

April 2018 A Frame
5351 Chestnut Street
New Orleans, LA 70115-3054

**Officers of New Orleans A's Chapter
Model A Ford Club of America**

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Newsletter: Mickey King

Monthly Meeting: April 25th at Randazzo's at 6:30 pm for dinner. The meeting begins around 7:15 pm. Check all **coming events** at **your** web site: www.nolamodelas.com

Coming Events:

April 28: "Fly a Ford" airshow at Reserve, LA. Meet at 1200 at M. A. Green to caravan to show.

May 5: Crawfish boil. Read information in this newsletter!

May 28: St. Francis Xavier Car Show. Meet 5:30 pm and show begins 6:00 pm.

Below: Angelo being interview for a TV spot in Baton Rouge.



Crawfish Boil

Saturday May 5 we are having a crawfish boil at John Troendle's warehouse. The boiling will start at 1:00 pm and eating will begin about 3:00 pm. The crawfish will be moderately seasoned and for those who do not eat them, John will have jambalaya too!

Members should bring their own chairs, ice chests filled with drinks, umbrellas, cell phones, snacks, dips, etc. just as if we were having a picnic.

The cost is \$15 for members and \$20 for guests. There will be a sign-up sheet for those going and the money for the boil will be collected at the end of the April 25th meeting. This will relieve Hall of the task of figuring who has paid.

The event address is: 1101 Sams Avenue, Harahan, LA 70123. Events are on-line at www.nolamodelas.com. Take a look!



Our Model A's have a slight positive "toe in" and here is an explanation. Look down at your feet: do you have toe in or tow out?

Perhaps the easiest concept to visualize is toe. Toe represents the angle derived from pointing the tires inward or outward from a top-down view – much like looking down at your toes and angling them inward or outward.

Correct toe is paramount to even tread wear and extended tire life. If the tires are pointed inward or outward, they will scrub against the surface of the road and cause wear along the edges. Sometimes however, tread life can be sacrificed for performance or stability

Positive toe occurs when the front of both tires begins to face each other. Positive toe permits both wheels to constantly generate force against one another, which reduces turning ability. However, positive tow creates straighter driving characteristics.

The slight positive toe straightens out the wheels at speed, effectively evening them out and preventing excessive tire wear.

BRAKE FLOATERS FLATHEAD TED BRAKE FLOATERS

Many of our readers have been asking about the newly advertised "Flathead Ted Brake Float- ers." Flathead Ted (Ted Spain) is located in New- zealand and sells his brake floater kit through the internet and his Web site. His kit is a bit pricey as compared to other brake floater kits, so the ques- tion is "do they really work"?

The Model A Times purchased a kit and began to install, understand, and evaluate the concept of this brake floater system.

Yes! Flathead Ted has developed a full float- ing and self energizing brake system, using his brake floater kit. This concept for the Model A mechanical brakes translates to a great improve- ment of the original brake system, as it simulates the 1937-39 self energizing brake action.

Ted's brake floaters replace the solid one piece adjusting wedge with two pieces, an adjust- ing bolt and a floating wedge.

This anchor bolt is undercut on the sides to allow the actuating wedge to move both vertically and horizontally.

Original Anchor Bolt

Ted's Floater Anchor Bolt

A new centering plate mounts behind the anchor bolt. This plate has a half round cutout on both ends that allow the brake shoe roller to rest in the cutout. This positions the shoes in a fixed centered position. There is no pressure on this plate to cause wear that occurs on the original roller tracks.

Original Adjusting Wedge

Ted's Adjusting Bolt and Floating Wedge

Reversed Pin Head

Centering Plate

The shoes lower rollers are removed so the roller pin can be reversed, placing the large pin head on the outside rather than the inside, where the pin head ran on the roller track. This takes the lower end of the brake shoe off the roller track. Centering of the shoes is handled differently. The anchor bolt is replaced with a floater anchor bolt similar to the brake floater that Bratton's sells.

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Ted's Centering Plate

The current installation instructions are difficult to follow and the explanation of how it works

needs lots of help. This editor will be working with Ted to help improve his installation instructions for easy installation and a clear definition of the operating concept.

The important part is that we have found that this kit greatly improves the Model A Braking system.

The following is an explanation of how Flat-head Ted's Brake Floater Kit converts the Model A brakes into full floating and self energizing brakes.

Brake Operation

The original top adjusting wedge is a solid one piece wedge. This wedge is removed and replaced with a single adjusting bolt and an independent wedge. This small wedge is able to move a small amount horizontally, sliding on the head of the adjusting bolt. This provides horizontal floating action at the top of the brake shoes. The adjusting bolt allows the wedge to be adjusted in or out, pushing the shoes out toward the drum surface, adjusting the clearance between the shoe lining and the drum (about .010" clearance).

As mentioned previously, a new centering plate is used at the lower anchor bolt to keep the shoes centered vertically in the drum. The brake shoe bottom roller rather than the roller pin head, rest in a half moon arch in the centering plate. No pressure is exerted on the centering plate, so no wear occurs as does on the original roller track arms. As the actuating wedge is pushed down (brake pedal action), the bottom of the brake shoes are spread apart, moving the shoe rollers slightly out of the centering plate half moon arch. This allows the shoes to move slightly in either direction horizontally. The new anchor bolt is also machined to allow the operating wedge to move horizontally in either direction, pushing both shoes into the drum as the operating wedge moves down. This provides full floating action at the bottom of both shoes. This means that after one shoe makes contact with the drum, there is still movement to allow the opposite shoe to make contact with the drum.

BRAKE FLOATERS

The full floating action at the bottom of the shoes allow both shoes to make full contact with the drum, increasing stopping ability.

The floating action at the top of the shoes allows the self energizing action to occur.

Self Energizing Concept

The two shoes are kept centered (vertically) to the drum when the inside rollers are seated in the half circle arch on the new centering plate.

With the rotation of the drum, and brake pedal pressure applied, the bottom of both shoes are pushed outward toward the drum. Forward rotation of the drum grabs the rear shoe and forces the adjusting pin at the top of the shoe into the floating wedge, transferring the force to the front shoe and pushing it into the drum. The new top floater wedge allows the drum rotation to use the rear shoe to self energize the front shoe into the drum. This same drum rotation aids in forcing the front shoe bottom roller against the floating wedge, transferring motion to the bottom of the rear shoe and pushing it against the drum. The shoes are now able to float and self energize, providing just one-third the pedal pressure to energize the brakes.

Top Spring Removed

Pins Reverse

Self Energizing Motion

In the relaxed position the shoes are nudged back to center by the drum, same as are modern disk brakes. The top long spring must be removed to allow the self energizing action to take place with the floating upper wedge.

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