

THE OOGAH BLAST

NEWSLETTER OF THE GOLD COAST REGION OF M.A.R.C.

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Calendar of Upcoming Events

*Dates & Events in italics are of general interest
featuring cars of all ages*

Details for each are at www.flacarshows.com/SHse.htm

September 22, **General Meeting @** Golden Coral Restaurant

October 3, **Board Meeting**, 2700 S. Federal Hwy, Ft. Lauderdale

October 9, Beach Blast, Deerfield Beach

October 9, Fall Festival Car Show, West Palm Beach

October 16, Lefty's Halloween Spectacular, Davie

October 19, **General Meeting @** Golden Coral Restaurant

October 22, Maroone Ford Benefit Show, Ft. Lauderdale

October 29 Taste of Tamarac Car Show, Tamarac

October 30, **Florida Aero Club Annual Breakfast & Car/Plane Show**

@ Lantana Airport, 9Am to 1 PM

November 1, **Board Meeting**

November 5, New Covenant Church Benefit Show, Pompano Beach

November 5, Teamsters Picnic & Car Show, Markham Park

November 10-13, Zephyrhills Fall Autofest, Zephyrhills

November 23, **General Meeting @** Golden Coral Restaurant

December 4, **Annual Christmas Party @** Deerfield Country Club

December 4, Festival Flea Market Holiday Car Show

December 5, **Board Meeting**

December 8, The Palm Beach Auction, Palm Beach Convention Center

December 21, **General Meeting @** Golden Coral Restaurant

January 2, **Board Meeting**

January 8, 2012, 11th **Annual Fords and Friends Meet**, Lake Worth

2011 CLUB OFFICERS
PRESIDENT MICHAEL VITETTA
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VICE PRESIDENT ROBERTO VICHERA
954-341-7651
SECRETARY
JENNIFER VITETTA
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MEMBERSHIP CHAIRMAN

TONY SPAICH 954-782-6443
1290 NE 27TH AVENUE
POMPANO BEACH, FL 33062
MEMBERSHIP DUES \$30.00 PER
YEAR DUE JANUARY 1ST.
Make checks payable to M.A.R.C.

GENERAL MEMBERSHIP MEETING

Third Wednesday of the month at 8:00 PM
GOLDEN CORRAL (BACK ROOM)
2100 W. ATLANTIC BLVD.
POMPANO BEACH, FL

*The Dugah Blast is a monthly publication
 Of the Model "A" Club*

*Dedicated to the preservation and enjoyment
 Of Antique, Classic and Special Interest Ford Products*

PAST DIRECTORS

DON GRAHAM	66,67
VICTOR NELSON	68
LARRY McNEAL	69
RUSS GAGLIANO	70
TOM BRANDT	71
BILL SIGMON, SR.	72,78
DAVE NEILL	73
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BOB COLLINS	81
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TONY SPAICH	83,98,99
LOU PUMA	84,85,90
DOROTHY PAGE	86,97
JIM STEIN	87
KAREN CHRISTENSEN	88,89
RAY VOIGT	91,96
FRANK VERCOUTEREN	92,93
CLARK BALLARD	94,95,2000,01
LOUIS KIPP	2002
BERT ARMADA	2003,04,05
MIKE VITETTA	2006,07,08
MIKE CIMORELLI	2009,2010

M.A.R.C. GENERAL MEETING PLACE
GOLDEN CORRAL
2100 WEST ATLANTIC BLVD.
POMPANO BEACH, FL
8 PM IN THE BACK ROOM

Minutes Of The General Meeting June 15, 2011

Meeting was called to order at 8:02pm by President Mike Vitetta

Mike led us in the pledge of allegiance

Visitors: Michael & Chryl Retchin and Stavorus Moforis

A motion was made by Audre Franz to accept the minutes of the May meeting as printed in the Oogah Blast and seconded by Allen Davis

Treasurer's Report was given by Mike Vitetta and accepted

Membership Report by Tony Spaich 61 families

OLD BUSINESS:

- **Two Georges at the Cove** went very well. Manager would like us to come back for any future shows, or holidays. Manager could not have treated us any better. Food was good.
- **St. Andrews Estates South Show: NEW DATE:** will be Thursday, July 14th. Wants 3 cars. Want to be able to put their clients in the back seats for a little drive around.
- **June 19th Father's Day** – Mizner park on Federal Highway – not be a club event. Trish has forms on this. A long day 9am – 9pm. Meet SE corner of N. Federal Highway and NE 2nd street at 8:30am
- **Holiday Dinner** – Trish will be looking into a new restaurant that is opening up July 1st that will be opening up in the Deercreek Country Club. 5th Ave Grill in Lighthouse Point - \$22.50 per person, Max is 30 people.
- Received a nice thank you letter from the Milhouse Charity.
- **Margate Parade** – Tony – would like to have 10-12 cars show up. Handed out papers to fill out. 9am on Margate blvd and Rock Island rd. Meet before 8:30am ends at 12pm.

NEW BUSINESS:

- **Jaxsons-** Sunday, August 14th at 12pm
- **Promenade of Coconut Creek** – under new ownership now waiting to hear if they are going to continue to have the show or not.
- **Sunday, September 11th** – International Model A Day – Jerry – Pompano Lincoln Mercury Ford Dealership.
- **Education-** would like to do more in the club dealing with education for the kids. Mike Vitetta will be looking more into it, maybe get corporate sponsorship. Will make lesson plans to bring to the school. All agree to continue working on this. Will get a Federal Non-Profit Organization status.
- **Palm Beach International Raceway** – Harold- Thinking about February when they have a Grand Prix or will have a Ford Day.
- **Suggestions:** Timed rallies; will be making a kit to hand out for some different things to do – all you need to do is find a place. They club will have a kit already for you to take and use; Find a park to have a BBQ and some games
- **Business cards** are available to take and hand out. The website is wrong now but Mike has them.
- **John Wurster** passed away on Sunday the 12th. Saturday June 18th in the afternoon at 2:30 at Holy Named Church there will be a memorial. A book will be donated at the public Library. Also Jennifer will be sending the donation to MAFFI.
- A motion was made to have a cash donation to Frankie to buy materials to finish his car. Russ 2nd motion. John Ford suggested a donation of \$1,000 since the club has more money in the bank. Have to check the by-laws but there was a nonbinding vote passed for \$500.
- **Auto Insurance:** Stavorus Moforis has a '28 Ford Model A pick up truck which was built to race. His next car would be another '28 original. He would like to join the club and also use his resources to help the club. Promotions, donate trophies, help with the coloring book, etc.

Meeting Adjourned at 8:48PM

From the President's Dash;

I'm writing you this after coming home from our International Model A Day breakfast at Shelby's. We had a fantastic turn out for the first event after our summer break. On the way there some members were reminded how to change a tire (me) and troubleshoot a lack of spark (Jerry), but all arrived on time to partake in good food and fellowship.

As the Florida driving season approaches we have events planned and others are in the planning stages: Chicken Picnic; Tune Ups and Tube Steaks; our All A & T Show; Father's Day in Misner Park and a few more.

I want to make a quick mention that John Ford is our Newsletter Editor now. He is following in the footsteps of Gwen Hammar who, after 18 years, is stepping down. THANK YOU GWEN for all the years of service to our club.

Along with our cars, tools and clothing of the period, there are other aspects of the hobby that you may want to look into to expand your Model A & T experience. There are all sorts of Model A & T ads found in old issues of magazines from the 20' & 30's. There are also accessories, driver's licenses, coins, stamps, replica toy cars and a whole bunch of other things that can be collected and displayed along with our cars. Look into it. I think you will enjoy the additional collecting of items of the era.

Several members have spoken with Stavos Moforis (he gave a talk at one of our spring meetings) about their insurance needs for home and car. I hear only great things about the coverage and price!! His business card is on our advertisements page this month.

Elections are coming up as we enter into our 46th year. Please step up to the plate and help the club as an officer or a board member.

So, see you at the meetings.
Mike Vitteta, President

New Members

John & Maria Dolores, Boynton Beach, 561-738-8346, 1929 Tudor
Bruce & Charlotte McGee, Davie, 954-472-4494, 1930 Roadster
Stavros Muforis, Davie, 954-445-5542, 1928 Salt Flats Racer
Michael Retchin, Cooper City, 954-443-9993, shopping for a car

International Model "A" day Event Report

International Model "A" day was 9-11-11. The Ford dealership in Pompano Beach on Federal Highway was not able to accommodate us this yearso the Board asked Allen & me if we could combine our Breakfast on the 2nd Saturday with our own celebration of International Model "A" Day. We didn't have time to set up any advertising to have the Public informed. For such short notice we had a wonderful show of support from the club: Tony & Helen Spaich, Jerry Carbone, Roberto Vichera, Mike Vitetta Jr with Mike Sr. & Marie & Frankie, Joe Longo, Dick Rust & Audre Franz, Frank Lacava Sr.&Jr., Steve Peterson, Harold Fienberg, Eric Gompertz John Ford & Allen & Trish Davis. With Audre's camera John took pictures of all above members having a great time. The eleven cars parked outside of Shelby's attracted many of their customers and of course we answered all their questions and bragged about our vehicles. Getting our vehicles on the road and enjoying the ride was a great plus. One customer gave a general thanks to everyone at the table for keeping history alive and sharing with Shelby's customers our beautiful vehicles.

Allen & Trish Davis - Sponsors



From John Ford, the new Editor

It's a real privilege to become the new Oogah Blast Editor. Thank you for the opportunity to help promote our club and our historic Model A's. For those who are curious, while my last name is Ford, I am totally unrelated to Henry. It's been somewhat of a mild life long disappointment that I got over some time ago. No regrets, but it would have been nice.

The club owes Gwen Hammar, retiring Editor, a special Medal of Honor for the 18 years of hard work that went into putting the Oogah Blast together, getting it printed, stuffed into envelopes, sticking on labels, and then delivering it to the Post Office for mailing. In her early years Gwen used a typewriter. Remember those now antique machines? Each month Gwen would build the Oogah Blast into a bunch of typewritten and pasted up pages. She then had the Blast duplicated at Office Depot. Years later, former member Joe Walker, who had a print shop in Boca, took over as her printer. When Joe moved, Gwen went back to Office Depot, but was told they no longer did double stapling. So Gwen started using Staples and stayed with them right until this year. Let's see; eighteen years times ten newsletters a year equals 180 newsletters over the 18 years. That's a lot of work and a lot of pages. During that time officers and board members have rotated in and out of positions. But, Gwen had the same club responsibility for 18 years! I'm guessing that might be a Gold Coast M.A.R.C. record. The club owes her a big time THANK YOU! If you see Gwen at the next or a future meeting, be sure to thank her personally for all your past Blasts..

Assuming the Editor position was easy for me as the founder and owner of 20 year old academic publisher BarCharts, Inc. The Blast and its photos are now assembled electronically over the course of a day or so and then sent to our high production Xerox color printer. It's a fast, eight foot long machine that can print, staple and fold our monthly 12-20 page Oogah Blast at the rate of one every ten seconds. From there it goes downstairs to our shipping department where envelopes are stamped electronically and then labeled, stuffed and sealed by hand. But, that's the easy part. The hard part is what our members do to make the Gold Coast MARC club possible. The real thank you goes to not only to those who attend our meetings, but also to our officers, Board members, and especially to our event sponsors and to all the members who attend our events with or without their cars. It's the participation and use of your historic and rarely seen car that gives back the most pleasure.

One addition to the Blast I hope to add each month will be a feature story about a member's car along with photos. This month's Blast story is about the amazing Miss Vicky which was originally published in the Blast in 1996. That's Miss Vicky on the front cover in an earlier stage of her life. What an incredible girl! The places she's been qualifies her as a club treasure! I'm sure you'll enjoy reading about this remarkable 1931 Model A Victoria. Miss Vicky is now owned by the lucky Alan and Trish Davis, who are two of our club's biggest supporters. Next month we'll have heart warming story from Harry Benedict about his grandson and their shared love for their blue Model A Roadster. After that, well, it's open. So if you have a story to tell about your Model A or T, postal mail or email it to me along with some photos and look forward to seeing it in all its historic glory in an upcoming issue.

I am really looking forward to the new A season. Let's have some fun filled weekends!

Thanks again for the opportunity to serve as your Oogah Blast editor.

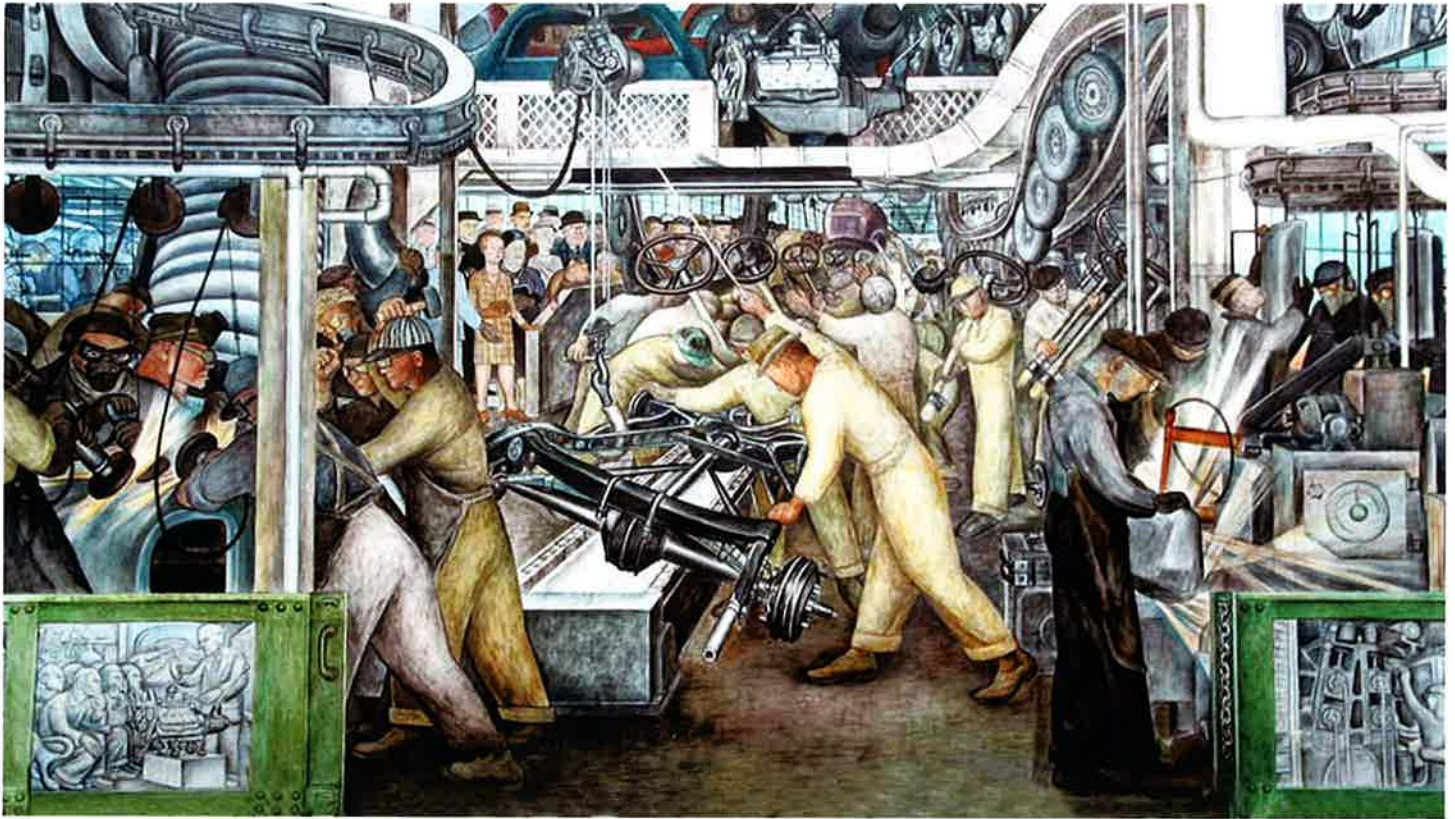
John Ford - b_jford@yahoo.com - 561-495-9119

Father's Day Event Report

The first Father's Day Event, June 19th, at Mizner Park, Boca Raton was a great success for the Property Managers/Owners. Beth Hendrick, the Marketing Manager sends her thanks to Dick Rust & Audre Franz, Bill Locklin & Sharon Russell and Allen & Trish Davis. She hopes that with more notice to the club that we will have a higher number of members from MARC next year. We arrived at 8:45AM and stayed until 2:30PM, when it just started to rain. Mizner Park is a perfect layout for a future car show for our club. Beth had photographers and interviewed some of us. There will be an e-mail sent to those of us who attended with a link to a video made for U-tube. At my request Beth is giving me a \$100.00 check payable to MARC for help and referrals I had given her. We attracted more people than any other club there. The show went on until 9:00PM. Many other vehicles new & old came and went so she had a steady flow of vehicles. Beth has asked me to have the club save the date, June 17, 2012, Father's Day for the 2nd Car Show.

You can view the show at www.youtube.com/watch?v=L5YitcYg408

Submitted by Allen & Trish Davis



Diego Mural at Detroit Institute of Arts depicting Ford's Rouge River plant

Florida Aero Club Pancake Breakfast

Sunday October 30, 2011 9:00 AM to 1:00 PM.

Annual Pancake Breakfast sponsored by Florida Aero Club, Palm Beach Chapter

A Free Big Band Concert, 15 piece band led by the famous *Ted Knight*..

Over 100 Antique Classic and Vintage Planes and Cars with Peoples Choice Awards".

T-6 & Biplane Rides, Young Eagle Flights

All for Free & No Parking Fee.

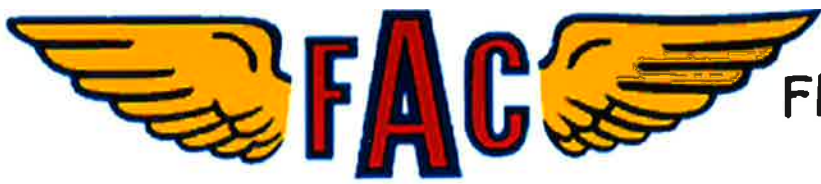
Breakfast is \$7.00 for Adults and \$4.00 for Children.

Lantana Airport (LNA), Exit 61 off of I-95 (Lantana Road), west.

Contact Florida Airmotive, Inc. 561.965.6400 with any questions

There is no cost to show your car. Try to be there well before 9:00 AM to get the display spaces closest to the breakfast / band hanger. However you can come anytime.

A display spot will be found for you.



Presents at Lantana Airport
Florida Airmotive's Hangar #1401

**FLORIDA AERO CLUB
PALM BEACH CHAPTER**

**Sunday, October 30, 2011
9AM-1PM**

23rd ANNUAL PANCAKE BREAKFAST

Vintage Planes



**T6, Stearman Rides
Fly Bys**

Young Eagle Flights

Ted Knight Big Band

20 Piece Full Orchestra

Classic Cars



**Sponsored By
Florida Airmotive**

**Breakfast \$7.00 Adults
\$4.00 Children**

Owen H. Gassaway Jr. Airfield



Christine's on the Green
Confirmed Reservation for M.A.R.C.

Date: Sunday, December 4th, 2011
Event: MARCI Annual Holiday Plated Dinner
Time: 5:00pm – 8:00 pm Room: Gardens Guests: @25-40

Dinner Menu

Service at: _____pm

Chilled Water with Fresh Lemon

Salad

House Mixed Salad

With choice of Balsamic Vinaigrette or Ranch Dressing

Basket of Freshly Baked Dinner Rolls with Butter

Entrée

(Please choose one)

Chicken Marsala

Chicken Breast Sautéed with onions & mushroom in a rich Marsala wine sauce over garlic mashed potatoes

Sliced Sirloin Steak

Tender & juicy served with garlic mashed potatoes

Macadamia Encrusted Tilapia a la O'range

Pan seared tilapia served with Caribbean Sweet mash & Grand Marnier Orange Sauce

Accompaniment

Seasonal Fresh Vegetable Medley

Dessert

Homemade Tiramisu

or Fresh Fruit Cup

Coffee & Tea Service

Cash Bar

\$31.50 pp

Includes tax & gratuity

Agreed to by: Trish Davis sig on file deposit received \$250cc Date: July22, 2011
Special Instructions: Registration Table & gift table. Podium & Holiday Decorations

1931 Model A Ford Runs 300,000 miles

Owned and driven by Club members Sheldon and Lee Lake.

You have all heard of the Copper Top Battery that keeps on going. Well, we have a 1931 Model A Ford Victoria, painted like a copper top battery and it just keeps on going. Yes, still going after 304,000 miles.

At first the Vickie was used as an every day driver. Driven through the New England States and most of the Southern States, it accumulated 76,000 miles before leaving for California.

In 1976 Vickie was driven from South Florida to Anaheim, California to attend the National Model A Meet. Our intention was to cover as many states as possible and it was then that we decided that this Model A was going to see every state in the Union. It was a case of a driven driver driving a driver and if that makes sense to you then read on. The trip across the United States was so enjoyable we were sorry it had to end. Vickie was left in California and several side trips were made, including one to Mexico. In the spring of 1977 the car was shipped to Hawaii.

1980 took the little Model A through Yosemite to Reno for the Reno National Model A Meet. After this meet we drove the car to Alaska, through Canada, down to Glacier National Park and then on to Yellowstone, Grand Tetons, the Grand Canyon and even climbed Pikes Peak. The car covered every state in the union before returning to Florida.

By this time Poor Vickie had worn out three engines and was over the 200,000 mile mark.

Since 1981 this car has been driven to model A National show in Dearborn Michigan, Toledo Ohio and Indianapolis Indiana. In 1992 the Vickie was shipped to Sydney Australia for their 12th annual National Model A Meet in Perth. For Four months we toured the Outback and the Coastal Area. Our trip to Australia logged 5200 miles before we shipped old Vickie back to San Francisco where we continued our trip across the country again. This time totaling 11,241 miles.

Most of my driving has been done alone but the trip through Australia and the U.S.A. would include my wife Lee who was initiated into Model A Touring and loved it. How could a guy get so lucky?

In 1994 Vickie's rear wheels were backed into the Atlantic Ocean in Key West and after a drive to Tacoma Washington, her front wheels were dunked into the Pacific Ocean. We call this trip our Sea to Shining Sea Tour.

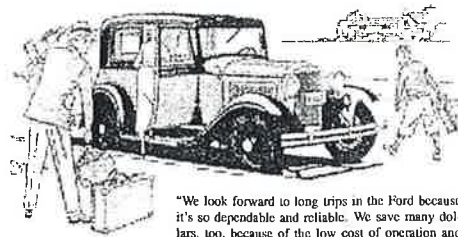
When we returned to Florida the Little Model A had clocked well over 300,000 miles and she still keeps going.

The car is on it's seventh engine change as engines are changed before each long journey.

Lee and I will be driving out to Colorado for the 1996 Nationals and then our next fun trip we plan to tow a small pop-up camper to Maine, Nova Scotia, New Brunswick and the Bay of Funde.

Our thanks to Chip Green who located the Model A for me, to Bob Scott who sold it to me and to the A.A.C.A. for all their hard work in keeping this wonderful hobby alive.

Sheldon and Lee Lake.



"We look forward to long trips in the Ford because it's so dependable and reliable. We save many dollars, too, because of the low cost of operation and up-keep."



Miss Vicky Owners
Alan & Trish Davis

The Ford-Zenith Carburetor

By MURRAY FAHNESTOCK

THE carburetor used on the new Model A Ford is a special "Ford" design of Zenith carburetor, which includes the experience and skill of the world's largest maker of automobiles and, we believe, of one of the world's largest makers of carburetors. The new carburetor may be truly said to have been designed and developed especially for the new Ford car.

Correct mixing of air and fuel, for complete combustion at all speeds, is obtained through the Zenith principle. Fixed venturis supply the right amount of air. Fixed jets "meter" the fuel through the driving range. A fixed idle jet measures the gasoline required for idling.

Since the metering parts are all fixed, this carburetor once right will stay right. It is only affected by dirt or water. Occasional cleaning will insure uninterrupted service.

The care of the new Ford-Zenith carburetor may be summed up in two words: Keep it "clean." And don't "tinker."

Since the adjustment of these Ford-Zenith carburetors is correct, according to tests made by experts, and as there are no moving parts in the carburetor in any way affecting the mixture, it is reasonable to assume that any trouble which may arise can only be caused by dirt and water in the carburetor, by tampering with its setting, or in some other part of the engine.

The dash adjustment does not control the entire fuel supply. A small amount of fuel is constantly drawn from the float chamber, through small fixed openings, even when the dash adjustment is fully closed.

The method of adjusting the carburetor for ordinary driving condi-

tions, is to turn the carburetor adjusting button to the right, in a clock-wise direction, until the needle just seats. Then turn the button back one-fourth of a turn off its seat. Running with the adjustment more than one-quarter turn off its seat may be necessary on new, stiff engines. But otherwise this will result in poor economy, carbon and crank case oil dilution.

The dash adjustment may be turned less than one-quarter turn off its seat, to obtain a lean mixture suitable for high altitudes, high-test fuels, or when driving at steady speeds on level roads. Under normal conditions, however, too lean a mixture causes uneven running at low speeds and slow pick-up.

Use care in making this adjustment, as turning the needle down

too tightly will result in the point of the needle becoming grooved and the seat enlarged. With these parts scored, it is difficult to obtain a proper adjustment of the carburetor until they are replaced.

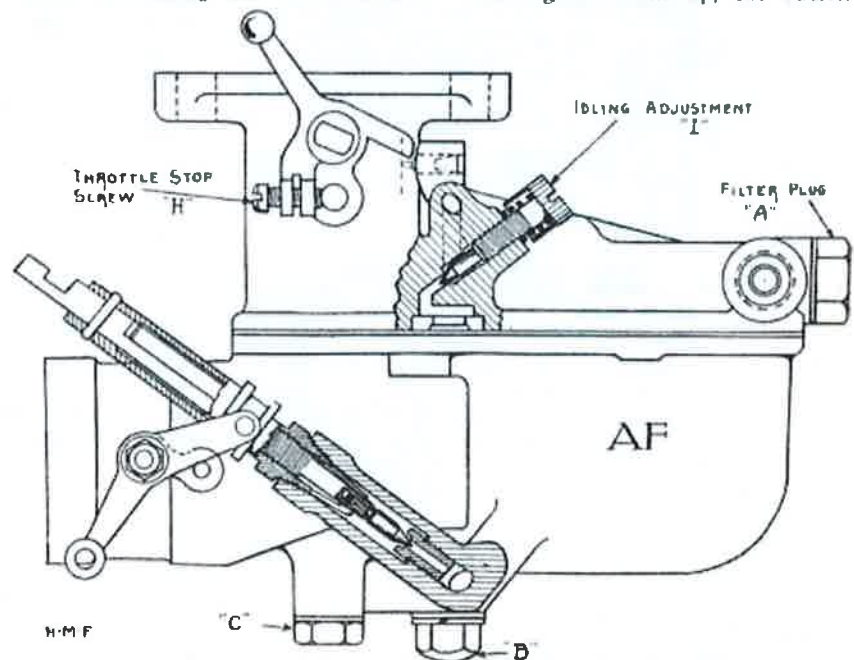
DASH ADJUSTMENT

THE dash adjustment serves both as a choker for starting, and as an adjustment for varying the richness of the mixture.

For quick starting. Open the dash adjustment one full turn. If engine is cold, pull back choker. Release choker button the instant the engine starts. The added fuel supplied by the needle adjustment will be sufficient for continued running.

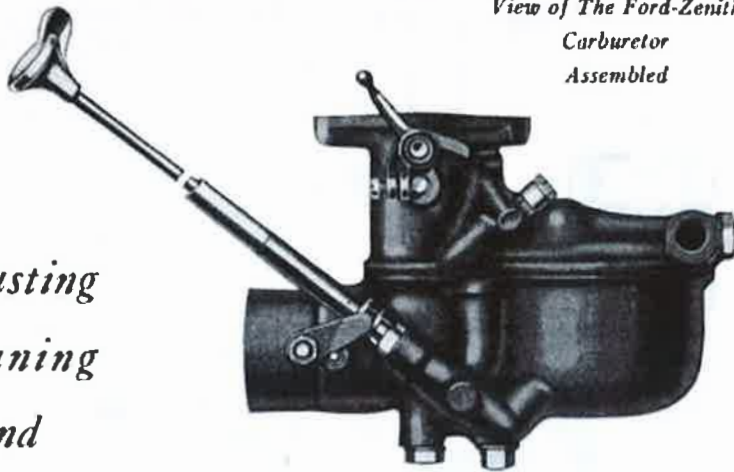
For warming up, the button should be $\frac{1}{2}$ turn open.

As engine warms up, the button



How Needle Adjustment Operates

View of The Ford-Zenith Carburetor Assembled



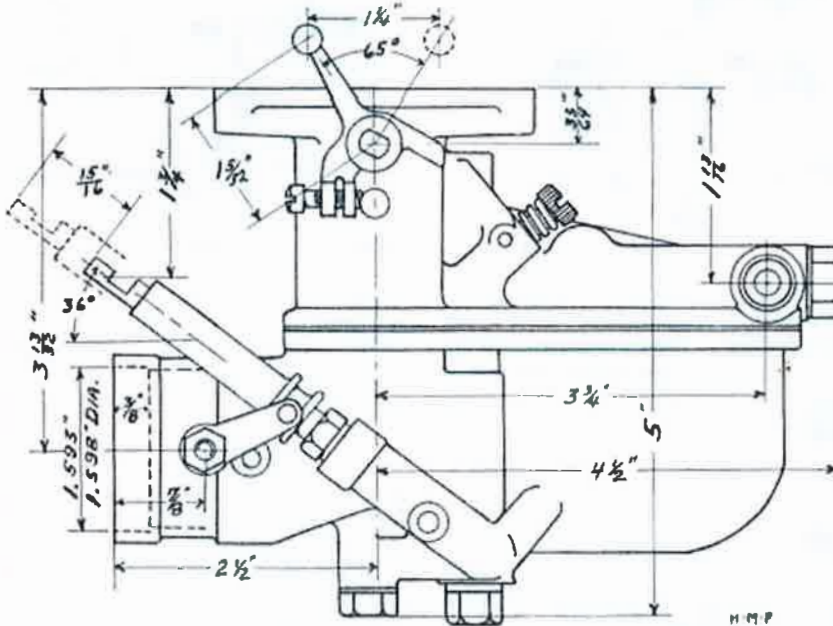
Adjusting Cleaning and Servicing

should be turned in a clock-wise direction, until it is approximately $\frac{1}{4}$ turn open, for traffic driving and maximum power, at normal running temperatures.

For cross country driving at sustained speeds, the dash adjustment may often be kept fully closed.

in a "rich" mixture. A lean mixture has too much air and not enough gasoline. A rich mixture has too much gasoline and not enough air. A rich mixture causes excessive carbon and overheating. It also wastes fuel.

The general rule is "keep the mix-



Dimension Side View of Ford-Zenith Carburetor

For economical driving, reduce the quantity of gasoline in the mixture by turning the adjusting button to the right as far as possible, without reducing the speed of the engine. This is particularly true when taking long drives, where conditions permit a fair rate of speed being maintained. This practice does much to account for the excellent gasoline mileage obtained by good drivers.

Turning the carburetor adjustment too far to the right results in a "lean" mixture. Too far to the left results

ture as lean as possible—without sacrificing the power of the engine."

The fuel nozzles have been purposely worked out so the mixture will be too lean at low speeds and under normal conditions, if the needle adjustment (controlled by the dash button) is entirely closed. This is to allow for special fuels and altitudes.

New and stiff engines may require opening the adjustment as much as three-eighths or one-half turn for smooth, low speed performance and good idling.

For maximum economy in cross-country driving, the adjustment should be fully closed. But with standard fuels, it will be necessary to open the adjustment one-quarter turn for smooth operation below 15 miles an hour.

COLD ENGINE STARTING

FIRST: Open hand throttle lever two or three notches. Fully retard the spark lever. Turn carburetor dash adjustment one full turn to left.

Second: Turn on ignition. Pull back choke rod, at the same time depress starter switch. The instant the engine starts, release choke.

Third: As engine warms up, gradually turn dash adjustment to the right, until it is in its normal running position. Which is one quarter turn off seat, when engine is warm.

STARTING IN COLD WEATHER

THESE instructions are to aid starting at low temperatures, especially when battery efficiency is low and the engine does not turn over at starting speed.

First: Open throttle lever two or three notches. Fully retard spark lever. Open dash adjustment one full turn and crank engine two or three times with ignition OFF, and choke pulled all the way back. This will fill the cylinders with a rich mixture.

Second: Release choke and turn on ignition. Engine should start on second or third quarter-turn of the crank.

WARM ENGINE STARTING

HAVE spark control lever about half-way down quadrant, and throttle lever advanced two or three notches. Turn on ignition and depress starter switch. It is usually unnecessary to use choker when engine is warm.

COMPONENT PARTS

THE new Ford-Zenith carburetor is of the multiple-jet type. Ordinarily, there are but two jets in use in road driving. Though we might call this carburetor a "three-jet" carburetor, if we wished to include the idling jet.

The longer, vertical jet "E" is the "main jet" and is connected directly with the fuel chamber. Its effect is most noticeable at high speeds, particularly at speeds of over 35 miles an hour. Lack of fuel at higher car speeds may mean that this jet is partially clogged. Do not, under any circumstances, enlarge the orifice in this jet in an attempt to get more speed, as it is now correctly proportioned for maximum speed and power.



How Main Jet Furnishes a Variable Supply

The "compensator," marked "F," is most effective at low speeds. The fuel in the bowl flows through this jet into the compensating well.

The "cap jet" is the slanting jet, which controls the rate of discharge from the compensator well into the air stream, and supplies fuel at between 15 to 35 miles an hour.

The function of the "idling jet" is to measure fuel for very slow running. When the throttle is open, the idling jet is put out of action, as the flow of the fuel then changes direction and passes through the cap jet.

The larger, or "primary venturi" measures the air through the carburetor, and keeps it moving fast enough, even at low engine speeds, to completely atomize the fuel. This is the venturi that fits into the upper half of the carburetor.

The "secondary venturi," which is marked "D", is an auxiliary air metering tube, surrounding the jets, which increases the air velocity on the jets to give quick response on acceleration.

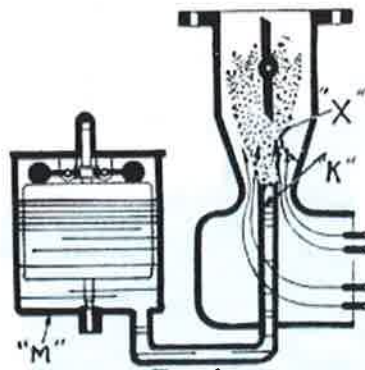


Figure 1

TO SET IDLE ADJUSTMENT

FULLY retard the spark lever. Set stop screw "H" on throttle lever so that engine will run at a sufficient speed to keep it from stalling. Turn the idling adjusting screw "I" in or out, until the engine hits evenly without "rolling" or



Why Compensating Jet Feeds at a Fixed Rate

"skipping." Next back off the stop screw until the desired engine speed is obtained. This adjustment should be made with the engine warm.

Do not expect a new engine, that is too stiff to "rock" on compression when stopped, to idle perfectly at low speed.

Idling adjustment is usually from 1½ to 3½ turns, depending on the engine and fuel. The correct setting of the adjusting screw is usually about 2 turns off its seat.

CLEANING THE CARBURETOR

REMOVE filter screen. Blow out any dirt with air, or rinse screen thoroughly in gasoline. The screen is easily removed by backing out the filter plug "A". Usually cleaning the screen is sufficient to overcome the trouble. Be sure to replace filter screen.

For complete cleaning, remove carburetor and disassemble it by removing the main assembly bolt "B". Separate the two parts of the carburetor carefully, to avoid damaging the gasket, float or idling jet tube.

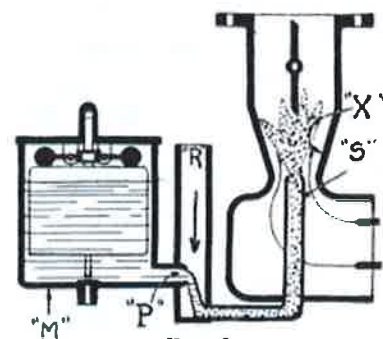


Figure 2

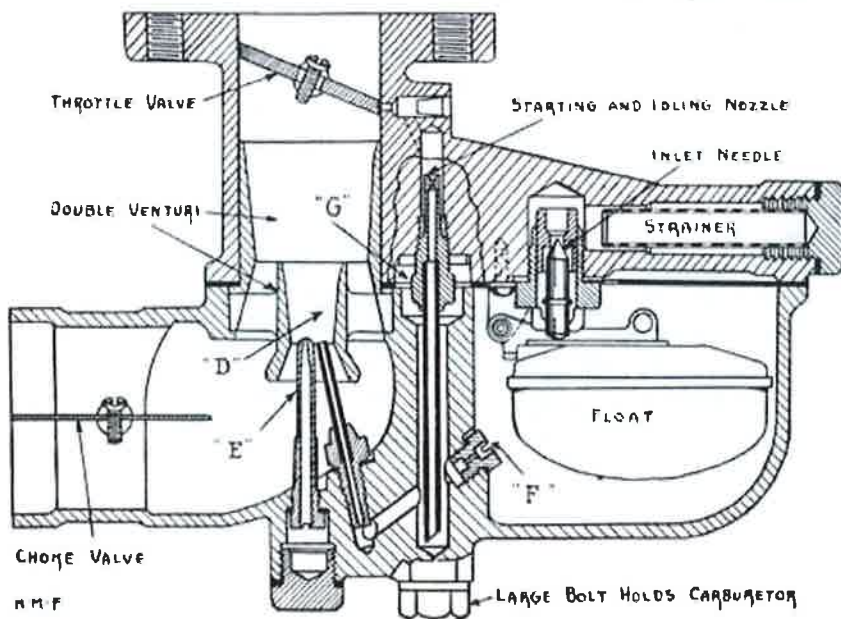
Remove brass plug "C" beneath the main jet, and rinse carburetor bowl in gasoline. Use air to blow out any dirt which may have lodged in the bottom of the bowl or in the jets.

HOW MAIN JET ACTS

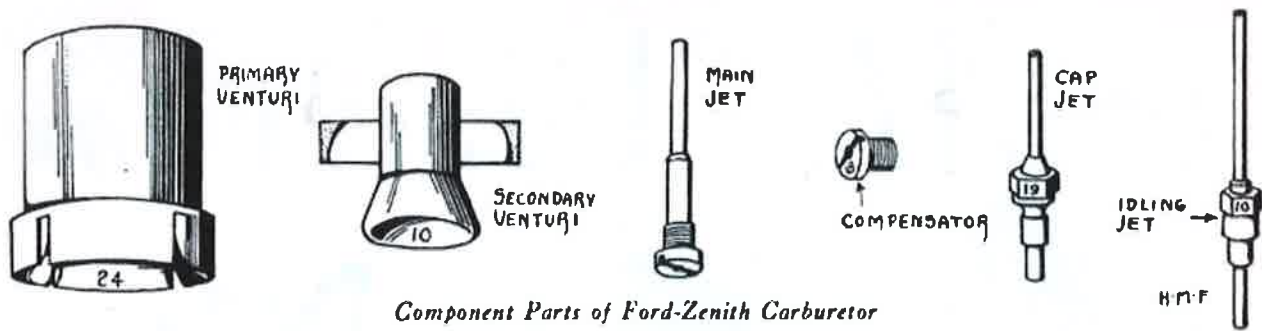
LOOK at Figure 1. You will see that the main jet "K" is directly connected with the fuel chamber (F). Compare the fuel chamber to a bottle and the main jet to a straw. Now, if you put a straw down to the bottom of a full bottle, you will find that the harder the suction on the straw, the more liquid you will get. The suction of the engine will act on the fuel in the bowl through the main jet—the same as your suction on the straw acted on the liquid in the bottle.

HOW COMPENSATING JET ACTS

NOW see Figure 2. You will see that "P", which represents the compensating jet, empties into the well "R", which is open to the air. The cap jet "S" connects with this well. Now let's compare well "R"



Detailed Diagram of Zenith Ford Carburetor



Component Parts of Ford-Zenith Carburetor

to a glass, the compensating jet "P" to a bottle, and the cap jet "S" to a straw.

If you pour a tiny stream of liquid into a glass from a bottle, you can only suck out from the glass as much liquid as the tiny stream allows you—no matter how hard you suck on the straw. It is apparent therefore, that regardless of the suction at the tip of cap jet "S", only as much fuel will be drawn through it as is emptied into well "R" by the compensating jet "P".

As the flow through the compensating jet is constant, it follows then, also, that the flow through the cap jet is constant.

COMPOUND NOZZLE

NOW let's examine the diagram of a real Zenith-Ford carburetor. In it, we have figure 1 and Figure 2 combined.

Combining the first straw or jet (that gave more liquid under increasing suction); with the second straw or jet (which gives the same amount of liquid regardless of the amount of suction), and you have a compound feed or nozzle. This will permit the total flow of liquid to increase only within definite limits. By varying the size of the straws or jets, you can bring the rate of flow absolutely under control.

IDLING AND STARTING JET

This jet is an auxiliary to the two nozzles, and operates only when the

throttle is just "cracked" open. Cranking the engine causes a strong suction (above the throttle) which, acting over the idling jet draws fuel, and through the idling air valve draws air, thus forming the proper rich mixture for starting and idling the engine.

Breaker contact points burnt or pitted—Dress points down with an oil stone and set gap at .015 inch to .018 inch.

Leaky manifold or carburetor connections—With engine idling slowly, flow a little oil on each joint. If engine picks up speed, there is a leak.

TRUBLE SHOOTING HINTS

Make certain there is gasoline in the tank, and a free flow of fuel through the line.

See that the secondary venturi is right side up, as shown in drawing.

On complaint of lack of speed, see that main jet "E" is free from dirt.

A plugged compensator, "F" will result in poor idling and low speed performance.

The idling jet "G" furnishes all the fuel for idling. Consequently the tube and metering hole must be kept clear.

In case of leaks, see that all connections and jets are tight. If the float or fuel valve assembly are damaged, replace them.

On complaints of poor fuel economy, make certain owner understands proper operation of dash adjustment.

WHEN TROUBLE IS SUSPECTED

IN cases of suspected carburetor trouble, or complaints of poor fuel economy: First, check spark plugs, breaker points, compression, etc., before removing the carburetor. Many so-called carburetor troubles can be traced to one or more of the following causes:

Dirty spark plugs; points incorrectly spaced—Clean points and set gaps to .005 inch more than gap between breaker points.

Poor compression — Check compression in each cylinder by turning engine over slowly with hand crank.

Brakes dragging—Jack up car and see that all wheels revolve freely.

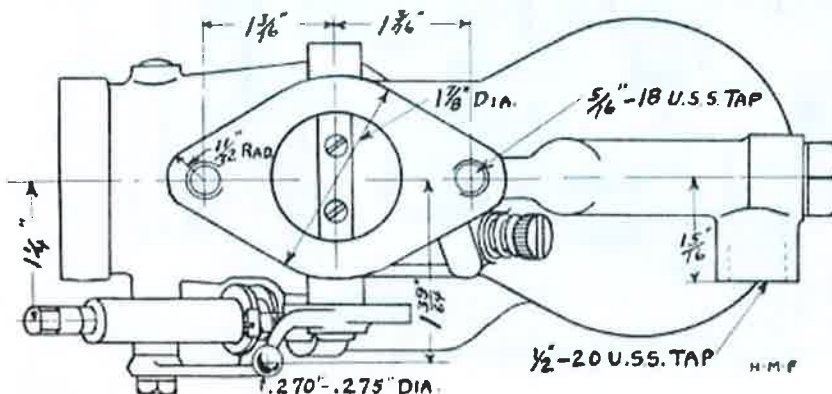
Tires soft—Inflate all tires to 35 pounds pressure.

If the above points are all right, and there is a free flow of fuel through the line, then check the carburetor.

Water in the fuel line may freeze in cold weather and stop the flow of fuel. Use hot cloths for thawing.

The carburetor is a delicate instrument and should be handled carefully. Don't use strong-arm methods when taking it apart, reassembling or handling the various parts. With reasonable care, the carburetor will last indefinitely.

The letters "AF" on the bowl of a Ford-Zenith carburetor simply indicate a Ford Model "A" carburetor, for foreign use as indicated by the letter "F." For use in some foreign countries, the Model A Ford engine is made with cylinders of smaller bore. Consequently, smaller jets are used in the carburetors for these engines.



Dimensioned Top View of Ford-Zenith Carburetor



Gold Coast Region MARC

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Please list all cars owned, including parts cars.

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_____	_____	_____

National membership in The Model "A" Restorers is required as well.
National dues are \$35.00. Send to: MARC 24800 Michigan Ave., Dearborn, MI 48124

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J.C. Taylor Antique Auto Insurance Information Sheet

Underwritten by Maryland Casualty Company (A member of the worldwide Zurich Insurance Group)
with offices and claim facilities in principal U.S. cities.

1 (800) 345-8290 (610) 853-1300

Applicant _____ Date of Birth _____ Occupation _____

Address _____ Zip _____

1. Operator License Number _____ Number of Antique Autos owned _____

2. List all losses in past three years and moving violations—antique and modern cars. (Date—Cause—Payment.) _____

3. Total Annual Mileage: Club Functions _____ Other Purposes _____

4. Name of antique or car club to which you belong _____

5. List modern cars used for daily transportation (owned _____ or company cars _____?) _____

6. Where are cars garaged? Under one roof? Construction of garage—brick-frame-fire resistive _____

7. Has rated horsepower or other specifications been changed? Yes _____ No _____ if yes, explain: _____

8. The following coverages are available. Indicate those desired by placing "X" in proper boxes.

Liability (\$100,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$15.00, 2nd \$10.00, 3rd \$5.00

Uninsured/Underinsured Motorist—Rates as required by your State. \$ _____ Car 1 \$ _____ Car 2 \$ _____ Car 3

Liability (\$300,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$20.00, 2nd \$14.00, 3rd \$8.00

Medical Payments of \$1,000.: 1st car \$4.00, 2nd car \$3.00, 3rd car \$2.00. Units in excess of 3, NO CHARGE

Physical Damage

Physical Damage (Comprehensive includes Fire and Theft)—Annual Rates \$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older

Physical Damage (Collision)—Annual Rate—\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older
(Note—Collision is not written as a singular coverage but is available with Comprehensive.)

Physical Damage (Comprehensive includes Fire and Theft)—\$0.70 per \$100 of insurance for each vehicle. Less than 25 yrs.

Physical Damage (Collision)—\$0.70 per \$100 of amount of insurance for each vehicle, Less than 25 yrs.

9. Date this coverage is to be effective _____ Policy Minimum Premium \$50.00

ANTIQUE AUTOS TO BE INSURED

(Include photo of all vehicles listed and include appraisal for each vehicle valued at \$20,000 or over)

Year	Make	Body Type Series or Model	Series or Motor Number	Present Valuation (Amount of Insurance)
1.	_____	_____	_____	_____
2.	_____	_____	_____	_____
3.	_____	_____	_____	_____
4.	_____	_____	_____	_____

Use separate sheet for additional cars to be insured.

An application may be forwarded to you for additional information.

My vehicle(s) will be used mainly in exhibitions, club activities, parades and other functions of public interest and will not be used primarily for the transportation of passengers or goods.

If you are a resident of FL, PA, or NJ, send copy of regular car policy.

Signature: _____ Date: _____

Note: Your insurance becomes effective upon payment of the entire premium and acceptance of the risk.
Please sign and forward with your remittance, payable to:

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8-12-11

To:
Gulf Coast Region of MARC,
Thank all of you
for the donation to the
Model A Ford Foundation in
Johnny's memory. It means so
much to our family and me.
We had some wonderful fun years
with MARC, starting back in the
70's when our children were young.
God Bless all of you.
With Best Regards
Jo



John Joseph Wurster, Sr.



Flight is freedom in its purest form,
To dance with the clouds which follow a storm;
To roll and glide, to wheel and spin,
To feel the joy that swells within.

To leave the earth with its troubles and fly,
And know the warmth of a clear spring sky;
Then back to earth at the end of the day,
Released from the tensions, which melted away.

Should my end come while I am in flight,
Whether brightest day or darkest night;
Spare me no pity and shrug off the pain,
Secure in the knowledge that I'd do it again.

For each of us is created to die,
And within me I know,
I was born to fly.

"Impressions of a Pilot"
By Gary Claude Stoker

IN LOVING MEMORY OF

John Joseph Wurster, Sr.

BORN

March 26, 1936
Louisville, Kentucky

ENTERED INTO REST

June 12, 2011
Ocean Ridge, Florida

*Your kind expression of sympathy, love, and thoughtfulness
is deeply appreciated during this difficult time.*

*Thank you for honoring John's memory with
your very meaningful tribute.*

*We will be forever grateful for the loving memories you have
shared with us and we'll treasure them for a lifetime.*

~ The Wurster Family ~

*Jo, Joseph, Cindy, Harland Chris
and grandchildren*

CARS FOR SALE

Greetings to Club from former members Ted & Alva Alexander,
We want to sell our cars. We are not using them and they are getting to be a burden.
Thanks for putting them in the Blast!

'28 Ford Roadster/rumble seat - runs great - copra drab w/black fenders and wheels -- good paint, no rust - 2 yr. old tires - hydr. brakes - high speed rear end - top could be worked on . \$18,500.

'30 Ford Tudor - runs great - Wash. blue, black roof & fenders, straw wheels - good paint - no rust - 2 yr. old tires. \$13,500.

Ted & Alva 1976 Ethanwood Ave. The Villages, FL 332162 1-352-333-3319
(pictures of their cars will be in next months Oogah Blast)

Jerry Carbone is selling Mrs. John Wurster's 1929 Leatherback for her since her husband passed away in June. It's shown in the below photo.

Jerry did a complete restoration on the car three years ago. It has new Washington Blue paint, a new taupe cloth interior, a rebuilt engine, a new transmission, a new clutch and new tires. It runs great and has about 1,500 miles since restoration. The price is \$16,000. Jerry's cell number is 954-675-7341.

