



Greetings fellow "Old Ford" enthusiasts. The year is now in full swing, and summer is drawing to an end, in fact, as I write, there is a nasty cold wind blowing through here.

We are starting to see more and more interesting events popping up in our calendars, and soon it is going to be a case of having to choose which ones you would like to attend. Spoilt for choice...

This issue will continue our focus on technical tips in an effort to try and help our community to get some of those cars off their axle stands and back onto the roads once more. I am aware of a number of 'A' projects that are currently on the go, and one or two that are still under way. Of particular interest this edition seems to be issues around the front end, and associated bits and pieces.

I'm beginning to think that due to his frequent contributions, our resident "non-member" Paul Hoogendoorn ('22 'T' Runabout) should become an honorary member. This edition, he provides the 'T' enthusiasts with another of his technical tips.

Our very attractive cast metal bumper badge is still being worked on, but I am sure that it can't be too far off now.

You will have seen my communications regarding the 2017 "Stars of Sandstone" event, and I am happy to announce that Julian Wills has kindly volunteered to assist with the organising for the club. I would like to encourage you all to begin planning for this, as spaces at the event are normally limited.

Booking for Sandstone, by the way, has already opened. Please go and have a look at their website:

<http://www.sandstone-estates.com/index.php>

I'd really like to encourage as many Model 'A's as possible to attend this event. We have a potential international star who may be able to attend this event with us, but for the moment, his name will remain under wraps.

For those who are working on project cars, please keep us informed via write-ups and photos of the progress. These articles will always be of help to those who are either stuck, or who have yet to start their projects.

Happy motoring!
Mike Leisegang, Chairman

New Members

Members who have joined since

December 2015:

- **Peter O'Connor** Johannesburg, '28 Phaeton, '30 Roadster
- **Eddie Hamman** – Bloemfontein, '30 Phaeton
- **Emmerentia Meades** – Free State, '30 Roadster
- **Brian Rowlings** – Johannesburg, '28 Open Cab Pickup
- **Philip Henning**, Trompsburg, '29 Roadster, '31 Open Cab Pickup

Congratulations, and thank you.

Please send us photos and details of your cars for the website.

Our membership now stands at 66 members, and in total, 83 Model 'A's, 1 Model 'AA', 6 Model 'T's, and 4 '32 – '36 Fords

"If I asked people what they wanted they would have said faster horses."
-Henry Ford



Has your Ford got one of these badges on its radiator?
It SHOULD have, since it came from Canada!

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Upcoming events to watch out for:

May 1st – Knysna Motor Show

May 15th – Cars in the Park, Pietermaritzburg

June 4th – 2016 VVC Great Train Race, Krugersdorp

June 12th – Milligan Rally, George/Mossel Bay

July 17th – Scottburgh Classic Car Show

Long-term Diarisation and Notification:

30th March to 8th April **2017** – Stars of Sandstone 2017

Technical Article: The Great “Float-A-Motor” (aka FAM) Debate

by Mike Leisegang and Julian Wills, Model ‘A’ Club of South Africa

A couple of months back I rode as a passenger in a '28 Roadster. As I got in, the passenger door would not close. The driver was very confused, as he had never had a passenger with him, and thus had not experienced the door not closing with that extra load.

I asked him if the car was fitted with “Float-A-Motors” and he said yes. Hmmm.... this got me thinking, and testing a couple of theories. I have since done a lot of research on the subject, and there are two distinctly divided camps: those “for” and those “against” these devices.

For those who are unaware, “Float-A-Motors” are a replacement primarily for the rear engine mountings, which are traditionally made of steel. There is also a rubber front mounting that replaces the yoke that the engine normally rests on in front. Rear “Float-A-Motors” are comprised mainly of a thick rubber bung that allows the engine vibrations to be isolated from the chassis due to there being a little more flexibility in the mountings, and people will argue that the “A” has a smoother ride with them fitted.

“Float-A-Motors” are available as kits from most of the Model “A” parts suppliers, but the problems that I will expand upon later are made worse by home-made mountings, as I discovered on a '28 Phaeton that came into my workshop not too long ago – this car’s engine was fastened to the chassis by two 13mm bolts!

Let’s have a look at what Henry intended with the original rear engine mounts.



In this picture, you can see I have fastened a flywheel housing between two traditional “AR” steel engine mounts. What is obvious from this illustration, is that the engine mount-flywheel housing-engine mount right at where the firewall meets the chassis, provides an extra chassis “crossmember” which provides stability. More on this later.

As Model “A”s rolled off the production line, they did not vibrate much. The engine was built to what most consider racing car standards today. Sure there would have been the engine that was right on and the engine that was a little out, but nothing like you see today.

The connecting rods were constructed to ± 1 gram weight on each end. Pistons were added and the unit re-weighed and put in batches. The moving weight was within 4 grams total. The crank was statically and dynamically balanced as was the flywheel. The flywheel was located to less than .001" of the crank centre line.

As wear and tear takes its toll on an engine and its associated working parts, so the vibrations start creeping in. If one does not re-balance these working parts, the vibrations remain. Unless, of course, you replace the original engine mountings with “Float-A-Motor” mountings which help to mask the vibrations, and the car drives smoother. Of course, the problem does not go away.

What are the benefits of installing “Float-A-Motor” engine mountings?

The main benefit is that the vibrations are not fully transferred into the chassis, and the driver experiences a smoother drive. Beyond that, there are very few other benefits.



Technical Article: The Great “Float-A-Motor” (aka FAM) Debate (continued)

Here are factory pictures of the crankshaft balancing machines.



What are the disadvantages of installing “Float-A-Motor” engine mountings?

Forgive me if I sound rather biased on this, but in a case where there are so many disadvantages as opposed to advantages, one has to help to inform: I have seen too many damaged Model “A”s out there due to the “Float-A-Motor” installations.

Major disadvantage #1: Chassis bending, doors misaligned



This picture of a left-hand-drive Model “A” shows the common spot where Model “A”s develop a sag in their chassis. It is right below the bottom of the firewall, just where it meets the chassis. As you can see in the picture, it just so happens to be the area where the engine mountings are attached to the chassis. The main reason for this is that the combined weight of the engine, gearbox, and to some degree the drive shaft, all comes to bear on that area where the engine mounting-flywheel housing-engine mounting “crossmember” is situated. It is there for a good reason, the way Henry had it designed. By removing the solid steel engine mountings and replacing them with rubber flexible mountings, this problem becomes exaggerated.



In the above picture, if the “crossmember” at “A” was effectively removed, the “Float-A-Motor” engine mount lets the chassis side frame twist outward at the bottom (the standard mount is rigid and prevents the sideframe from twisting). This causes higher stresses (and cracking in the frame, allows the motor to sink at this position (affecting the alignment of the crank and allows the ball joint position to drop slightly – affecting front wheel camber).



Technical Article: The Great “Float-A-Motor” (aka FAM) Debate (continued)

In addition, the rear “Float-A-Motor” rubber that mounts onto the transmission universal joint is often omitted or poorly installed. This element, to some extent, compensates for the “Float-A-Motor” -induced twisting problem by supporting some of the transmission mass on the central chassis crossmember. Omitting it means that all the engine and braking loads are only resisted by 2 flexible elements. Because the front motor mount is flexible, it means that the motor can rotate slightly up and down, about its axis and move up and down under acceleration, braking and cornering. Given that the front wishbone is attached to the motor, no wonder handling can be affected.

The problem is indicated typically by doors not aligning, doors unable to close, and so on. For anyone who has embarked on the frustrating search for how to get those doors to re-align and close properly, this is not a simple task!

Major disadvantage #2: Steering, braking, and stability problems



These pictures illustrate the front radius, which attaches between the front axle and the underside of the bell housing. This is an extremely important part of the vehicle’s stability setup. For those who are unfamiliar with this part of the car, the radius is fastened onto the front axle via the spring perches at points 3 in the above pictures. The rear of the radius has a large steel ball that fastens very tightly at points 1 and 2 above (actually the same place, just two different views). In fact, the steering is highly dependent upon the radius being as stable as possible. Those who have experienced the famous “Model ‘A’ death wobble” can attest to this. The bell housing is attached on the rear of the flywheel housing, which in turn are attached to the chassis by the engine mountings.

By putting in unstable engine mountings, the radius now has instability via an engine (bell housing, flywheel housing, and eventually engine) that is now able to move around, particularly under braking, but also under stressful steering, such as in a corner, or on a bumpy road. Those who complain about getting a Model “A” to stop should try to do so with “Float-A-Motors” misbehaving added to the mix. The car is now almost unpleasant to drive, and nearly undrivable.

Major disadvantage #3: Engine moves forward

Because the “Float-A-Motor” rear engine mounts, acting in combination with the front “Float-A-Motor” engine mount, allow the engine a fair degree of flexibility both sideways as well as backwards-forwards, the engine moves dangerously close to the radiator. I have witnessed this when an ‘A’ came to me last year with fan problems where the fan had moved so close to the radiator that the fins on the radiator had bent flat. Any further movement would have put that fan through the radiator. One also sees this where the radiator has to be moved as far forward as possible to allow some space for the fan, to the detriment of bonnet (hood) alignment.



Technical Article: The Great “Float-A-Motor” (aka FAM) Debate (continued)

Major disadvantage #4: Crank hole is not aligned, fan belt cannot be removed, and oil pan bolts cannot be removed

This problem is because of the weak rubber front “Float-A-Motor” which causes problems such as the crank hole will not align with the crank hole on the front crossmember. It is also seen where one needs to change the fanbelt, and this cannot be removed due to the crankshaft pulley being too low.

Another consequence of this problem is the driver experiencing vibrations due to misalignment of the entire drive train, from the front of the engine, through the now misaligned flywheel / crankshaft and then into the transmission, thereby upsetting the delicate set-up of the transmission-to-pilot bearing. These vibrations manifest themselves in downhill running under compression, where one’s false teeth feel like they need to leave one’s mouth rapidly!

In some cases, people have complained that they cannot get the oil pan bolts off due to the front of the engine being too far forward.

If the engine can move forward or backward a little, then the rear axle moves by the same amount. If the rear axle moves, then the rear brakes will also be affected by the movement if you are stepping on the brake pedal.

On acceleration the rear end can push the entire drive train forward as there is no other solid mechanical link preventing it. Braking in reverse also moves the engine forward due to the torque tube being forced forward by the rear end.

Consider the fact that all of the vehicle fore and aft forces due to acceleration and braking go through the rear engine mounts. If this is a flexible connection (as in rubber) there will be relative fore and aft movement between the chassis and the engine/transmission/rear axle assembly. Also, a flexible connection of the engine to the chassis at the rear engine mounts could easily change the height of the engine at this point - which would also change the elevation of the front radius rod ball. This, in turn, would change the caster setting of the kingpins from the desired 5 degree setting.

Conclusion

In conclusion, “Float-A-Motors” do not take out the vibration they just don't transmit as much to the driver. A good idea is to find out the source of the vibration and keep the integrity of the vehicle intact.

One good suggestion is to tighten up the clearance in the main bearings and connecting rods. I am sure many A's have this problem and we try many “quick fixes” without fixing the true problem. You should investigate the vibration, the problem could be as simple as an out of balance fan, or as bad as worn crankshaft bearings.

Much of the vibrations in a Model A can be attributed to the indexing of the crank when it is turned. Most machine shops make the journals round but do not index the crank so it is no longer properly aligned and tends to vibrate. If you have the opportunity to see and hear an original un-restored Model A run you can see how little vibration the original engines had without the use of counter-balanced weights etc.

Fixing the problem is not cheap.

Odds are really good that the crank was ground off the centres. Because of how the crank wears and how engineers grind crankshafts the rear flange is likely to be out of plane. The crank gets bent a little when the mains are tightened as the centre main is probably a few thousandths of an inch off the centre of the front and rear main. The flywheel is out of the centre line. The connecting rods, if you are lucky, are within 5 grams total weight. So the bottoms could be spinning with significant difference in weight. The pistons could be off by as much as 30 grams in a set.



30-31 Deluxe Roadster



28-29 Standard Roadster



30-31 standard Roadster



30-31 Deluxe Phaeton



28-29 Open Cab Pickup



30-31 Open Cab Pickup



28-29 Closed Cab Pickup



30-31 Closed Cab Pickup



29 Station Wagon



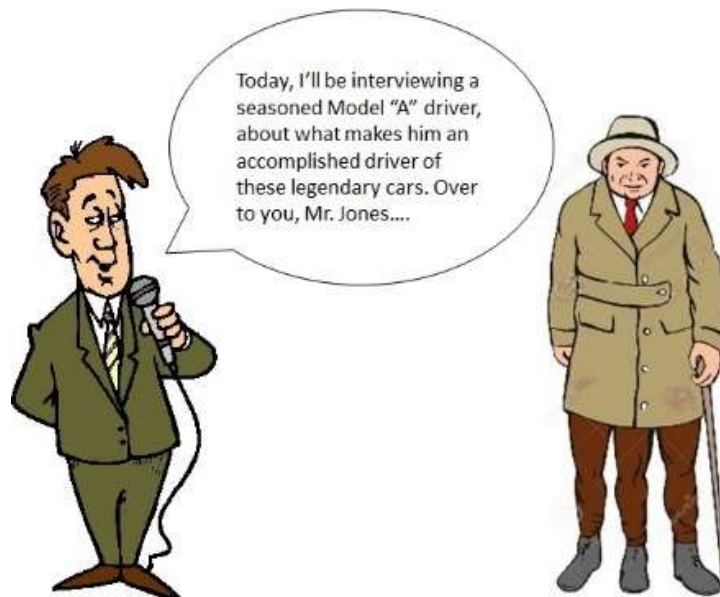
30-31 Station Wagon

Technical Article: The Great "Float-A-Motor" (aka FAM) Debate (continued)

Then throw in a used camshaft and a little loose distributor and you have lots of places for an engine to vibrate. Excess vibration is a result of internal imbalance in the engine or drive line. Counterweights do not balance the vibration as much as they inhibit crank shaft flexing at high RPMS. Excessive engine vibration is from gross internal imbalance or poorly indexed crankshafts. People may comment that modern cars all have rubber engine mountings and they do not have these handling and chassis problems. However, modern cars all have the suspension components separately mounted to the chassis – not via the engine. Nowadays, stiffer chassis are the goal-allowing the suspension to do the flexing. Modern car bodies and even the windscreens are used to stiffen the chassis (not windscreens on convertibles!). Ford (and most others) used a ladder chassis with a body loosely bolted on top. Easy and cheap to produce and suitable for a cheap car. At that stage, various manufacturers (especially where racing was concerned) were already doing monocoque and triangulated spaceframe chassis.

Ford boasted at the time that they had the most flexible chassis. They had to ... because the drivetrain was so stiff!

The reason Ford used the solid axle, torque tube & wishbone design coupled to the engine & transmission is most probably that it allowed the use of transverse leaf springs – which was cheap and simple. But transverse leaf springs cannot resist the braking and acceleration loads – hence the actual solution and solid engine mounts.





Roadster (Runabout)



Coupe



Tudor



Fordor



Touring



Centerdoor



TT Truck

My uncle had one just like that, only it was a Chevy...

The more we drive our beloved cars around, the more of the general public we come into contact with. I'm not talking about car accidents (thankfully), but conversations. I'd guess about 50% of the people strike up conversations with me. Here's what they ask:

"HOW FAST DOES IT GO?"

"How did you get that car?"

"Is there a car show around here?"

"I love Model Ts!"

"Did the Model 'A' come BEFORE the Model 'T'?"

"What is that car worth?"

"What year is that car? (Despite the year and model on the number plate....)"

"Did that car come before the Model T?"

"How do you get parts for that car?"

"Isn't it difficult finding the right petrol for that car?"

"Do you have to crank it up to start it?"

"Do those lights really work?"

"Do you mind if I take a picture of it?"

"Can you still get insurance for that car?"

"Did you restore the car yourself?"

(Pointing at the step to get into the rumble seat):

"Why doesn't the petrol cap open?"

"Can you still get tyres for that car?"

"What are all of those levers for on the steering column?"

"Do you do weddings with that car?"

"That's cool! I'm into antique cars too. I've got a '69 Beetle!"

"Please blow the hooter for me!"

"Wow, that sounds like a big engine – is it a straight 6?" "No, it's a straight 4" "Never heard of that"

For this next one, it is up to the individual as to how to respond: "Did you buy it new?"

"Is that the original colour of that car...I thought they only came in black?"

The Model A seems to break down all the social barriers that usually make petrol stations and traffic lights such quiet places. I'm not sure this new (more social) experience is for everybody, but I don't see how a little more conversation could make the world worse.

Please share your experiences with us!

Wanted:

1. Model 'A' chassis, wheels, springs, driveshaft, torque tube, axles, brakes – in other words, everything needed to make a rolling chassis. Please contact Mike on 082 857 8733
2. Model 'A' project car – any year, and body style. Please contact Mike on 082 857 8733.
3. Model 'A' rear fenders for Roadster style body. Please contact Robbie on 083 491 6615.

For sale:

1. Model 'A' Roadster in good condition, strong runner, recently professionally resprayed. Asking price around R350,000. Please contact Mike on 082 857 8733.
2. Collectable book: Service bulletins for V8 and V12 Fords – asking price R450 – please contact Chris Froneman on 084 4479152



To The Top Of Ben Nevis

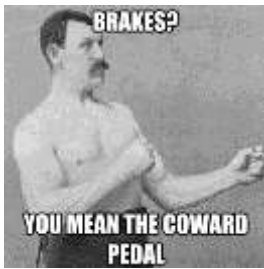
Most mountains afford a stiff test of a car, if they are steep and possess the additional hazard of tight hairpin bends, especially when they have to be ascended to a time schedule, as in the famous Alpine Trials etc. But to defeat the unused track of a real mountain is something else again. It was the late Sydney Allard, ever ready to accept a challenge, who decided to try to achieve the summit of Ben Nevis, the well-known Scottish mountain, rising to some 4400 feet, to the north of Fort William. It had been climbed in 1911 by a Model-T Ford. Now Allard was anxious to see if he could improve on that performance.

Having cut his teeth in racing and trials with Morgan three-wheelers, a four-wheeled Morgan of his own construction using a BSA rear-end (I used to see this scuttling along roads in South London on test but never knew what it was until much later) and a 14.9hp Model-B Ford tourer (UU 4922) bought for £125 and given the 24hp engine from a Model-BB Ford truck. Sydney Allard now had a much more effective trials car, his Allard Special (CLK 5). This was made from a crashed Model-48 coupe, the chassis of which was cut down to give an 8ft 4in wheelbase, with the Ford V8 engine and the GP-tailed body from a Bugatti (no cries of sacrilege, please).

After a great many trials successes (17 awards in major events and four team prizes) Sydney set out on August Bank Holiday, 1936, for his intended conquest of Ben Nevis. Unfortunately, while crossing a cleft the supporting stones under the car gave way and it rolled gently over on to its off-side. The driver suffered a few bruises, the car wasn't too badly damaged, but the difficult challenge was abandoned, as time was running out. So how did the Model-T do it? I have recently unearthed a document which throws some light on this achievement.

The car was an early tourer (S1171), brass radiated of course, stripped of mudguards, front doors, hood and windscreen. The climb was made by a young Scotsman, Henry Alexander, and the Ford remained at the cafe at the summit of Ben Nevis until London reporters had arrived on the Scottish express in a specially chartered sleeping-car, some 50 all told including photographers and — in 1911, note — cinematograph operators, who were then transported by a fleet of cars to Inverness Castle, from where they got to the mountain on ponies, in order to interview the driver and photograph his car. They had used the track from Auchentee. The next day Alexander took the car down to Fort William, scorning the Observatory track at the start of this perilous descent for a boulder-strewn path. He stopped at the Halfway House for more photography, both static and moving-picture. It had been another demonstration of the adaptability and go-anywhere utility of the Model-T.

The fact had already been the subject of a speech from the Observatory roof by the factor Mr Malcolm, where Mrs Cameron Lucy, who owned the Ben, permitted access to all the visitors. In Fort Williams the Ford was preceded by a pipe-band and it proudly carried, on a stout pole, the Scottish Standard. It was greeted by the populace and the driver was presented with a cigarette-case to commemorate the first climb of Ben Nevis by a motor-car. No doubt this assault on the highest point in the British Isles was arranged by Percival Perry, later Managing Director of Ford in Britain, who was present. I don't suppose Sydney Allard expected any such reception had he succeeded! Alas, he never had time to try again. But Henry Alexander did in September 1928, with a Model-A tourer (SC 2328) which, stripped of front mudguards and windscreen glass, got up in 9 1/2 hours, including a delay about a mile from the summit while replacement back wheels were brought up by pack-horse. (Unfortunately one of the horses, bringing up provisions, fell off a bridge, rolled down a ravine and was killed — a sad aspect of the adventure). The Ford made the descent next day, in heavy rain, in two hours.



This did not exactly open the flood gates, but it did encourage the owner of an Austin 7 to take a passenger up and down the mountain in one day, to claim another first, this attempt also being made in 1928, by a Mr. G F Simpson of Edinburgh, who got up in 7hr 23min and down in about two hours, no trouble being reported — a tribute to the ubiquitous A7, a worthy miniature successor to the Model-T Ford.



Acknowledgement: Bill Boddy, "Motor Sport" Magazine
Many thanks to "Motor Sport" Magazine for their permission for this article

PROJECT CAR: OCKIE & STOFFEL LATEGAN'S MARATHON MODEL A PICKUP PROJECT

I bought this 1928 Ford Model 'A' Pickup in running condition" in 1981, from a guy in Ficksburg, after seeing an advertisement in "Die Volksblad" and clinched the deal over the phone, yes those were the days long before cell phone SMS and email photos. What a disappointment when I laid eyes on the Pickup and discovered that it was in fact a 1928 Model A Roadster that had been converted into a Pickup by some "wagon builder / blacksmith" and so called restored to "running condition". The Roadster body had been cut at the front of the dickey-seat aperture at an angle that followed the slope of the back rest of the driver's seat; obviously to increase the length of the home made timber bed. The Roadster's rear mudguards were fitted to the sides of the timber bed.

Yes, it was in "running condition" and we, only just, managed to drive it back to Ladybrand with a worn steering that caused the vehicle to swerve from side to side, on the then narrow tarred road, while the gear lever kept jumping out of 3rd. Such was the disappointment that it was put into storage for the next 25 years.

The intention, back then, was to search for the back section of a Roadster body to restore it as such. Unfortunately, although a couple of Roadster bodies became available, during this period, they generally came as partially complete cars, which would have meant destroying another car, so the Model 'A' Pickup project was put on the back shelf.

In or about 2005 a friend of mine gave me an old 1986 "MAC's Antique Auto Parts" catalogue. I was amazed to see what was available and, what was even more fascinating was that the 2006 catalogue's prices were 10% cheaper than those in the old 1986 catalogue and, with R6.50 to the dollar, the project suddenly became a reality. From the catalogue we realised that we would be able to import, piece by piece, the complete steel bed and the correct quarter and back body panels. Although Roadster bodies are available, it would have been a logistic problem to import it, not only due to its size, also the bed and panels were substantially cheaper. The first bits and pieces were bought from Mac's until I met Mike's A Fordable and Kelly introduced me to "our Local SA Agent" Ronnie Suttner, well the rest is history.

Four years ago we hauled the dust covered wreck out of the farm shed and slowly started stripping off the timber bed and damaged body parts before sorting out the body and bed while Ronnie kept supplying, whatever we discovered we needed.

In the meantime, I brought the engine and transmission down to Cape Town; where my friend Jan Hofmeyr assisted in rebuilding it to "factory specification"



Once we were satisfied with the body, we started stripping the vehicle.





The bolt and nut restoration then started from the chassis upwards
The Roadster Pickup is now well advanced and we are hoping to drive it, and the 1930 Model 'A' Sport Coupe, to next year's Sandstone festival ,so they can meet the other Model 'A's



Ockie Lategan

Thanks Ockie, and good luck in completing the project in time!



We specialise in the importation of most American vehicle parts and accessories. You name the vehicle, we'll try and source the parts for you, and ship them to South Africa, via Mike's "A"-Ford-Able Parts in Atlanta, Georgia.

Having problems with shipping eBay purchases? Simply send them to Mike's, "A"-Ford-Able Parts for inclusion in the next shipment to South Africa.

We have previously sourced parts for the following vehicles:

- Model "A" Ford
- Model "T" Ford
- 1932 - 1935 Ford
- Ford Mustang
- Pontiac
- Ford Pickups
- Chevrolet

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servicing, and maintaining
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Phone: 082 857 8733

ANGELA'S PICNIC, 3rd APRIL

We woke to a rather overcast day, but the weather soon turned to an absolutely spectacular autumn day. A number of Model 'A's congregated in our usual spot in Delta Park, and we were then treated to a scrumptious breakfast, put on by the ladies. It was quite something to see who was the most organised, but the prize eventually had to go to Rosie Langanke, who brought out a container of soapy water for washing hands! Well done, Rosie.



Thanks to all for a wonderful day

Model 'A's in Prague

Lynton Milner visited Prague in 2012. Look what he found...

"There were a number of '28 and '29 Model 'A's in daily use in Prague in 2012 and I bet they are still active today!"

"They were used to take visitors around. Some of the hills they had to climb are up steep narrow roads. Going up would present no problems, but I did wonder how the old Model 'A' brakes fared coming down with a heavy car full of passengers day after day. When I first saw the paint scheme I was horrified, but once I got used to it, I actually found it quite attractive – if not authentic! Eye catching though."



STOPPING THE FORD MODEL 'T'

At home I have a little booklet "The Book Of The Ford" written in 1922 by a Mr. R T Nicholson, it dishes out some very useful tips on how to stop the Model 'T'. Besides the foot operated service brake, Mr. Nicholson informs me, I have four other brakes making my 'T' a very safe vehicle.

These additional brakes are 1): low gear, 2): switching off the ignition, 3): using the reverse gear and lastly the handbrake. The first three are sure ways to wreck your Ford in a very short period of time - leaving only the emergency / hand brake as a means of slowing, not quite stopping the 'T'. Can you imagine having to go through the first three procedures when a split second separates you from disaster? Please bear in mind that Mr. Nicholson was a Brit.

Why has the 'T' got such poor stopping power? Firstly there are no brakes on the front wheels and secondly the foot operated service brake works through the transmission using a well lubricated contracting cotton band to do the stopping. As a matter of interest, stopping the car using the service brake thereby locking the prop shaft can lead to some very scary moments on slippery or gravel roads – the moment both rear wheels do not have the same amount of grip they can actually start turning in opposite directions!

So apart from going for some aftermarket brakes such as Rocky Mountain Brakes the only other option is to use the hand brake. Initially the shoes were steel on steel to be used for starting and parking purposes only – soon aftermarket lined shoes became available and the hand brake with very thin walled drums at the rear could be used to supplement the service brake in modern traffic. Well, almost. The hand brake is mounted pretty low down in the 'T' requiring one to bend down and forward if you wanted to use the device – not very comfortable in an emergency. So, like with the reverse pedal extender someone, in this instance a Mr. Grout invented an aftermarket hand brake extender. Although complex to install it was a very handy accessory item indeed.



Sadly, today this item is no longer available. A few years ago some NOS (new old stock) items were discovered in the USA – they were soon replicated and sold for \$149.99 apiece until production ended through lack of finding a manufacturer with the necessary skill and patience to manufacture this retro article.

I therefore recently decided to make my own – one weekend later I had a perfect hand brake extender of a much simpler and stronger design than the original and once again made from bits and pieces I had lying around in my garage. Maybe not as elegant as the original but it does the job very well positioning the handle within easy reach when driving by bringing the lever 15 cm forward and raising it by 12 cm. Also much easier to remove and install than Mr. Grout's - should one need to remove the floorboards for routine adjustment of the transmission bands one simply undoes one split pin and two nuts securing the extender to the original handle.



Paul Hoogendoorn, 1922 Ford 'T' Runabout
Thanks yet again Paul, your articles are always welcome!



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club@modelclubofsouthafrica.com

Dust, Rust, Grease and Polish – Trevor Oakes, '31 'A' Slant-Windshield Fordor

For thirty years she stood still. Imprisoned by a clutter of dusty relics collected by a family through the years. "Your Family," magazines from the late '80's, old bird cages, a wall hanging that had once seen the light of day, bicycles with perished tyres that remind me somewhat of the postman. Containers with used motor oil, drained from one of her stable mates, (a grey Corsair, a green Cortina perhaps the baby blue '68 Volkswagen Beetle,) sat neatly in a row beneath her left running board.

Buried amongst this dusty family collection was a home-made old wooden tool box filled with rusty saws, hand operated drills, Imperial spanners, tyre irons, a home-made spring spreader and rear hub puller. An old pump without a hose, (not sure if this came with the car,) and the car manual browned with age and held together with... not so sticky tape.

Chess, my grandad, had purchased the '31 Slant Windshield second hand in 1939 from a family friend, Mr. Alf Shipham, who stayed close by in Rifle Range Road, close to the water tower. The windows and body work tattooed with family history; A special windscreen pass into the South Rand Hospital where Chess would do his rounds on a Sunday afternoon, visiting the sick, Blood Donor stickers on the rear window, AA milestone badges, Confetti under the rear seat. Number plates, some home-made, that had been bolted onto the bumpers over the decades - each one, like a footprint in the sand, telling the story of a man's whereabouts.



In 1968, Chess and his wife Maude, retired to Port Shepstone on the Natal South Coast. A slightly bent front bumper, a poorly panel beaten apron and a skew head light bar are evidence to an accident in '74. A newspaper clipping shows an appeal to the community for any spare parts that were needed to repair the injured soldier. One must ask how difficult it must have been to find parts without the luxury of our world wide web, (and the help of Mike.) The car, however, was repaired and her wheels spun again until 1983 when both Chess and his Model 'A' returned to the Highveld, to Kempton Park but never drove again.

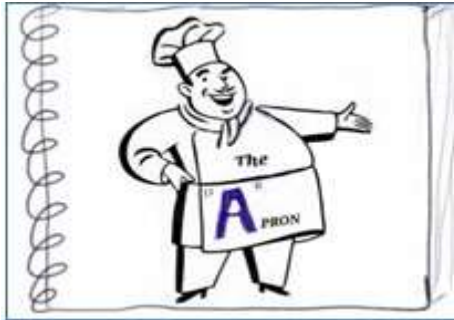


Growing up, I vaguely remember seeing the car in the garage. It never moved, not an inch. Eventually, although it was there, I didn't even see it... until I was forced to. My folks, followed the footprints left by Chess and Maude, in 2014 they also retired to Port Shepstone. The 'A' is now in my garage undergoing major surgery. Hopefully soon, she will have new legs with energy to go another 84 years. Although I may not be around to see it, perhaps my sons, (once they have out grown the urge to, "hot rod," her,) will pass it down to their sons and if I ever see granddad Chess again, I am sure we will have loads of stories to share.

Here's to Chess, Maude and their Model 'A'!

Nice story, Trevor, thank you. We keenly look forward to seeing the old girl running very soon!





Club Recipe Book

Please remember to send in your favourite recipes for inclusion in "The 'A'-Pron" – our club's recipe book that we are busy compiling

Afrikaanse Artikels Welkom!

Indien u 'n artikel in Afrikaans wil bydra, is u baie welkom om dit te doen. Stuur jou Afrikaanse artikels aan: club@modelaclubofsouthafrica.com

If you are not yet a member of the Model 'A' Club of South Africa, here is a special invite for you to become a member! Please find the membership form on our website www.modelaclubofsouthafrica.com and email to club@modelaclubofsouthafrica.com – remember, this is a club that aims to encourage all Model 'T', 'A', and 'B' owners to get their cars out onto the road instead of their cars being on axle stands. We aim to build a register of these vehicles and begin working with Ford South Africa in an effort to grow their historical records and archives. It is a club that is growing rapidly, and has representation in all nine provinces of South Africa, as well as Zimbabwe and Mozambique.

Birthdays for April and May

Many happy returns to the following club members:

Paul Koski, 4th April

Jan Nel, 21st April

Ian Holmes, 25th April

Clive Barnard, 1st May

Cecil White, 11th May

Julian Wills, 20th May

Mouton Lotter, 27th May

All the best for your birthdays, and may you spend at least some of your day in a Ford!