

June 2019 A Frame
5351 Chestnut Street
New Orleans, LA 70115-3054

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

President: Carl Hunter
1st Vice President: Toni Schaub
2nd Vice President: Phil Strevinsky
Secretary: Brad Persons
Treasurer: Hall Townsend
Sergeant-at-Arms: Caroline Schaub
Sunshine Lady: Toni Schaub
Directors: Carl Hunter, Angelo Ricca, Anthony Nicolich
Phone Committee: Carl Hunter, Lynn Welsh, Anthony Nicolich
Newsletter: Mickey King

Coming Events:

Monthly Meeting is held on the 4th Wednesday of the month at Randazzo's Family Restaurant, 4462 Wabash Street at 6:30 pm for dinner (meeting begins about 7:15 pm).

July 2: Lunch at Ormond Plantation with Model As. Postponed until later in July due to weather.

July 20: Lunch at Lakefront Airport at Messina's. Probably will meet there about 11 or 11:30. Come to June meeting for latest information!

August 10: Eat lunch at Felix's Restaurant on lakefront.

October 12: Planned Garage Tour with the Model As.

The Gardner's are now the owners of two Gardner cars!

NOA's trip to Restaurant *Des Familles*

Sunday June 9th the club traveled to eat lunch at Restaurant *Des Familles* in Lafitte. Marie, Anthony & Scot Nicolich, Steve Willey, Toni & Ray Schaub, Lynn Welch, Carl Hunter, Mickey King, Jim Pierce were there. What happened to the others I don't know. Only Ray and Toni showed at the appointed time in their limo Model A in the Academy parking lot; all others in their air conditioned cars so NO model As made the trip. We had a nice meal and a good time talking about this and that so it was a successful social event if not an old car event.

44

Origin of Auto Names

From MOTORLAND, November 1919

The derivation of the various names by which the popular types of motor car are known is interesting. Coupe, sedan, limousine, touring car, roadster are the names by which the five chief types of cars are known, and both the French and English languages contributed to their naming.

The word coupe was originally applied to closed carriage for two persons. It is derived from the French verb meaning "to cut," and was so called because it gave the appearance of a larger carriage cut in half.

The word sedan is probably one of the oldest words applied to a vehicle for transportation. Sedans were at first portable closed chairs carried on two poles and they derived their name from the fact that they were first used in the

French city of Sedan.

Limousine was originally the name of a cloak worn in France and probably the name originated from the old province of Limousin in Central France. Just how it later came to be applied to the modern chauffeur-driven car is not quite clear.

Roadster was first applied to vessels that worked their way by means of tides. Later it was applied to bicycles and more recently to two-passenger open cars.

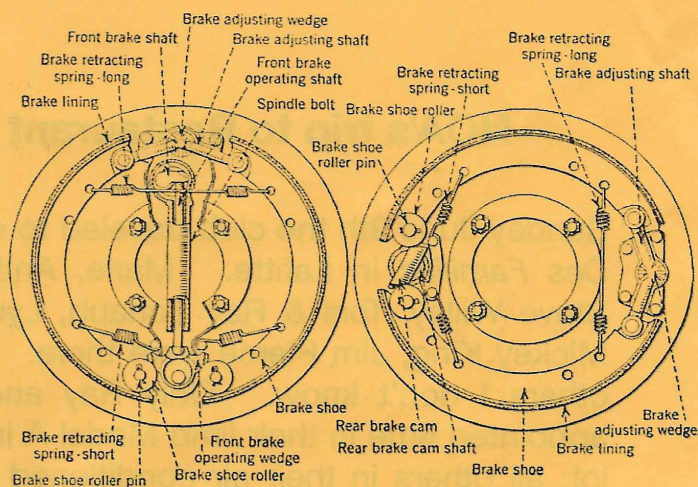
The touring car takes its name from the fact that it was the vehicle most frequently used in long-distance trips. Dozens of owners of closed cars use them for all their journeys and they seem to be growing decidedly in popular favor for all classes of usage.

Submitted by
KEITH PILKENTON
Sacramento, California

HOW TO RESTORE YOUR MODEL A

Part 4: BRAKES

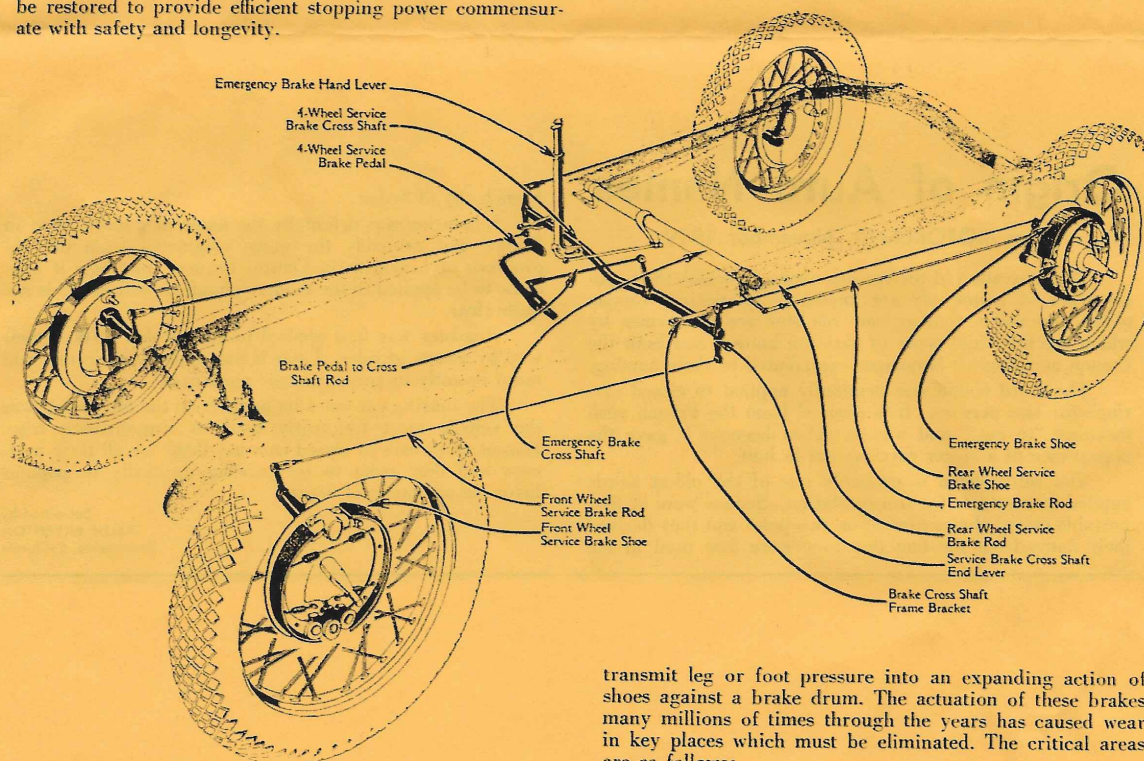
The Model A is a going car. It has rolled right along through the dirt road and boulevard era and thence into the age of the freeway, expressway and turnpike. Being a going car, it hates to stop. In the age of disc and power brakes this idiosyncrasy of the Model A can become extremely embarrassing, if not fatal. If we are to continue to be welcome on the roadways of this country we will have to be certain that we can control that surging horsepower and torque. It is the position of *The Restorer* that the Model A does in fact have a soundly designed braking system and that it can be restored to provide efficient stopping power commensurate with safety and longevity.



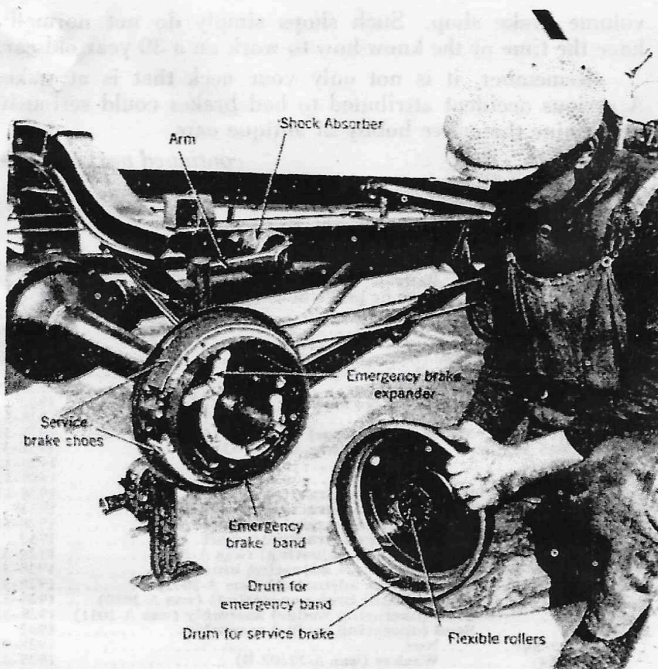
Successful restoration of mechanical brakes is not some mystical rite. It is simply a question of removing the slack and slop caused by many millions of actuations. After examining hundreds of sets of Model A brakes we are not ready to condemn the system, but to marvel instead at how these brakes could continue to function at all.

Removing Slack

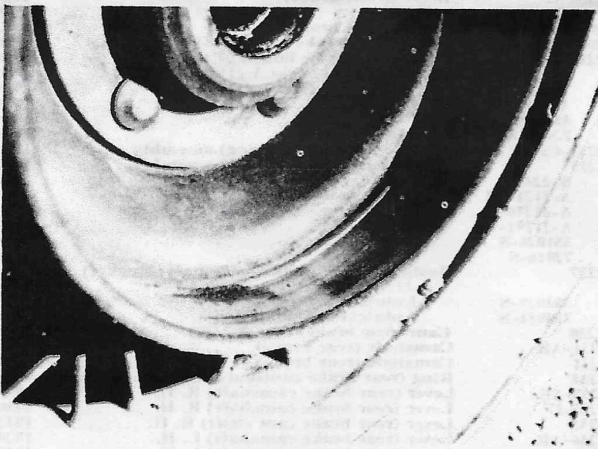
A mechanical brake system is nothing more than a system of levers to obtain a mechanical advantage and to



transmit leg or foot pressure into an expanding action of shoes against a brake drum. The actuation of these brakes many millions of times through the years has caused wear in key places which must be eliminated. The critical areas are as follows:



1—Brake Drums . . . These are probably worn and scored. They will have to be turned to get them smooth again. No one knows how many times this operation has been done on these same drums before. This turning and many miles of stopping has taken many thousands of an inch off the original diameter of the drums. This means that the shoes will have to travel further before they will contact the drum surface. In restoration, oversize shoes will have to be installed. The expert recommendation of your



brake specialist will have to be considered upon the question of when a drum is too badly worn. Adjustment here will eliminate many thousandths of inches of play in the system.

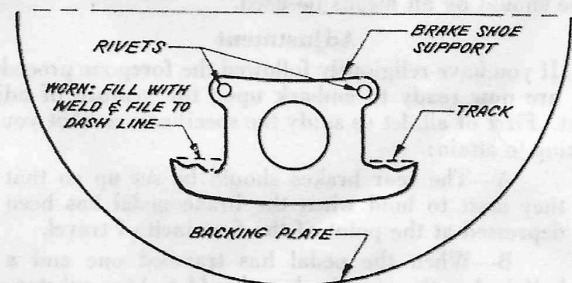
2—The Clevis Pins . . . which attach the brake rods to the pedal and to the brake actuator arms will probably be worn and grooved. Here you will find a few more thousandths of an inch of wear and slack. All clevis pins should be replaced.

3—The Brake Rod Ends . . . through which the clevis pins run may be oval shaped. These rod ends will have to be reworked so that a new pin fits through them snugly. This can be accomplished by welding and redrilling. This operation will eliminate another few thousandths of an inch. Incidentally, careful attention to points 2 and 3 will also serve to eliminate much of the problem of brake rod rattle.

4—Cross Shaft . . . A frequent culprit in this quest to eliminate slack is the service brake cross shaft. With the brake rods removed, the shaft should be carefully checked for end play and runout. You may be surprised to find that when pedal pressure is applied the cross shaft flops in all directions. This may call for a building up of the cross shaft ends and their holders. Here is a few more fractions of an inch of slop.

5—Operating Shafts . . . You will be able to account for a few more thousandths of an inch when you examine the short operating shaft found inside the brake housing. These shafts have rounded ends which have most likely worn down. Both tips of these shafts will have to be built up to obtain maximum mechanical advantage at the shoes. When these shafts are properly reworked the front brake actuator arms (where the long brake rod attaches) will be leaning well forward, that is, not vertical but a few degrees toward the front of the car.

6—Roller Track . . . The track upon which the brake rollers and headed pins travel is invariably found to be badly worn and grooved. (See illustration.)



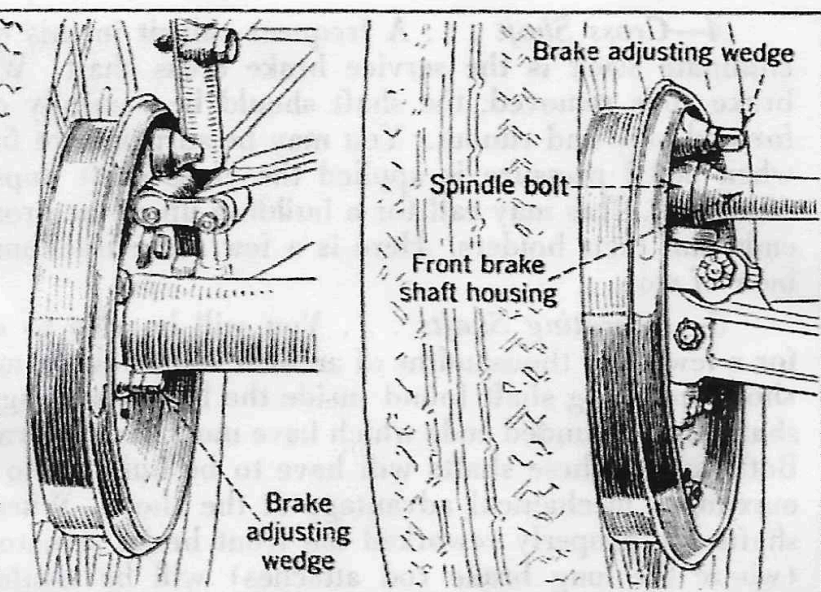
This track must be straight and smooth or all the fiddling in the world will not provide good brakes. To accomplish this task the track will have to be removed from the backing plate by removal of rivets. The track should then be built up with weld and ground to a straight surface. This operation is essential.

7—Springs . . . Another important step in rehabilitating the brake system is to be certain that the brake shoe return springs have good tension. These springs have the task of pulling the shoes back to a neutral position after the brakes have been applied. If these springs are weak there is a good chance the shoes will not completely disengage. This will cause drag, heating, poor mileage and poor performance. If these springs are not operating properly it will be next to impossible to attain a correct adjustment of the brakes. New springs may be obtained from many parts houses.

8—Pedal Shaft . . . Another place where the geometry of the braking system may be undermined is at the shaft where the brake pedal is mounted on the transmission housing. The brake pedal has a bushing in it. If the shaft is not too badly worn, replacement of this bushing will straighten up the brake pedal and eliminate one further point of sloppiness. If the shaft is badly worn, it should be replaced. Late models provided a grease fitting to insure that this shaft-bushing contact was properly lubricated. Earlier models did not incorporate this feature. As a side benefit, replacement of this shaft or the bushing will eliminate rubbing of the pedal on the floor board plates.

General Cleanup and Finish

These comments have been made with the assumption that good restoration practices will be followed. This means that all parts will be cleaned and repainted with a superior grade of heat resistant enamel. New cotter pins will be used throughout. Brake rods should be carefully inspected for cracks or serious wear spots. It goes without saying that



shoes should not be exposed to any petroleum product, as gas, oil, grease, kerosene, etc. This article is keyed to a restorer who is not able to find new parts for his brakes. New drums, rods, rollers and other parts are available. They should by all means be used.

Adjustment

If you have religiously followed the foregoing procedures, you are now ready to embark upon the venture of adjustment. First of all, let us study the specifications that you are going to attain:

A—The rear brakes should be set up so that they start to hold when the brake pedal has been depressed at the point of the first inch of travel.

B—When the pedal has traveled one and a half inches the rear brakes should tighten substantially but should not lock. The front brakes should just start to take hold at this point.

C—At the two inch mark in pedal travel the rear wheels should be locked and the front wheels should be very tight, but not locked.

In order to approach these standards, all four wheels should be off the ground simultaneously. Primary adjustment should be made at the adjusting lug on the inside of the front backing plate. This lug is located at the top of the front backing plates and at the rear of the rear backing plate. Turning the lug clockwise tightens the brake. If a misadjustment is found, the brake rod turnbuckle will have to be taken up or let out.

When all this is correctly done and a road test is made, the brakes should operate as follows: With the car in motion and full pressure applied to the brakes, the rear wheels should slide and the front wheels should make a heavy road — all evenly, of course.

volume brake shop. Such shops simply do not have the time or the know-how to work on a 30 year old car.

Remember, it is not only your neck that is at risk. A serious accident attributed to bad brakes could undermine the entire hobby of antique cars.

continued next page

SERVICE BRAKE

A-2011	Plate (front brake housing) assembly
22237-S	Bolt—with forged hub
B-2011	Plate (front brake housing) assembly
22208-S	Bolt
34030-S	Nut
72009-S	Cotter
A-2019	Shoe (brake) assembly
B-2019	Shoe (brake) assembly
A-2021	Lining (brake)
B-2021	Lining (brake shoe)
64647-S	Rivet
B-2023	Roller (brake shoe) (was A-2023-A)
B-2045	Pin—long (was A-2387057)
73890-S7	Pin—short
72017-S	Cotter
A-2035	Spring (brake retracting) long
B-2035	Spring (brake retracting) long
A-2036	Spring (brake retracting) short
B-2036	Spring (brake retracting) short
B-2041	Wedge (brake adjusting) (was A-2041)
A-24460-B	Plug (brake adjusting bracket)
B-2042	Shaft (brake adjusting) (was A-2042)
B-2050	Wedge (front brake operating) (was A-2050)
B-2051-AR	Stud (operating wedge) assembly (was A-2051)
B-2051-B	Stud (operating wedge) assembly
34032-S4	Nut
B-2054	Washer (was A-22302-B)
72016-S	Cotter
AA-2059-AR	Baffle (front brake grease) assembly—with hubs
B-2060	Baffle (front brake grease) with pressed hub (was A-2060-B)
A-2075	Pin (front brake operating)
B-2075	Pin (front brake operating)
B-2076	Shaft (front brake) R. H. (was A-2077-B)
B-2077	Shaft (front brake) L. H. (was A-2076-B)
BB-2078	Housing (front brake shaft) (was A-2078-C)
33802-S4	Nut
34808-S	Lock washer
B-2078	Housing (front brake shaft)
20391-S4	Bolt
34808-S	Lock washer
B-2082	Bushing (front brake shaft housing) (was A-2082)
A-2084-C	Lever (front brake)
352550-S	Pin
B-2084	Lever (front brake)
B-2087	Ring (front brake lever dust) (was A-2087)
A-2111-B	Plate (rear brake housing) assembly
A-2249	Bolt—short (was A-21151-S1)
A-2248	Bolt—long (was A-21152-S1)
A-21791-S3	Nut
351026-S	Nut
72017-S	Cotter
A-2111-CR	Plate (rear brake housing) assembly
B-2111	Plate (rear brake housing) assembly
B-2249	Bolt
A-21211-R	Bolt—short
A-21210-R	Bolt—long
A-21791-S3	Nut
351026-S	Nut
72016-S	Cotter
B-2227	Bushing (rear brake camshaft bracket) (A-2227)
353029-S	Lubricator fitting
353031-S	Lubricator fitting
B-2230	Cam (rear brake) (was A-2230)
A-2231-AR	Camshaft (rear brake)
B-2231	Camshaft (rear brake) (was A-2231-B)
B-2234	Ring (rear brake camshaft dust) (was A-2234)
A-2235-AR	Lever (rear brake camshaft) R. H.
A-2235-C	Lever (rear brake camshaft) L. H.

