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1974**

*The Gravity Feed*

*"Best Newsletter 1998"*

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LAKESHORE MODEL A  CLUB  
ROCHESTER, NEW YORK**

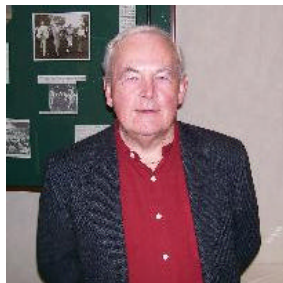
*Vol. 37 # 4  
July-August, 2011*

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

## **Lakeshore cars at the Glen Iris Inn, Letchworth Park, NY**



## *From the Editor*



Watching Tony Caruso restore his Model A is a chore to behold. I first recall that time when Tony brought his pile of Model A parts to Nate Oak's home. That was probably four or five years ago.

The Lakeshore Model A veteran mechanics assisted Tony in parts identification and use for the parts. My favorite segment of Model A restoration is the donut and coffee break.

### **Tony Caruso and new truck body**



### **Director's Corner**

June 29, 2011

What a summer so far. Lots of great activities planned and experienced so far this season. The Dave and Trish overnight trip was a great success. Lots of good food, fun times, and great scenery. We only had 2 car issues to deal with. Somehow I cannot figure out why Fred always has at least one issue to deal with on a trip. Yes we know the tire was only flat on the bottom. The folks at the Glen Iris Inn would like us to bottle whatever we had to stimulate the great laughter that came from the room they placed us in for dinner and breakfast. Jerry had his high priced suite, we all had our picture taken with

## **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**

July No Regular Meeting

August No Regular Meeting

August 21, 2011 Corn Roast with Niagara Frontier Region. See article below and please sign up for the event by calling Fred Hauck, 225-3215. We must provide the Frontier Region with a head count so they can purchase food items.

September 14 Regular Meeting at Hawn's

October 12 Regular Meeting at Hawn's

December 10 Christmas Party  
1-4 PM Jim and Ann Marie Brook Lea CC

the TV personality, John Kucho, and some of us got lost as we followed close behind Fred and Lea. We had a tech session at Tony's place as we attempted to reassemble his truck after its return from the painter. Dick's car body is slowly being reassembled. Both projects are looking good.

The car show at Harbor Fest was successful with a little bit of help from just about everyone present at the show. We need to think about things we can do better to obtain more involvement in the show.

We have at least 3 more events planned for this summer. We look forward to the one day trip being organized by Jerry Williams and Jim Burlingame on July 26, the Hawn's picnic that Al and Lois will schedule sometime in August, and the Corn Roast on Aug 21.

Things to look forward to do as a club include how we can help Dick to reassemble his car, and Tony will definitely need more help with his truck. We are always looking for suggestions from all of the club members. This is your club; let's make it the best.



## Lakeshore Model A Club Minutes June 2011

### Meeting called to order at 7:30 by director Chape

No Secretary or treasurer reports  
Income \$0.00  
Expense – Gravity feed \$103.63  
Stamps \$8.80  
Dash Plaques - \$315.95  
Treasury Balance - \$2643.78

### Old Business

Reviewed details of Vanables trip (Meet Friday at Dave's home at 12:30  
Tentative date for Poultneyville Tour – Jerry and

Jim B in charge

August 21 is set for the corn roast – All to bring a dish to pass.

Location not yet set but will be between Rochester and Syracuse.

The Hawns will send Email to the date of their picnic on Canandaigua Lake.

Tony Caruso will try to have a pass it on seminar on June 18<sup>th</sup> If his cab is back from the paint shop.

Dick Chape will try to Email members when he installs his wood.

Details of the June 25 car show were reviewed.

Das Plaques and trophies are here. Trophies need to have the award section of the trophy attached the day

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## Corn Roast 2011

Communicated to Dick Chape in March 2011.

Hi, I'm Lee Wass from the Niagara Frontier Region of MARC. I believe I talked to you shortly at the com roast this past August. That was a great day. Your club did a fantastic job getting all four clubs together. Everyone from our club had a really good time. And the article in the Restorer was done very nicely.

Our club will be hosting the com roast this year. The Lakeshore Region is cordially invited to attend. It will be at Akron Falls Park in Akron on August 21<sup>st</sup>.

We figure on starting around noon. Shelter #15 has been secured for the day. Peter Wanamaker (716-634-18510) is the go to guy for that day. Closer to the date, we can get you a map of the park with the shelters location. We will provide the meats, com and beverages and we ask your members to bring a dish to pass, place settings and lawn chairs. Feel free to

contact me (716-625-9396) or Pete at any time. I am looking forward to our clubs getting together this summer and hopefully we will have good weather on that day.

### Akron Falls Park Location Information

[17-44] Skyline Dr, Akron, NY14001 United States  
43.013345, -78.481865  
(Address is approximate)(cross street: )

See map within; If arriving by Route 5, go north on Rt 93 to Skyline Drive



## How to drive your Zenith Carburetor

*By Fred Hauck*

The purpose of this article is to promote efficient operation of a perfectly good Model A Ford carburetor.

People driving Model A Fords today are of all ages and have a wide range of driving experiences. Some of us were driving the Model A when they were little more than ten years old. I'm referring to the age of the Model A. However, I was learning to drive on a Model A at the age of 10. Now there are drivers of all ages, driving a Model A that is 80 years old. Driving modern cars has detuned our sense of being in command, because so much automation has taken over the construction of our cars. We don't need to adjust the gas or advance the spark while driving a new car. This can cause problems for those just learning to cope with driving a Model A.

Driving a Model A for the last 70 years has not taught me everything there is to know about driving for best performance. As a young driver, I just pulled the spark down, closed the gas adjusting valve and drove like a maniac. My engine was boiling over even in the dead of winter. With the help of a community of educated Model A drivers, I am catching on to things I should have learned a long time ago.

Some recent difficulties with my Model A performance on the road, over heating, etc., and hearing discussions about carburetor repair, encouraged me to examine the carburetor as a possible way of improving performance. With the help of several experts who have already done the work, I decided to begin with flow testing of the carburetor jets. It doesn't take long to realize there is more to it than just testing a few jets. In fact, after the carburetor is working as good as it can, performance can be spoiled by not knowing how to take command of its capabilities. It is not the purpose of this article to explain how to properly rebuild a carburetor, but to give drivers tips on how to improve driving habits after they have a good carburetor.

Actually, there are two controls that put a driver in touch with the carburetor. The choke rod allows one to start a cold engine, and while driving on the road, it provides a means of adjusting the fuel mixture passing through the engine. The throttle lets you control the power output of the engine.

Setting the gas adjusting valve is a full time job, but remains simple enough when you know when to make an adjustment. It begins with a cold engine waiting to be started. Then it is a warm engine idling slow and smooth. Next, the engine is moving the car along at a slow speed.

Then there is a speed run and hills to climb. No one setting of the GAV (gas adjusting valve) meets the requirements of these conditions. So let us begin as we would with a cold engine and end with a hot bugger.

When starting a cold engine (spark lever up, of course) turn the GAV open one or two turns. After starting, the GAV can be slowly closed down to a quarter turn during 2 or 3 minutes of warm up. During this time, the engine runs unevenly while the fuel mixture is rich. As the engine warms and the GAV is closed, the engine begins to run smoothly. Close the GAV down to a quarter turn open and not fully closed. The engine should idle without stalling with the spark lever and throttle lever up after a few minutes of warm up. The Zenith carburetor was designed to idle slightly rich, and the GAV open a quarter turn does that.

Advance the spark lever when you are ready to drive. For slow driving (25 to 35 mph) the GAV can be closed to improve economy with little change in how the engine performs. However, at high speeds and climbing hills, there are two reasons to consider opening the GAV to make the fuel/air mixture richer.

If more power is needed for speed or hill climbing, a richer mixture will provide a small increase in power, while helping the engine run cooler. A rich mixture runs cooler than a lean mixture. This is where the operator can take command and achieve better performance while driving the Model A Zenith carburetor.

When climbing a hill at full throttle, you may not get feed back from an over heating engine until the radiator starts boiling over. Plan ahead, and when pulling hard on a hill, just open the GAV about a turn. When driving at 55 or 60 MPH in a Model A Ford, your are speeding, and fuel economy is not a priority. Open the GAV a turn to aid cooling and to

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squeeze a couple more MPH out of the straining engine.

Close the GAV all the way (not tight) to achieve 20 MPG or more when driving 45 MPH and wanting economy. At the end of a pleasant drive, set the GAV about a quarter open, push the spark lever up and enjoy the slow smooth idle that makes every driver of a Model A Ford proud.

Driving the Model A Ford has become a hobby. It isn't vital to devote full time to adjusting the GAV on every tour. Don't let it affect safety or spoil your fun. If the radiator boils over, it might be trying to tell you something, but if you enjoy the feeling of being in command, consider the tips in this article and apply them whenever you can. Your Model A will be glad you did.

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of show.

(Stu will no longer coordinate future car shows because of his health. We need to have a serious discussion if we are to continue having the show next year.

### New Business

Fred Hauck gave an account of the steps involved in solving his water spill over problem.. He will post details in a future Gravity feed article.

The question was raised about a policy for honorary members. Jim McBride reminded the club that this was addressed in a past meeting and a policy was set. He will check the previous minutes.

Jim McBride brought a folder with all the details of monies spent on the 1996 National Meet.

Submitted by Tony Caruso for absent Jim Burlingame

## Letchworth Tour

By Dave Venable

On Friday June 10, several members from the Lake Shore Model A Club enjoyed a nice overnight tour through Western NY. Eight cars left the Vanables on Friday afternoon, and eight cars enjoyed the last full stop in Geneseo -- a head gasket forced the Hosenfelds to head home a bit early on Saturday, and the Krons and their friends joined us for lunch and the afternoon agenda.

We enjoyed beautiful Letchworth State Park -- see our Model A's in front of the Glen Iris Inn where we stayed right in the park -- and many other sights along the way. Some of these included the five arch bridge in Avon, a "collection" of old trucks near a diner near Retsof, a great tour of the "Rochester Dam" in Mt. Morris plus a walking tour in this wonderfully renovated town, a tour of beautiful Linwood Gardens (what a house and WHAT A VIEW!), lunch at the Hillside Inn in Wyoming NY, wrapped up by a visit to the Historic Aircraft Group Museum in Geneseo NY. A final stop for a few of us to Tom Wahl's for some ice cream was just what we needed to get ourselves the rest of the way home! Fortunately, no rain hit the windshields while we were driving, the entire weekend!

### Lakeshore Model "A" Ford Club Financial Report May, June 2011

Balance brought forward 5/11/11	\$3,072.18
Income:	
Membership dues (Scheible)	\$25.00
Car Show sponsor, Ontario Beach Park	\$100.00
Car Show pre-registration	\$220.00
50/50 raffle	\$80.00
Car Show day of show	<u>\$695.00</u>
Total	1,120.00
Expenses:	
Gravity Feed postage and printing	\$103.65
Stamps	\$8.80
Car Show dash plaques	<u>\$315.95</u>
Total	\$428.40
New balance 6/30/11	\$3,763.78



## A stop on our Letchworth Tour

Historic 5-Arches Bridge in Avon, NY. Remaining structures from the Genesee Valley Canal and Railroad.

This bridge brought back memories to Fred Hauck who lived less than a mile from this spot (1961 to 1970) and drove by it daily on the way to work.

The bridge is located on Route 39, the highway leading to Geneseo, NY



## Group picture at the Dam

Our Letchworth Tour included a visit to the Mount Morris dam. We went down to the base of the dam where equipment controls the gates. The water retained by the dam is carefully planned, based on rainfall forecasts. The dam has saved millions of dollars in flood damage in the area extending from Mount Morris to Rochester.



On the Letchworth tour, Don Hosenfeld and Fred Hauck competed for the "Broke-Down Trophy". Don blew a head gasket and returned home on two cylinders. Fred picked up a small nail and changed to the spare.



# 2011 Lakeshore Model A Club Planning Calendar 12/12/10 Update

Second Wednesday 7:30

Hawn's

Monthly Mtg. Food & Program

Program/Person Responsible

Need Dates

Social/Driving Events

Event/Person Responsible

Garage Only

Technical Seminars

Project/Person Responsible Other Car Events

<b><u>June</u></b>	6/8 Prog: Car Show Readiness Resp:	Car Show, need volunteers	Pass it on Tech Seminar #4: Tony Caruso
<b><u>July</u></b>	No Meeting- summer off		Pass it on Tech Seminar #5:
<b><u>August</u></b>	No Meeting- summer off		
		8/21/11 Corn Roast With Niagara Frontier Hawn Picnic-Hawns	
<b><u>Sept.</u></b>	9/14 Program: Resp:		Pass it on Tech Seminar #6: Wampsville Sept 11 Model A Day, Sept 10
<b><u>October</u></b>	10/12 Program: Resp:	<i>Fall Foliage Tour and East- Joel ?</i>	Hershey
<b><u>Nov.</u></b>	10/12 Program: Planning Meeting	<i>2011 Planning Meeting/ elections</i> <i>Chapes</i>	Pass it on Tech Seminar #7:
<b><u>Dec.</u></b>	No Meeting- Christmas	<i>Christmas Party</i>	

**ITEMS IN ITALICS NEED  
A PERSON TO VOLUN-  
TEER TO RUN THE  
EVENT**

## Officers

DIRECTOR:	<b>Dick Chape</b>	<b>585-964-8417</b>
ASSISTANT DIR:	<b>Tony Caruso</b>	<b>585-247-0137</b>
TREASURER:	<b>Susan Smith</b>	<b>585-594-2565</b>
SECRETARY:	<b>Jim Burlingame</b>	<b>585-385-1762</b>
EDITOR:	<b>Larry Smith</b>	<b>585-889-5135</b>
HISTORIAN:	<b>Ann Marie MacBride</b>	<b>585-594-5836</b>

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.



Larry Smith  
899 Paul Rd.  
Rochester, NY 14624

Address Correction Requested

## 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 \$38.00  
<http://modelarestorers.org/main/images/marcform.doc>

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 \$40.00  
<http://www.mafca.com/downloads/Forms/MembershipApp.pdf>