



Creston's

A-Frame

New Orleans Model A Club Newsletter

November 2022

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Sunshine Lady: Toni Schaub
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Phone Committee: Carl Hunter, Lynn Welsh
Newsletter: Roger Casanova
Webmaster: John Troendle



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Coming Events:

Monthly Meeting: We will meet on the third **Wednesday, November 16th** at Saltgrass Steakhouse on Veteran's Blvd. at six pm (1800) with the meeting beginning at 7:00 pm (1900). See you there. Prizes given!

November 13, 2022 — Destrehan Craft Fair - Destrehan Plantation 50th Annual Fall Festival 9am- 3pm

December 3, 2022 — Christmas Party

December 14, 2022 — Christmas Lights in Lafreniere Park

December 17, 2022 — Harahan Christmas Parade

****A copy of drivers license, registration, and insurance is needed along with the Harahan parade application.*

Please make sure membership fees are paid





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Model A's out on a nice day

A few of our members were able to travel to Houma with a few hiccups along the way





A few of our members were able to make the drive to Middendorf's for lunch. Thanks for representing!



Car Clinic Saturdays

Owen's car was finished and is now running. His grandmother was able to enjoy it on their lunch date



Progress on John T's Phaeton



I had a stripped head bolt that prevented proper torque tightening on the head. I used a head bolt removal tool to remove the bolt from the block. The first bolt came out with no issues.



The second bolt didn't go so well.... "SNAP!"



Discussions happened, heated, drilled, welded, scratched our heads.



.....Then we went nuclear.



We did things that should have worked, but didn't. I found the following article to help others if this happens. Credit goes to Fords Garage. I picked this article because its techniques used on a Model A engine.



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Model A Topics for Discussion:

Here is an article from the website: [Fords Garage](#)

The following is a series of pics of a technique for removing broken steel cylinder head studs and bolts from a Model A Ford cast iron engine block (or other castings) without damaging the block or its threads.

This technique works on flush broken studs and bolts, as well as ones that have been cobbled on with drills and easy-outs. Technique works well on aluminum cylinder heads also.

If you are one of those people that can follow a recommendation and see for yourself, great! This should work for you!



Here is a beginning and an end: A flush broken stud in the block and a formerly flush broken stud which had a flat washer and hex nut TIG welded to it. It was then soaked with [Aero Kroil Penetrating Oil](#) while hot, and backed out on the low setting of an impact gun.

The theory is that the stud absorbs a lot of heat from the TIG welding while the cast iron block remains relatively cool (compared to using a gas torch). Again, it also works well on aluminum material.

The addition of the Kroil and the cooling and shrinkage of the stud breaks the bonds between the stud and the block. The impact pulse helps break the bonds also and eases out the stud. Seems to work every time!

Place a plain steel flat washer centered over the stud. The ID of the washer should be just a bit less than the stud OD.



TIG weld the washer to the stud. I prefer to start the arc on the stud and work my way outward in a spiral while adding filler. After welding, spray liberally with Kroil and try to get it under the washer.

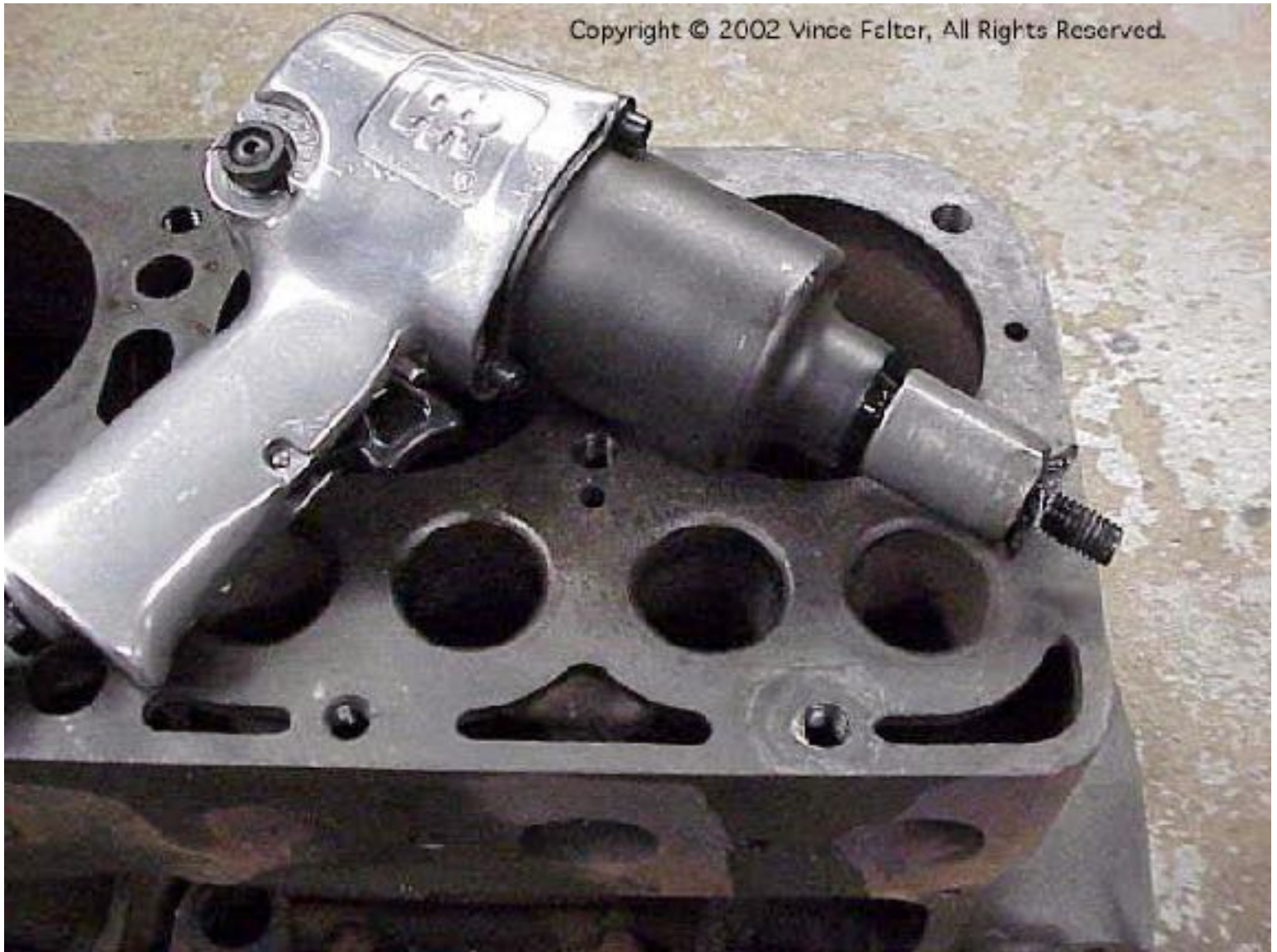
Be careful, but do not worry too much about welding to the block. It is cast iron, not steel, and it is also considerably cooler than either the stud or the washer.



Next TIG weld a large hex nut to the washer. Then spray liberally again with [Kroil](#) and try to get it under the washer.



Now use the impact gun on its **lowest** setting to back the stud out.



If the washer or nut breaks off (sometimes it will), then just repeat the procedure again! It will come out!

Stud already partially drilled-out and messed up? Not a problem!



Just place the washer over it and carefully fill the upper portion of the hole first, then TIG weld out to the washer.



It helps to drop a piece of steel rod down the hole to fill up the bottom half before welding.

Here is the drilled-out stud extracted from the block using the same technique. Just practice your TIG welding so you can fill the upper portion of the hole without fear of getting into the block threads.



If you know how to control the torch you will have no difficulty with this. It is much easier than it looks!



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Cars for sale: Contact the members for more details

Hall Townsend has a 1931 Slant window Fordor for sale



Robert Healslip's Cabriolet for sale \$10k



Ray Parrish has a 1929 Tudor for sale





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Looking for other things to do with your Model A:

Check Out: <http://www.customcruiser.net/calendarofevents.htm>

Pam Larter post most of the cruise nights and car shows on her website above in the Metropolitan New Orleans Area.

Also check the out Nola Model A's Facebook page for events members post. Share your interesting Model Memories on our Facebook site. Link Below:

<https://www.facebook.com/groups/neworleansas>