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# The Gravity Feed

"Best Newsletter 1998"

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LAKESHORE MODEL A  
ROCHESTER, NEW YORK

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**Our *New Web*** <http://lakeshoremodela.org>

## 1931 Model A Ford Pickup owned by Joel and Dayna Shaw

This Ford was a long time in rehab. *Story page 4.*



## From the Editor



Greetings to all members:

Thank you to all who contributed to this issue.

Take note: We have a new domain name for our club: <http://lakeshoremodela.org>. Check our new Internet home page.

More than 40 years ago, I began using sal soda to flush radiators. I don't remember what prompted me to try it, but time and again it solved an over heating problem in my car. It is particularly good when the radiator has oil or grease in the core. Oil can get in the cooling system if the heads are removed and no precaution is taken to keep dirt and grease from falling into the water jacket.

Last month, Paul Kron invited me to flush my extra Model A radiators in his home made flush system. We flushed 5 radiators in less that one hour. The process reminded me of my old sal soda method.

Paul's system and my sal soda method will now be revealed to the world.

I looked up sal soda on the Internet and found just the right amount of data for this article. (See page 3) My sal soda method is to fill the radiator with fresh water and put in a pound of sal soda. Drive the car as you normally would. Run the car for an hour or a day or a week. It doesn't seem to make much difference. If it is going to remove dirt, it will be done in just one hour and you will notice the improvement in cooling in the first ten minutes. Then drain it and fill with a recommended coolant.

Paul's system consists of a tub large enough to submerge a radiator and a sump pump in the cleaning agent. The tub can be heated over a wood fire and the sump pump is used to pump the agent through the radiator. (See the pictures on page 3).

You may want to read an article I found on the Internet at this address: <http://www.trustmymechanic.com/htmlmessage12.html>. Should You Flush Your Car Radiator? An article by Mark W

*Fred Hauck*

## Upcoming Events;

**Regular meetings are on the second Wednesday at 7:30 PM (excluding the summer months) at Hawn's Heating, 277 Winton Road North, Rochester, NY**

**January 9** Program: Planning/Organization/ Williamsburg DVD Resp: Dick Barrett

**February 3, 2008, Sunday**, Sixth annual Swap Meet sponsored by the Niagara Frontier Region Page 3

**February 13** Program: Tape from National Club Resp: Larry Smith

**March 12** Program: A's & Internet Tutorial Resp: Dick Barrett/ Al Hawn

**March 22** Pass it on Tech Seminar #1: Tom Smith/ Dave Vanable Brakes

**April 9** Program: Rochester Transport Hist. Resp: McBrides

**April 26** Pan Cake Breakfast Hosenfeld

**May 3** Pass it on Tech Seminar #2 Paul Kron/Tony Caruso 5/3/07 clutch/trans., brakes?

**May 14** Program:

**May 17** Finger Lakes Run-Vanables

**June 21** Car Show

Also refer to calendar page 5

## Printer Friendly Newsletter

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<http://lakeshoremodela.org/gf341pdf>

## sal soda

### (An article from the Internet)

A hydrated sodium carbonate used as a general cleanser.

Meaning #1: a sodium salt of carbonic acid; used in making soap powders and glass and paper.

Sodium Carbonate (Sal Soda or Washing Soda) eases fleshing and also bleaches skulls and bones. Use 1/4 cup to each gallon of boiling water to loosen meat and flesh on skulls, bones, etc. Because it is irritating to the eyes and skin, you need to wear protective apparel.

Just go to your local grocers and go down the laundry soap aisle and buy a box of arm and hammer washing soda. That is sal soda.

Sodium carbonate's most important use is in the chemical make-up of glass. When heated at very high temperatures, combined with sand ( $\text{SiO}_2$ ) and calcium carbonate ( $\text{CaCO}_3$ ), and cooled very rapidly, glass is produced.

Sodium carbonate is also used as a relatively strong base in various settings. For example, sodium carbonate is used as a pH regulator to maintain stable alkaline conditions necessary for the action of the majority of developing agents.<sup>[citation needed]</sup> It is a common additive in municipal pools used to neutralize the acidic effects of chlorine and raise pH.<sup>[1]</sup> In cooking, it is sometimes used in place of sodium hydroxide for lyeing, especially with German pretzels and lye rolls. These dishes are treated with a solution of an alkaline substance in order to change the pH of the surface of the food and thus improve browning.

In chemistry, it is often used as an electrolyte. This is because electrolytes are usually salt based, and sodium carbonate acts as a very good conductor in the process of electrolysis. It is also used as a primary standard for acid-base titrations because it is solid and air-stable, making it easy to weigh accurately.

Domestically it is used as a water softener during laundry. It competes with the ions magnesium and calcium in hard water and prevents them from bonding with the detergent being used. Without using washing soda, additional detergent is needed to soak up the magnesium and calcium ions. Called **Washing Soda** or **Sal Soda**<sup>[2]</sup> in the detergent section of stores, it effectively removes oil, grease, and alcohol stains. Sodium carbonate is also used as a descaling agent in boilers such as found in coffee pots, espresso machines, etc.



Paul Kron's "home brew" radiator flush system



Gallons of hot agent flow through the radiator



This trailer load of radiators belonging to Fred Hauck were taken to Paul Kron's "home brew" system for flushing clogged radiators. Paul uses his "secret recipe" and you better not taste it. In less than an hour, five radiators were given a quick flush.

A radiator may have a deceptively good flow rate and still have enough oil scum to degrade cooling. That is when you need sal soda.

After flushing, radiators need to be plugged for storage if you want to keep the mice out.

## THE REST OF THE STORY

By Joel R. Shaw

One of the major loves of my life (besides from my lovely wife Dayna) has been trains and railroads. My focus has been on artifact collecting, specifically lanterns for the past almost 30-years. During this time, I became involved with a collector organization, the "KEY, LOCK, AND LANTERN" to the point that I was the Editor of the organization's publication (K L & L) for five-years. In addition, I was involved in the Want Ads, Feature Editing, Back Issues, etc. The end of my contribution as Editor brought many life changes. One of these changes was the result of having a visiting Rail Road Collectible friend over for supper. He told me of an old truck that was in his possession. This conversation led to a few phone calls and an agreement to travel to Scranton, Pennsylvania, where the truck was located. My "Wish List" at that time was for an early - to - mid 1930's truck. It did not matter if it was a Ford, Chevy, Dodge, Plymouth, IH, whatever.

The logical part of my brain told me to checkout the body style, etc. with a good friend - Vern Van De Wall - before I committed any time or money to the venture. This led to a visit to the R.I.T. car show that year (1988), and the rarity and condition of the vehicle was discussed. Dayna, Ragsy, our dog at the time and myself took a ride down to Binghamton, NY where the owner lived. (See picture - *A Visit to Tom Long Ago*). The next step was going down to Scranton, PA to view the truck. The "truck" was found stored in the back of a vine covered truck trailer/body. The old Sedan Chassis had a '30/'31 Roadster cowl on it, and the truck cab itself (a late 1931) setting sideways on the chassis. The roof rear top trim was just dangling up in the air. This thing was ROUGH. There was an assortment of windshields, fenders, engines, a truck bed, etc. My heart was in my throat, but I knew that if anyone else with any brains saw this opportunity, that it would be gone. Several life changing events had placed us in the position of having some extra money at the time, and Dayna was kind enough to join my dream and buy the "vehicle" for me.

In early December 1988, Vern and I took a ride down to Scranton, PA to pick this mess up and bring it home. Previous to this I had joined the Lakeshore Model A Club, and was getting to know a few people. After getting this multi-thousand dollar pile of

scrap metal home, I needed to find out exactly what I had. Enter the picture Ed Barnhart, who did not know me from Adam, but was kind enough to spend an evening evaluating the parts that Vern and I had guided home on the back of a Jerr flatbed truck.

The next 18-years are kind of a blur (*probably* not for the same reason as "Barney" on the Simpson's), except to say that when I had the time, I did not have the money; when I had the money, I did not have the time. Things did get done in "phases" (3-trips to the body shop). Phase I involved the bare stripped frame, cab, sheet metal patches, floor, and other sheet metal body components. The major objective of this visit was sand blasting, welding, and primer for these parts. Phase II involved the rolling chassis, splash shields, cab, wide bed, rebuilt differential and transmission, as well as wheels. The major thrust here was to mate the cab, frame, splash shields, bed, etc in addition to painting them. Phase III involved the operable engine inside of the chassis, mating with the fenders and running boards. The purpose here was to rehab the cab and bed to better paint standards, finish the running boards, fenders, etc. and to assemble them together. (Easier said than done!) Some OUTSTANDING help along the way was received from two very good friends to this day, Ed Barnhart, and Paul Reger.

The restoration project has been a labor of love, and as of this writing is not quite finished yet. The trip has been a very enjoyable one, and we have made some GREAT friends along the way.

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The picture below was taken at the time the pickup was purchased. The young lady in the picture is Dayna, the person holding our dog at the time (Ragsy) is Tommy Stranko, the owner of the truck at the time.



## 2008 Lakeshore Model A Club Planning Calendar 12/8/07 Update

	<b>Second Wednesday 7:30 Hawn's Monthly Mtg. Food+Program Program/Person Responsible</b>	<b>Need Dates Social/Driving Events Event/Person Responsible</b>	<b>Garage Only Technical Seminars Project/Person Responsible</b>	<b>Other Car Events</b>
<u>Jan</u>	1/9 Program: Planning/ Organization/Williamsburg DVD Resp: Dick Barrett			GVAC Party 1/12
<u>Feb</u>	2/13 Program: Tape from National Club Resp: Larry Smith			GVAC Pic- nic 2/17
<u>March</u>	3/12 Program: A's & Internet Tutorial Resp: Dick Barrett/ Al Hawn	<i>Maple Syrup Run</i>	Pass it on Tech Seminar #1: Tom Smith/ Dave Vanable 3/22 Brakes	GVAC Mtg. 3/21
<u>April</u>	4/9 Program: Rochester Transport Hist. Resp: McBrides	Pan Cake Breakfast 4/26 Hosenfeld		GVAC 50 Year Event 4/13
<u>May</u>	<i>5/14 Program: Resp:</i>	<i>Finger Lakes Run-Vanables 5/17</i>	Pass it on Tech Seminar #2 Paul Kron/Tony Caruso 5/3/07 clutch/trans., brakes?	GVAC Brunch Run ?
<u>June</u>	6/11 Program: Car Show Readiness Resp:Sue/Larry Smith Food	Car Show 6/21		GVAC 1000 Mile 6/7- 6/14 GVAC Ice Cream Run 6/19
<u>July</u>	No Meeting- summer off	West Side Garage Tour- Dave P	Roof Seminar-whenever ready Fred H./ Paul Kron	GVAC RIT Show ? GVAC NY- Paris Event 7/25-27
<u>August</u>	No Meeting- summer off	Hawn Picnic-Hawns <i>Niagara Reg. Corn Roast- Need person to run</i>		
<u>Sept.</u>	<i>9/10 Program: Resp:</i>	<i>Harley School Ice Cream 9-14 Dave Vanable</i>	Pass it on Tech Seminar #3 ? George McNiel/John Scully ?	Wampsville Sept 13
<u>October</u>	10/8Program: Resp: <i>RB Not here</i>	Fall Foliage Tour and East Side Garage Tour-Joel 10/18?		Hershey 8- 11 GVAC Picnic ?
<u>Nov.</u>	11/12 No Program/ Planning mtg. Resp:	<i>2009 Planning Meeting/ elections</i>	Engine Tune-up Seminar #4 Dick B. + Nate ? Or ??????	
<u>Dec.</u>	No Meeting- Christmas	Christmas Party-Hawn's		GVAC Christmas Party 12/12

rkb 12//07 **ITEMS IN ITALICS NEED A PERSON TO VOLUNTEER TO RUN THE EVENT**

1. We have access to many videos for programs 2. *Overnighter-Need person to run  
(Adirondacks/Train/Old Forge or Glen Curtis Museum or???)*

## SNOW BUSTER SWAP MEET

Niagara Frontier Region

Sunday, February 3, 2008 will be the sixth annual Swap Meet sponsored by the Niagara Frontier Region of the Model A Restorer's Club. Known as the Snow Buster Swap Meet, this mid-winter automotive flea market is held entirely indoors at The Fairgrounds, 5820 South Park Avenue, Hamburg, NY, 14075. The Swap Meet is twenty minutes south of Buffalo, NY. This is the largest indoor auto swap meet in Western New York with over two hundred vendor spaces in two buildings. Parts and accessories for makes and models from pre-WWII to present will be on display. The doors will open between 9:00 a.m. – 3 p.m. Parking is free with a \$4.00 donation at the building entrance. Vendor spaces are available. Take the cure for cabin fever by checking out all of the automobile goodies. For details contact Peter Weinreich by phone at 716 662 4931, or by email: [marcniagara@verizon.net](mailto:marcniagara@verizon.net).

### Top Fashion



From Premier Designs  
Historic Clothing Web site

## Cold Starts.....

Joel Shaw contributed this procedure for starting a Model A Ford. Most of the “old guys” know this from years of experience. However, I have met folks new to operating the Model A that didn't know where to set the spark control or how to set the choke and mixture. New cars have spoiled us with all the automatic stuff. Now you can just touch a button on the key while having coffee and the car is running when you find it.

### COLD STARTING THE MODEL A:

- 1) Release the lock cylinder by turning the switch key to the right (Clockwise). This will release the cylinder of the lock, which snaps forward and closes the ignition circuit. The key can then be taken out if so desired. Just push cylinder in to shut the engine off.
- 2) See that the spark control rod lever (L.H. side) is retarded – that would be all the way up counterclockwise for the starter or 3-or-4 notches down for the crank. The throttle control rod lever (R.H. side) is advanced clockwise somewhat in the quadrant. Make sure that the gearshift lever is in neutral. The accelerator pedal will move down slightly if this lever is moved clockwise 3-or-4 notches.
- 3) Turn the carburetor-adjusting rod one full turn to the left (Counter Clockwise). This will provide a richer air/gas mixture at the start.
- 4) Pull back on the carburetor-adjusting rod, at the same time pressing down on the starter button with your foot.
- 5) The **INSTANT** that the engine starts, remove your foot from the starter button, and release the choke rod. The rod will snap back into place the moment that it is let go of.
- 6) Advance the spark control rod lever (L.H. side) down in the quadrant until you find the “sweet spot”. This will be an audible change, and easy to tell.
- 7) When the engine is warm, turn the carburetor adjusting rod to the right (Clockwise); **NEVER** drive continuously with this rod more than one-quarter (1/4) turn open.

**NOTE: FUEL SHUT-OFF VALVE IS CLOSED IN THE POSITION PERPENDICULAR TO THE FIREWALL. OPEN IS WITH THE LEVER INTO THE FIREWALL RECESS. THIS IS UNIQUE TO A LATE 1931 VEHICLE LIKE THIS TRUCK.**

**NOTE: ANY CARBURETOR “DRIBBLING” OF GAS MAY BE CAUSED BY THE FLOAT/VALVE ACTION.**

Lakeshore Model "A" Ford Club  
Financial Report Aug. / Sept. 2007

Balance brought forward 8/15/07  
\$2240.63  
Income:  
New membership Chade  
\$25.00  
Expenses:  
None  
New balance 10/10/07  
\$2265.63

Lakeshore Model "A" Ford Club  
Financial Report Oct. / Nov. 2007

Balance forward 10/10/07 \$2265.63  
Income:  
Membership dues (Hauck, Barrett,  
Oaks, McNeil, Pulhamus,  
Caswell partial) \$140.00  
Car show sponsors (LDR Char Pit,  
Ontario Beach Park, LDL Pool) \$345.00  
Total \$485.00  
Expenses:  
Donation to Mercy Flight \$350.00  
MARC dues \$7.50  
Awards for the end of the year \$64.80  
Gravity Feed printing & postage \$34.00  
Website fee \$20.00  
Total \$476.30  
New balance 12/15/07 \$2274.33

The Director's Corner  
By Dick Barrett

I'll start by wishing everyone *Happy New Year!* We have some great events planned for 2008 to make it fun for all of us.

We still need people to "volunteer" for food/program responsibility for several Monthly Meetings and for organizing the Maple Syrup Run, the Corn Roast, and the November Planning Meeting. Some people have mentioned a desire for an overnight tour, possibly to the Adirondacks, which would need a leader. We'll try to firm this up at the January Meeting.

Thanks to Tom and Sue Smith for putting on the November Planning Meeting and to the McBride's for a top notch Christmas Party.

At the Christmas Party, I gave out several thank you awards. Paul Heaney for his years of contribution making great trophies for our car show, Fred Hauck for years of work on our award winning Gravity Feed, and the Hosenfelds for their spirit of volunteerism running the Dolomite Tour, Pancake Breakfast, and car show pre-registration this past year. **THANKS AGAIN!**

With no recorded breakdowns on Lakeshore tours this year, the Hard Luck Award was returned to the Vice's for losing their trunk on the Glidden Tour and making it into the Gravity Feed. This is a record 3 years in a row. May they have better luck in 2008!

Meghan Barrett Wins MAFCA  
A-Word Youth Achievement Award

Jim McBride presented Meghan Barrett with her third MAFCA A-World Youth Award at the 2007 Christmas Party at Brook Lea Country Club. Meghan won this award by earning points for working on her families Model A's, attending Model A events such as the National Meet in Williamsburg Virginia, and doing other activities recognized by A-World. Meghan is an 8<sup>th</sup> grader at Our Lady of Mercy School. She enjoys riding in her dad's A and has her eyes on her dad's 50 Ford for when she is old enough to drive.



Dues are due!!  
Dues are over due!!  
From U ?????

**Are you in the  
Red Zone?**

## Officers

DIRECTOR: **Richard Barrett 585-377-4379**  
ASSISTANT DIR: **Larry Smith 585-889-5135**  
TREASURER: **Susan Smith 585-594-2565**  
SECRETARY: **Shirley Rheinwald**  
EDITOR: **Fred Hauck 585-723-1995**  
HISTORIAN: **Ann Marie MacBride 585-594-5836**

The *Lakeshore Model A Ford Club*, a Charter Region of the *Model "A" Restorers Club (MARC)*, and a Chapter of the *Model A Ford Club of America (MAFCA)*, was founded on May 4, 1974. The purpose of the Club is to serve as a medium of exchange of ideas, information and parts for admirers of the original Model A Ford automobile.

Regular meetings are held the second Wednesday of the month at 7:30 PM (excluding the summer months) at Hawn Heating and Air Conditioning, 277 North Winton Road, Rochester, NY. The club tours locally on a monthly basis throughout the summer.

## NATIONAL CLUBS

Model "A" Restorers Club  
6721 Merriman Road  
Garden City, MI 48135  
Telephone: (734)427-9050  
Club magazine, Model "A" News.  
[www.modelaford.org](http://www.modelaford.org)  
US Membership dues \$35.00

Model "A" Ford Club of America  
250 S. Cypress Street  
La Habra, CA 90631  
Telephone: 562/697-2712  
10:00 am to 4:00 pm pacific standard time.  
Toll-free: 1-888-2MODELA  
Club magazine, The Restorer.  
[www.mafca.com](http://www.mafca.com)  
US Membership dues \$30.00



Fred Hauck  
2428 English Road  
Rochester, NY 14616

Address Correction Requested