

Model A Flyer



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Model A Ford Group of New South Wales

June 2023 Edition.

Club meetings are held at the Holroyd Community Centre, Miller St, Merrylands. At 8:00pm on the second Friday of each month. Parking is in Newman Street, Merrylands.

Presidents Report.



Hello everybody, I sure can feel the change in temperature as winter arrives ,we will have to rug up for the next few club outings.

What a great roll up to Mays run to the Waterhouse Camelia Gardens, 24 members and 11 Model A's in winter sunshine and a chilly wind but the Magpies and Cockatoos were something out of Alfred Hitchcock movie `The Birds`. They made our picnic area similar to a war zone, literally taking the food out of our mouths, plus raiding the food on the picnic tables. Besides that, a great day, thank you Jim & Maureen.

Junes Wednesday Wanders is down to Stanwell Park to visit Laurence Hargraves House "Hillcrest " in Railway Cres, sounds exciting. What a great Australian inventor with his aerodynamic Kite Flying experiments adding more knowledge to the art of heavier than air machines, don't miss this event on the 7th June. Meeting at the Stawell Park coffee shop (the only one) @10am with lunch at The Helensburgh Hotel.

The June Sunday Run to the Naval Museum at Penrith on Bruce Neale Drive with a guide to help explain the displays, with lunch next door at Penrith Rowers.

Please come and join us at any of these events and our General Meetings on the second Friday of the month at Merrylands ,you will be very welcome, these meetings are turning into great fun don't miss them.

Again I urge you to stay safe and warm also please drive your Model "A's while you can.

Regards

John Hyland

Club Run—Camelia Gardens

Our Club enjoyed another glorious day out together at the Camelia Botanic Gardens.

11 Model A Fords joined us on the day. The weather was a little chilly, however, we all managed to find a sunny spot to have a chat and enjoy our picnic lunches.

We created an impressive display with our Model A Fords for all of the visitors to the gardens to take photos.

Thanks to all who came along and to Jim and Maureen for organising a great day.

Cheers from the “Squire”

Warbo



Tech Tips— It Stalls at a Stop by Tom Endy

This is a common complaint often heard from Model A owners. My experience has been that it has to do with the Zenith carburetor. On most forums numerous theories are offered; many of them contradictory.

Every once in a while I encounter a Zenith that defies being fixed so that it does not stall at a stop. It can be very frustrating. However, I think I may have hit upon the problem.

I recall attending a Zenith seminar years ago at a MAFCA meet conducted by Herman Reise, who was an old fellow since passed away, that knew quite a bit about Zenith carburetor restoration. He made a statement that stuck in my mind. He said that “there hasn’t been a decent throttle plate produced in 50 years”. Unfortunately he did not elaborate.

Occasionally I find a throttle plate where someone has filed a groove in it right where it approaches the hole in the throat of the carburetor for the idle circuit. I have never figured out why this is done. I think that doing this would upset the flow of the proper amount of air to the idle circuit.

Snyder’s Model A catalog has an interesting statement concerning the reproduction throttle plate they offer. “Made of brass as original with correct angles on the edges. USA”. Recently I was rebuilding two Zeniths that road tested perfectly until I came to a stop, then the engine stalled.

Nothing I did to the Zeniths resolved the problem. The float level was set to different heights a number of times, the throttle shaft was replaced, the throttle bosses re-bushed, the float replaced. The float valve was replaced with a Viton tip. Flow tested jets installed. All the passage ways were open. It was then I began to think about the throttle plate itself. If the throttle plate does not close on the idle circuit hole in the throat properly it could adversely affect the flow of air to the idle circuit and the transfer from run to idle would be disrupted. Maybe old Herman was on to something. Maybe back in the J.C. Whitney days the Model A Kingdom was flooded with throttle plates with the angles not ground correctly, that has continued to the present day. I ordered two throttle plates from Snyder and installed them in the two Zeniths that both stalled when coming to a stop. Problem resolved!

This was quite a revelation. It could be that there is a multitude of incorrectly ground throttle plates floating around, or it could be that some of the originals that have survived have become worn such that they do not close on the idle hole properly.



Whatever is the case, when rebuilding a Zenith I will be installing new throttle plates from Snyder. I suspect some of the other better suppliers, such as Bratton’s, are offering the same throttle plate. However they don’t say so in their catalog.

The small hole in the throat of the upper casting allows air to flow into the idle circuit when the throttle is closed. The throttle plate closes such that half of the hole just peeks above the closed throttle plate.

Invitation Event—Pre 1931 Tour to Cowra & “Warbo’s Worries”

Welcome to Cowra 2023. Pre 1931 Autumn Tour for a live report from this beautiful rural town situated on the Lachlan River in Central West N.S.W.

I honestly have no idea where to start my coverage of this truly outstanding event, all I know is that I have just enjoyed 4 days traveling around this magnificent part of the world with many of my car family friends enjoying the best of country hospitality.

The weather has been very kind to us, very chilly mornings, however once the sun exposed itself it did not take too much time to warm us up.

I have so much to tell you about this exciting event I will need to prioritise my story & only rave on about what I think you will want to hear & delete the less interesting parts of my journey. Not that there was any part of the past 4 days uninteresting, unfortunately there is not enough space in my blog to cover everything otherwise I will be here all day.

Cowra is steeped in rich history and heritage, from the solemn grounds of Cowra POW Camp and War Cemeteries, to the uplifting significance of Australia’s World Peace Bell.

My journey started off in the Shire last Thursday morning although not as I had planned months ago when I entered my 1929 Model A Ford Special Delivery Woody.

My sick 1929 Model A Ford Special Delivery Woody that never made the Rally.



The old girl was suffering with a miss in the engine under load & I realised that to take the chance of driving her the 900 kms or 560 mile round trip was too much of a chance to take. I would rather brake down close to home than out there in the countryside along a busy highway.

I decided to overhaul the carburettor, didn't fix the miss. Moved onto the distributor, complete overhaul, still the same problem. I then started scratching my head looking for something else. I realised the engine was sucking air somewhere, so I decided to re-

move the exhaust and inlet manifold to have it surface ground, had it machined anyway to be sure. Re-fitted the manifold & guess what!!! the engine was running worse now than when I started working on it a week or so ago. By now I was running out of time & ideas as to what was wrong and with only 2 days to go before my planned departure for Cowra I decided that the head gasket must be blown. Last Wednesday the day before ETD the curiosity getting the better of me I then bit the bullet and removed the cylinder head. Guess what!!! the head gasket was not blown. I measured the surface area of the head and found only .006 - .008 variation in the surface, still not enough to cause the problem.

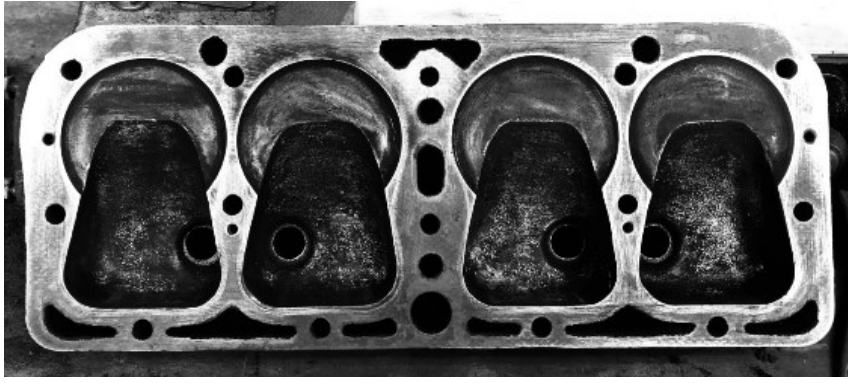


Photo of my 1929 Model A Ford Head. (Grey area between 2 & 3 combustion chambers is where the variation of .006 - .008 is). Work still in process.

I was deeply disappointed that I didn't have a Pre 1931 vehicle to drive to the Rally. I decided, heck the expense because I had already paid for my entrance fee plus my accommodation at

the motel I would go anyway & drive one of my modern cars, that being my 2002 Subaru Forester. Once I got there I would hook up with someone else that didn't mind a retired "Trolley Dolly" accompanying them in their Pre 1931 Classic vehicle on the tours. My decision to do that worked out perfectly, friends of mine from Queensland Glenn & Rosemary Smith (QVVA) took me under their wing in their magnificent 1929 DODGE DA TOURER. I felt like a Maharaja sitting back in the rear seat of their car being driven around the beautiful countryside.

Back to the real reason for this report.

There were 134 Rally entrants with around 250 punters involved as back up to the Classic vehicles that were on display. The thing that really impressed me was the quality, quantity and variation of all the vehicles that entered the Rally, I am not exaggerating by what I am about to say.

Eat your heart out the rest of the world.

I consider this event to be up there with any other event that I have attended anywhere else in the world. I am allowed to say that because I have the runs on the board with the experience to comment on these events. I have been very fortunate over the years to attend these such events all over the world.

Take your hats off Dinosaur Drivers Register Inc and to all your back up team for organising such a wonderful Autumn Tour.

Warbo



Future Events:

Club Events:

18th June - Naval Museum at Penrith - Cost is \$5 per person. Museum opens at 11am so please arrive no later than 10:45am. They will rope off an area in the car park for anyone who brings along their Model A on the day. Lunch will be at the Nepean Rowing Club which is next door. Address is 40-42 Bruce Neale Drive, Penrith. Organiser Robert Brown 0439 731 066.

8th July – Maintenance Day at Sydney Safety Training, Woodville Road, Villawood. \$5:00 sausage sizzle. Bring along your problems for discussion. 9:00am start.

23rd July – All Ford Day at Eastern Creek, more details as event draws closer.

20th August – Shannons CMC Day at Eastern Creek – club has 15 ticket positions.

17th September – Sylvanvale Pre WWII Car Show, Flora St Carpark, Sutherland

Invitation events:

4th June—Early Ford V8 Club Flathead Day at Campbelltown Steam and Machinery Museum, Menangle. Gates Open at 9:00am. \$15:00 per vehicle entry.

9th-12th June - Queens/Kings Birthday long weekend CHMC Rally Wagga Wagga

22nd July – Two Blues Community Day, Eric Tweedale Oval, Montrose St, Merrylands, All cars must be in place no later than 9:00am. See Peter Thompson 0452-201-952.

27th August – Maroota Muster, Maroota Public School. 9:00am – 3:00pm

15th -17th September – Model A 95th Anniversary celebration, Gulgong, NSW

2nd – 4th May, 2024 – Central Tablelands Historic Car Club – Pre 1931 Tour to be held in Orange. Entry Forms available in October. Contact Keith Packham 0429-608-878

Wednesday Wanderers:

The next Wednesday Wanderers Event will be held on the 8th of June. Meeting at Stanwell Park Beach Kiosk, 2A Station Street, Stanwell Park Beach Reserve for coffee at 10:00am. Then onto Lawrence Hargraves house “Hillcrest” at Stanwell Park at 11:00 am for a guided tour and then back to Helensburgh Hotel, 112 Parkes Street, Helensburgh for lunch.

Swap Meets:

11th June – Picton Swap Meet, Picton Showground, Gates open at 7:00am.

22nd July – Eastern Creek Swap.

Your 2023 Committee:

President	John Hyland	02-46-57-2332	Public Officer	Bill Daws	0437-698-007
Vice President	Josh Daws	0423-910-609	Membership	Jim Haling	0431-904-311
Treasurer	Jim Haling	0431-904-311	CFC & CMC	Phil Dalton	0413-970-704
Secretary	Bill Daws	0437-698-007	CMC	Bill Daws	0437-698-007
Committee #1	Peter Huckstepp	0412-377-640	Newsletter:	Bill Daws	bill.daws@inet.net.au
Committee #2	Jim Allingham	0418-674-059	Mail:	PO Box 1038 Merrylands	2160

Flathead Day 2023

All types of Flathead powered vehicles welcome

Sunday 4th June 2023



Campbelltown Steam & Machinery Museum
86 Menangle Rd, Menangle Park NSW 2563
Starts 9:00am



Hosted by
The Early Ford V8 Club of N.S.W.
Entry \$15 per car entrants
\$2 spectators




For Sales:

- Ken Warburton has a Model AA truck for sale for \$40,000
- 1928 Phaeton – Totally restored, as new covered 400 miles in last 20 years, cream in colour. \$38,950 – Paul Schembril 0415-489-844
- Jim Allingham has an air compressor for sale – Able Magnum 250, looks rough but in good working order \$120, 0418-674-059
- Darren Cook is selling an unrestored Sports Coupe for \$8,000
- Massive collection of Model A parts, mainly mechanical parts, from over 50 years of collecting, everything must go! Contact Phillip Haynes 02-63356210 or email handh@bordnet.com.au
- 1928 Phaeton \$30,000, Car is located in Orange. Contact Andrew Hall 0459688122
- 1928 Phaeton, Original condition with period box trailer \$30,000. Col Bootle 0492-872-477
- 1929 Roadster, Older restoration in good condition \$30,000. Col Bootle 0492-872-477
- Charlie Vowell has a Model A Engine (partial) for sale, open to offers. Contact 0419-437-568
- Club Badges as follows, see Treasurer Jim Haling.
 - Club Cloth iron on badges - \$5
 - Cloth iron on 25th Anniversary - \$2
 - Hat Pins 50th Anniversary - \$2
 - Cloth iron on 50th Anniversary - \$2
 - Metal Car Badge 50th Anniversary - \$5
 - Club Stickers - \$1
 - Club Metal Car Badge - \$18



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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

- 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

