

NEW ORLEANS LA 700

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April 2016 A Frame
5351 Chestnut Street
New Orleans, LA 70115

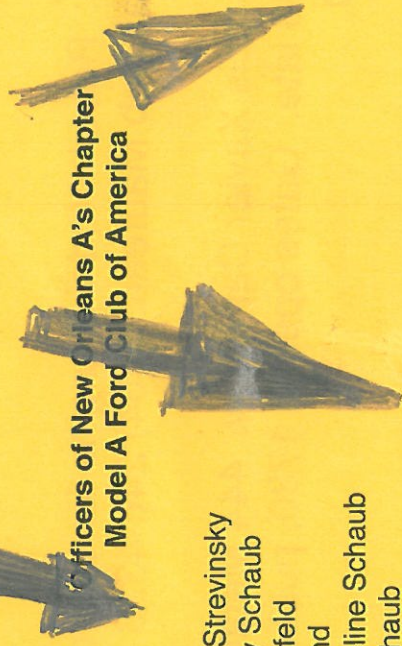
Bill Pfaff
306 Brooklyn Avenue
Jefferson LA 70121-2835

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Officers of New Orleans A's Chapter
Model A Ford Club of America

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- Sunshine Lady: Toni Schaub
- Directors: Carl Hunter, Marie Nicolich, Bob Maureau
- Phone Committee: Ray Dayberry
- Newsletter: Mickey King



COMING EVENTS

Monthly Meeting: Fourth Wednesday, April 27th. Meet us at Randazzo's at 6:30 pm for dinner. Meeting at 7:30.

For Sale: Frank Culotta selling his 1929 Roadster. Call him at 504-512-0972 for details.

1929 Tudor Sedan, no rust, very nice older restoration. New model B engine, 12 volt system, turn signals, new carpet, etc. and many upgrades. Louisiana title. Price \$19,500 negotiable. Russell Stevens: stevens43@bellsouth.net; 318-540-6182.

Model A Wagon: Earned awards of excellence in fine-point judging from both MAFCA and MARC at the 2008 joint world meet in Dallas. Since then I've converted to 12 volts and added a Mitchell Overdrive for easy cruising. \$38,500, negotiable. Tom Torge, ttorget@gmail.com. 830-257-8966, Kerrville, TX.

1931 PickUp: Restored back to the original dark green w/black fenders as it was when it came off the production line. The bed is natural oak & there are quite a few new parts. Nick Maniscalco, (985) 230-8015.

Engine & Parts: Rebuilt Model A engine for sale or trade plus spare parts. Call Bob Maureau: (504) 246-4326

May 14: St. Francis Xavier Car Show. 444 Metairie Road. Cost is \$25 early; \$30 late. Gates open at 1730, public at 1800 and awards at 2100.

Coming Events:

May 28: Landry's for lunch at 1330 (1:30 pm). Bring A's and park in front of lighthouse for a photo if possible.

June 11: Lunch get together at Two Tonys Restaurant at 1:30 pm. 8536 Pontchartrain Blvd. (504) 282-0801. Old Cars?

June 25: go to lunch at Frenier Landing Restaurant. Meet at M.A. Green at 9:30 am with old cars for trip. Just off Peavine Road. 985-224-2178; www.frenierrestaurant.com

July 9: Lunch at O'Henry's in Metairie at 1:30 pm.

Ideas:

More car clinics

Week Day event to Destrehan Plantation

Card party — Bonco or poker or ?

WWII Museum

City Park or Audubon Park picnic

Suggestions from you!

Stuff:

Outside a Muffler Shop: No appointment necessary. We hear you coming.

At a Car Dealership: The best way to get back on your feet - miss a car payment.

"The Family Model A"

Now the first thing I recall isn't teddybear or ball.
But I seem to see a little boy at play
With car parts on the ground and my father's muttered sound
From underneath the family Model A.

I remember I was ten when he tore her down again,
And I saw her inner secrets on display.
And later, at his side, I could sense my father's pride
In the crackle of the family Model A.

But I was soon to learn, it was time for a turn,
And my father passed the tools to where I lay,
And tried to hide his grin, when I'd lose a hunk of skin
To the ego of the family Model A.

But I've had a pleasant life, now with child and a wife,
Successful in a somewhat modest way.
And no longer need I toil in the grimy grease and oil,
With the innards of the family Model A.

But, my friends, do not rejoice, for I never had a choice.
And I towed one home behind me yesterday.
For there's a little lad, who will need his dad,
And there's nothing like the family Model A.

- *Bob McCoppin* "The Grease Pit Poet"

Carburetors Part 3 continued -

What can go wrong? The Specs and Adjustments

Before looking for problems one must be certain that the rest of the engine is working well. Head gasket problems, for example, will cause malfunctions similar to those resulting from carburetor problems. Assuming that the engine is ok, let's look at possible carburetor problems.

If the carburetor came from a flea market or has been rebuilt, the parts have to meet the specifications. Below are the characteristics necessary for each of the items to function properly.

Each Jet item label below has 3 parts: Name, Orifice drill size, and length top to bottom.

Special Note: #63 drill = .037", #64 drill = .036", #65 drill = .035", & #75 drill = .021" Number drill bits are not usually discussed using inches or millimeters

Adjustments:

1. Fuel Level in gas bowl must be below the level of the Cap Jet and Main Jet. An easy way to check this is to use the Fuel Level Tool shown in the picture on the right. The tab on the Float must be bent up or down to change the gas level. The carburetor upper and lower parts must be separated in order to do this.

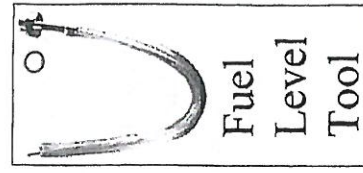
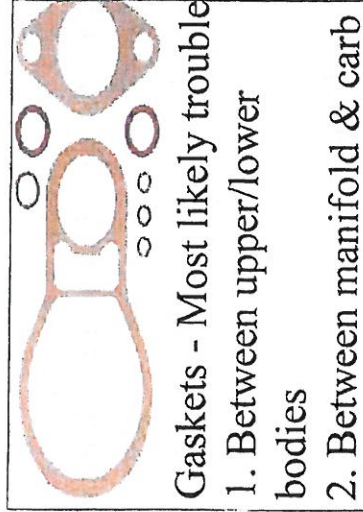
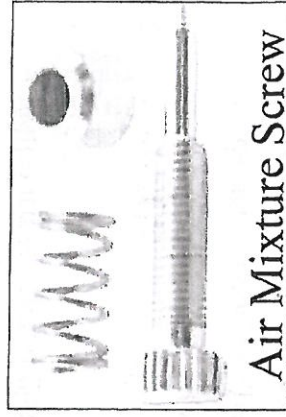
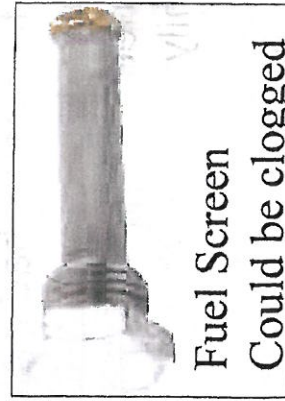
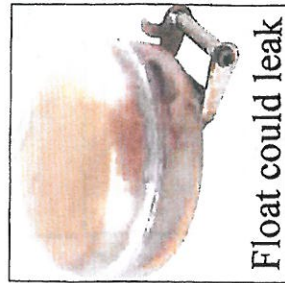
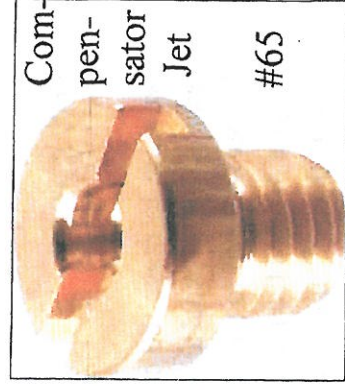
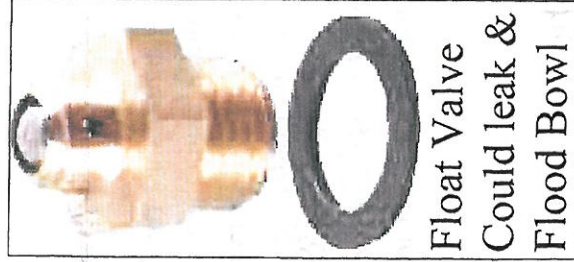
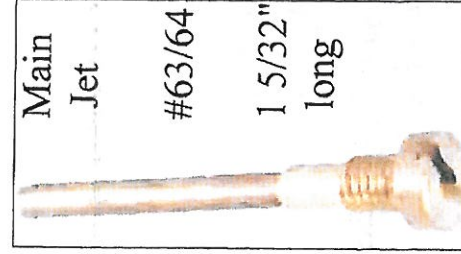
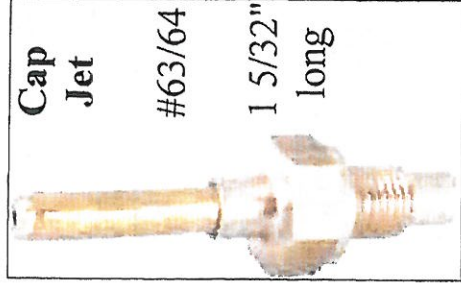
2. Jet orifices must be changed by soldering and/or re-drilling if they are the wrong size. Gaskets must be replaced if they leak. Ethanol in the gasoline does cause gaskets to deteriorate and pieces can clog the orifices. Remove & Clean the Fuel Screen.

3. Clean and replace the filter screen and gasket in the gas sediment bowl up on the fire wall.

4. Screw in the Idle Air Mixture Screw till it seats. Do not over tighten it. Then turn it back out 1 1/2 turns. This should set the air mixture in idle speed so that it runs smoothly. You may have to adjust this after you start it.

5. Put the Idle Lever on the right side of the steering column inside the car at the top-most position. Then set the idle screw at the throttle plate lever at the top of the carburetor at the intake manifold. Screw it in or out to make the engine run at a nice idle speed,

Take her for a test run !!!



Gaskets - Most likely trouble

1. Between upper/lower bodies
2. Between manifold & carb

I. CHOKE STARTING

Consider now that the engine is not running. Pulling the choke rod inside the carb closes the choke plate. Turning the gas adjust rod counter-clockwise also leaves more gas into the secondary well for the cap jet. Pressing on the gas pedal slightly opens the throttle plate. Remember the engine is cold so it needs air with high viscosity. That's rich fuel so the engine should start. Shortly afterward the choke can be opened slightly, or maybe all the way, until the engine warms up.

II. IDLE SPEED

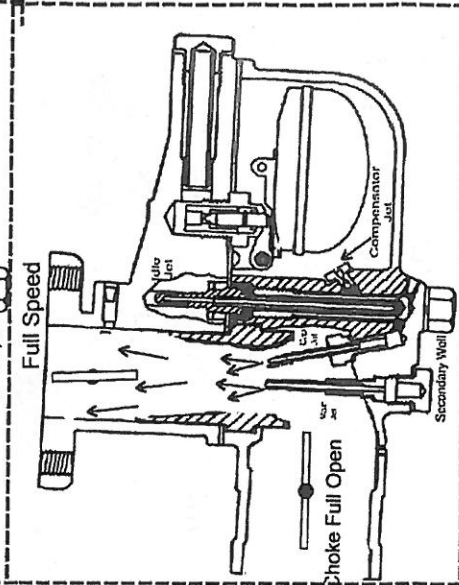
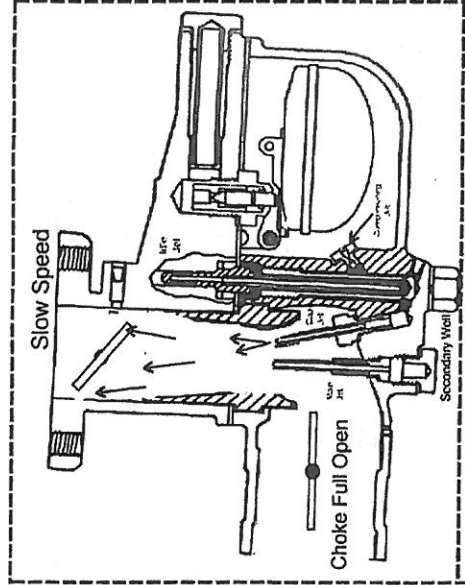
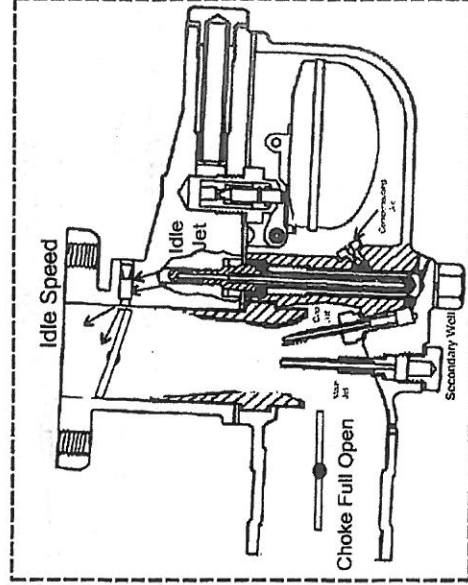
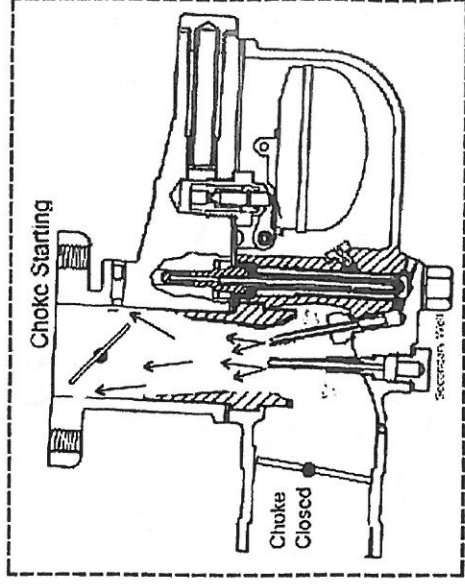
For the engine to run at idle speed the throttle plate is closed. The gas pedal must be out and the engine speed lever on the right side of the steering column must be in the up position. The vacuum above the plate draws gas through a small hole in the chamber above the throttle plate and out of the Idle Jet which is encased between the bowl and the venturi. The throttle adjustment screw outside the chamber places the throttle plate in an appropriate position for proper engine speed.

III. SLOW SPEED

When we want to move the car the engine must run in slow speed. Pressing the gas pedal and, of course, using the clutch and gear shift lever will start to move the car. This will be the engine speed until you depress the gas pedal a little more. The gas will now flow through the Compensation Jet into the Secondary Well and up through the Cap Jet. Turning the Choke Lever counter-clockwise will open the Gas Adjusting Needle to let more gas into the Cap Jet.

IV. FULL SPEED

Depressing the accelerator pedal more will move the carburetor into high speed mode. Now the Main Jet goes into action. It has direct connection to the Gas Bowl. The Cap Jet will continue to supply gas but the full flow capacity of the Main Jet is what is necessary for the engine to run at full speed. That speed is variable depending on how much the gas pedal opens the throttle plate. Turning the Choke Lever clockwise to close the Gas Adjusting Needle will 'lean out' the Cap Jet and the car will be running mainly on the Main Jet's gas supply.



Continued on following page.