

WESTERN

A MODEL NEWS

THE OFFICIAL NEWSLETTER OF
THE MODEL A RESTORERS CLUB (WESTERN AUSTRALIA BRANCH) INC.

NEXT MEETING: DATE : SUNDAY, JUNE 6, 1982
 PLACE : BOANS MORLEY CAR PARK
 TIME : 1:30 p.m.

Our Mystery Tour is devised by Toni Mahony and leaves Boans Morley Car Park between 1:30 p.m. and 1:45 p.m. - about one hour's run with a stop for afternoon tea. There will be a quiz for the Kids with two levels - littlies and biggies. Should be a good run so come in your 'A' or Modern. Lets see a good turn up !

LAST MEETING: Took the form of a Garage, or Restoration Run, to enable members to view the progress of several cars under restoration.

The first port of call was to Alma & Ross Letch's. The Phaeton is coming along fine with several new body panels complete. Ross is fortunate in being able to fabricate his own body panels, a job most of us would find impossible.

Ross has been looking for a rear tub section and it looks as though, with the help of Kelvin Papper, he may have found one.

Next stop was to Faye & Peter Lynch's. Peter wheeled his machine out onto the drive for all to see. Peter is concentrating on body work as well and is proceeding to fabricate parts that are difficult to find. He has yet to make up the timber framework for his car and will no doubt be interested in the comments further on about the availability of Tasmanian Oak.

Peter also has a huge pile of Model T parts stored away to start on after the 'A' is finished.

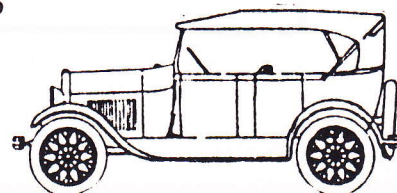
The convoy then travelled East to Dorothy & Bill Bennie's to hold the meeting, have a cup of tea and view Bills cars plus the most recent addition to his back yard - a restored "Shell" hand operated petrol pump - resplendant in its red paint.

The Phaeton is coming on slowly and Bill is presently fitting body panels back together.

Restoration runs usually help to inspire further restoration work and hopefully that was the result of this run.

WOODWORK: A while back we looked at types of wood to use in restoring your Model A. One wood not mentioned was Tasmanian Oak, mainly because of the difficulty in obtaining it. Generally it was available from some mills but in odd sizes and only short lengths used in the construction of lounge suite frames. Tasmanian Oak was the original timber used in your Model A when it was first put together in the Geelong Ford factory. It is a tough stringy grained wood that holds screws well and resists rot. It is thoroughly recommended. So, where do you get it ?

Wilson's Timber and Hardware Pty Ltd, 199 Balcatta Road, Balcatta. 349 5666
Currently there is a good range of sizes suitable for Model A frames. You will need some of the 8 inch by 1½ inch for the large side pieces and also some of the 6 inch by 1½ inch for the cross pieces. The numerous other pieces of wood in the body can be cut from the various sizes available. Even if you are not ready to use it now, it would be wise to purchase what you require and store it. Tasmanian Oak has never been so readily available in large sizes.



VEHICLE LICENCING: Ray Mahony, our Vehicle Examiner, reports that he will accept vehicle examination certificates from other clubs in order to Concessionally Licence cars for our Club.

We now have our own supply of 'Vintage' plates for Concessionally licensed vehicles so if you require a pair, let Mike Cooke know as soon as possible. Cost is \$8.00 per pair. (Phone: 409-9260)

BITS AND PIECES:

Queensland club member Lou Rolender, has been negotiating for some time to get an acceptable front brake drum cast iron casting to replace the original steel drum, for much improved braking power. At the meeting of their section recently he produced a very good, rough cast specimen which is expected to cost around \$30.00 each, locally produced (Queensland). If you are interested, contact Mike Cooke, as the more they get the better the final price will be. Mike will then contact the Queensland section.

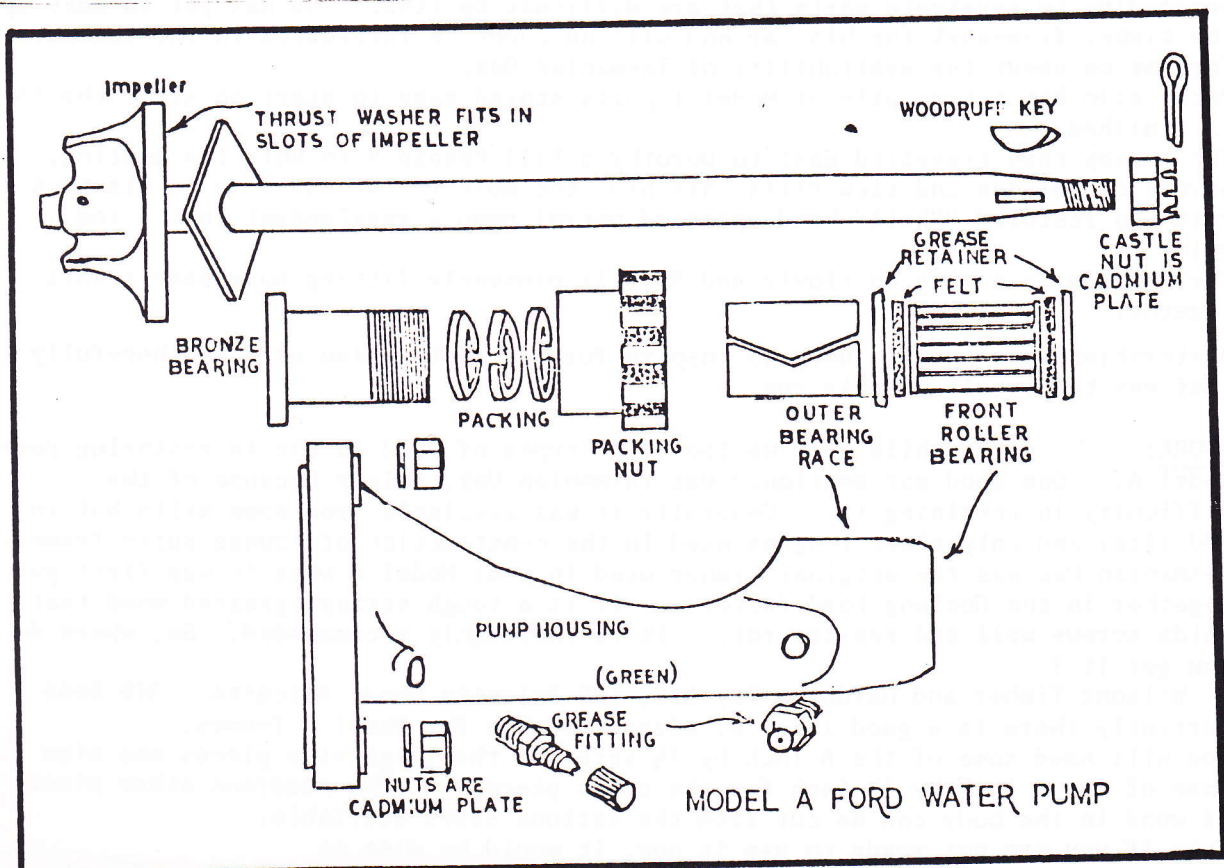
FUTURE NATIONAL MEETS:

The Model 'A' Ford Club of N.S.W. will be hosting the 1984 National Meet in the picturesque setting of Kiama, on the N.S.W. south coast approximately 100 kms from Sydney.

Kiama is a town with a difference and this promises to be a National Meet with a difference. Most of the accommodation is within easy walking distance of the activities and town shopping centre.

Any W.A. member wishing to obtain more information or secure accommodation may do so now by contacting John Hyland, N.S.W. President - phone (046) 461787 or writing to the club at P.O. Box 207, Sutherland, N.S.W. 2232.

All for now - looking forward to seeing you all at the Mystery Tour on Sunday.



Reworking Distorted Manifolds

By George De Angelis

Recently the exhaust manifold on my "A" developed a crack making it necessary to find a replacement. Naturally I tried to find one in good condition. After visiting a few flea markets and some part suppliers, I noted that the majority of the used manifolds available were distorted at the number one cylinder exhaust outlet. It seems that after many years of heating and cooling, the castings had sprung out of shape (see Figure 1). In most instances, a clamping bolt could not be fitted between the exhaust and intake manifold flanges. Redrilling or filing the flanges for added clearance is not the answer because the intake and exhaust ports will not be properly aligned. However, after several attempts, I found that these manifold can be reworked to provide acceptable performance.

First, it is necessary to remove the two 5/16 bolts that

hold the intake and exhaust manifolds together. This can be a problem in itself as invariably one of these bolts will break. If this happens, it will be necessary to drill out the broken portion of the bolt and retap the hole. A bolt extractor will not do the job. In drilling out the broken bolt it is important that the drill is centered on the broken bolt. To do this, it is best to keep the two manifolds bolted together with one bolt while drilling out the other. If the first bolt breaks, drill it out before attempting to remove the second bolt.

To drill out the broken bolt start with a 11/32 drill. The intake manifold hole will act as a guide to center the drill on the broken bolt (Figure 2). Drill down only about 1/8 inch to establish the center. Use a 1/4 inch drill to drill through the broken bolt. This drill is slightly smaller than



Figure 1 —
Exhaust and intake manifold assembly showing distortion.



Figure 2 —
Use the intake manifold hole as a drill guide to drill out broken bolt

the "F" tap drill size required for the 5/16 - 18 tap, remove the remaining stock of the old bolt and at the same time rethread the original hole.

After the two manifolds have been separated you may want to clean them before reassembly. Also, new 5/16-18 X 3/4 bolts (A-20718-S2) are suggested. In bolting the two pieces back together there is usually enough "play" between the two pieces so as to permit proper alignment of the mounting flanges. In extreme cases of distortion it may be necessary to drill the 11/32 holes on the intake manifold

to 23/64 to provide enough "play" to permit alignment of all mounting flanges (see Figure 4). After the two units are bolted together, alignment of the intake and exhaust port passages can be checked with a ruler. Even though these ports may not align perfectly (see Figure 5), the manifold can be used with very good performance.

Before mounting the manifold on the engine, check the mounting surface for flatness and have it machined if necessary.

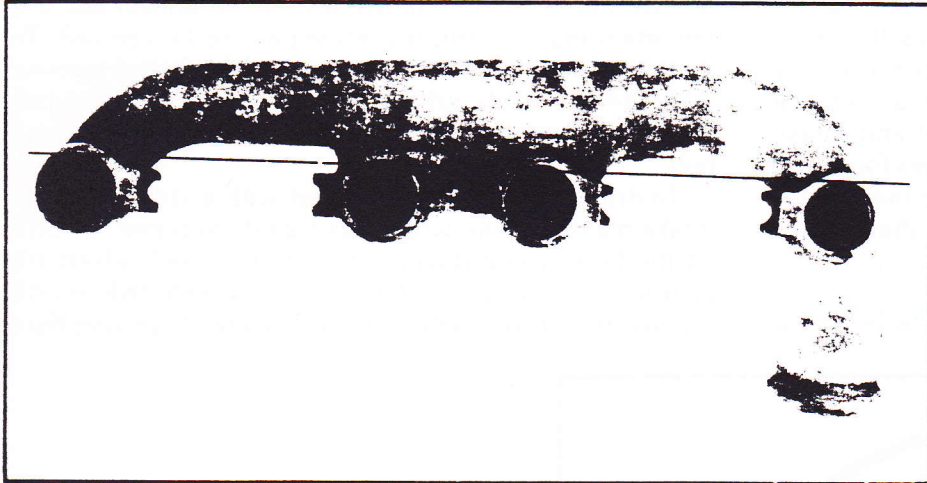


Figure 3 —
Amount of distortion can be checked with a straight edge.

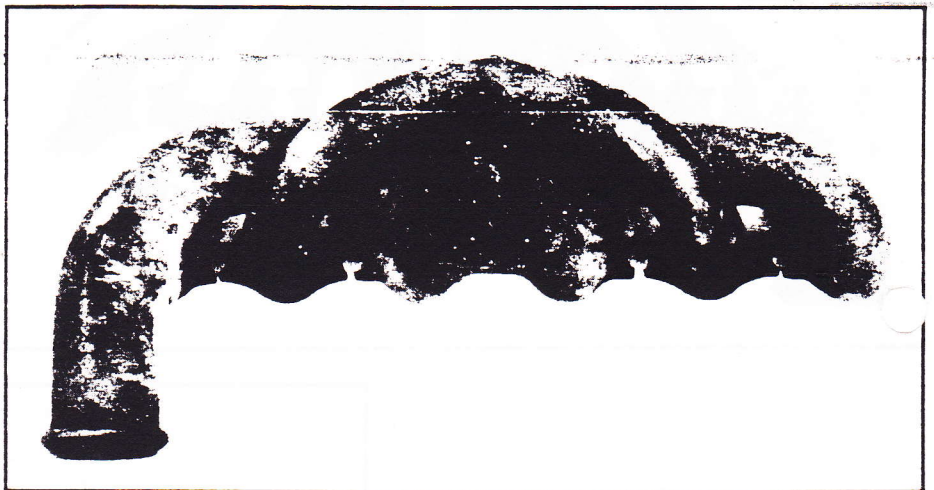


Figure 4 —
To correct to amount of distortion it was necessary to enlarge the 11/32 intake manifold holes to 23/64 to attain correct alignment of mounting flanges. Compare figure 4 to figure 1.

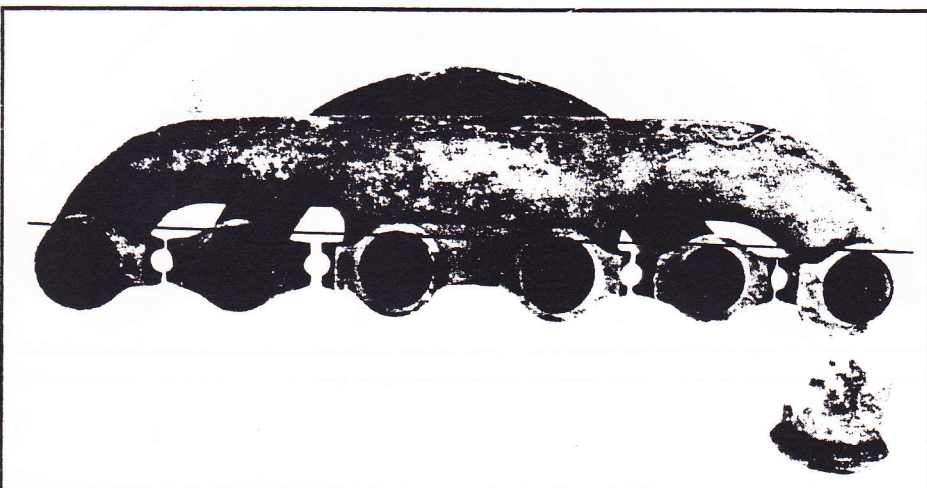


Figure 5 —
Even though ports are still slightly out of alignment, this manifold can be properly installed and will give good performance.