One more benefit to these overdrives...they are synchromeshed. In other words, they can be shifted in and out without double-clutch. Some owners use this as a means of shifting into first gear while at a complete stop. Leave the transmission in first gear, put the overdrive in neutral, then when the light goes green, simply push the clutch peddle in and shift the overdrive into direct drive. No first gear grinding! And with practice, the overdrive can also be used to downshift. Example: Driving in 3rd gear and the driver needs to downshift to 2nd...what to do?? The driver simply pushes the clutch peddle in, shifts the overdrive into neutral, waits for a moment for the engine's RPM's to come down to almost an idle, shift the transmission into 2nd, and then the overdrive back into gear, and voila!!.....downshifting accomplished without needing to double clutch, **AND** without grinding. But it does take a bit of practice to put to memory the sequence.

While there are a number of manufacturers of overdrives, probably the most popular at this time are the Mitchell overdrives. Some of the other brands used are the Ryan overdrive, Borg Warner, and sometimes Volvo. But it would seem that, for the most part, the Mitchell is the "go-to" leader currently. Installation is basically a bolt in operation, with no special modifications necessary, other than making a hole in the floorboards for the extra shift lever.

These are only some personal observations of mine while using my overdrive. I am not recommending any particular brand, only bringing to attention the distinct advantages of having an overdrive unit in the car and how much nicer the driving experience becomes with one. And isn't that what it's all about....improving the experience of driving our fine old cars????!....



28th Australian National Model A Ford Meet 2024 EARLY BIRD ENTRY FORM

“A” Rally through the Cane Fields”
Maryborough Queensland



Sunday 1st – Saturday 7th September, 2024

Hosted by the Model A Ford Club of QLD

Name of Entrants _____

Address _____

State _____

Email _____

Phone Home _____ Mobile _____

Might you be interested in attending

Welcome Drinks Yes/No

Entering in Vehicle Judging Concourse/Touring/Commercial/Blue Ribbon Yes/No

Available to Judge Vehicles Yes/No

Bus tour to Bundaberg Distillery tour Yes/No
Hinkler House Yes/No

Whale Watching Cruise Harvey Bay Yes/No

Historic Bus/Walking tour of Maryborough Yes/No

Gala Dinner Yes/No

Email: dunstan.pms@bigpond.com

Mail to Rally Secretary, 28th Model A National Meet

PO BOX 1352,

KENMORE QLD 4369

Rally Secretary

Les Dunstan

Ph 0418723187

QLD Model A Ford Club website: [www. https://modelafordqld.wixsite.com](https://modelafordqld.wixsite.com)

28th Annual Meet Website <https://modelafordqld.wixsite.com/website/28>

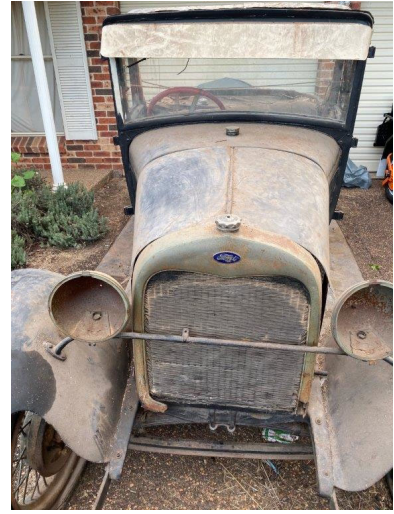
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Darren Cook

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Congratulations to Michael Melville, our new Flyer Editor for 2023.

Thank you Michael for volunteering for this job. I have found it a very rewarding task, and enjoyed the role as editor for the past ten years. It enabled me to have made contact with many of our club members across NSW, as well as other Model A and Car Clubs across Australia. I wish you all the best with the Flyer, and would like to thank everyone who has assisted me throughout my editorship. *Rob Taylor.*



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