

# THE HOT BABBITT NEWS

Volume 22, Issue 2

Newsletter of the Sis-Q A's, Yreka, CA

February 2021



**First Pictures of the New Ford Car**  
Get complete details TOMORROW at Ford salesrooms

**NOTE THESE FEATURES**  
Beautiful one-line body lines  
Chassis of four valves  
12 1/2 hp motor  
Removable accessories  
No baggage  
Four-wheel brakes  
Standard wheel gear shift  
High-speed steering  
10 to 15 miles per gallon of gasoline  
High degree of protection to body  
Tightened Ford economy and reliability  
Ford's new standard  
ALL NEW FORD CARS  
Model A  
Model B  
Model C  
Model D  
Model E  
Model F  
Model G  
Model H  
Model I  
Model J  
Model K  
Model L  
Model M  
Model N  
Model O  
Model P  
Model Q  
Model R  
Model S  
Model T  
Model U  
Model V  
Model W  
Model X  
Model Y  
Model Z

**FORD MOTOR COMPANY**  
Detroit, Michigan



**Modern Automobile**

Five years ago—three years ago—two years ago—it would have been impossible to produce such a really fine car at such a low price. It is possible today only because of the development of new machines, new manufacturing methods, and new production economies that are as remarkable as the car itself.

The Ford Motor Company did not set out to manufacture a new car at a certain figure. It decided on the kind of a car it wanted to make and then found ways to build it at the lowest possible price.

Every purchase shares the benefits of the established Ford policy of saving or controlling the waste of raw materials, of selling millions of cars at a small margin of profit and of constantly giving greater and greater value without greatly increased cost.

As Henry Ford himself has said: "We make our own steel—we make our own glass—we mine our own coal. But we do not charge a profit on any of these items or from these operations. Our only profit is on the automobile we sell."

There are good and substantial reasons, therefore, for the enduring quality that has been built into the new Ford and for its low price.

When you know the joy of driving the new Ford—when you see its outstanding performance under all conditions—when you study its reliability and low cost of up-keep—you will know that it is not just a new automobile—but just a new model, but the advanced expression of a new idea in modern, economical transportation. There is, indeed, nothing quite like it anywhere in design, quality and price.

**FORD MOTOR COMPANY**  
Detroit, Michigan



**Put the Ford Truck on your pay-roll**

Ford platform bodies and dump bodies are used extensively in highway building, general construction and excavation. In addition, Ford dump bodies are used for hauling coal, coke and garbage.



**"Taxi" in Shanghai Means "Ford"**

TEN years ago Mr. J. K. Gold, a graduate of the University of Wisconsin, found himself in China with a desire to keep himself busy and, if possible, to make some money.

With this urge he decided that transportation was an activity with a future so, from various sources, he gathered together fifteen old touring cars and established himself in a modest taxi and car-hire business.

It proved to be a capital idea for, without presenting all of the subsequent history of the enterprise, we can now report that the company, known as Ford Hire Service, now is the largest taxicab company in China, with a growing fleet of 100 cars and employing 300 people.

Until the arrival in China of the Model A, use was made of Model T Fords exclusively. But the company is always up-to-date in its operations and is now replacing its former fleet with Model A chassis. The bodies are constructed in the shops of the company and are built of a special wood imported from the Philippines.

Herewith we show one of the completed taxicabs as well as a Model A fleet recently completed, and which will be followed by nine similar groups to complete ten units required for the service. While the company has several branches the main office is located at 77 Route Vallon, Shanghai. Mr. R. W. Brewer, manager, was kind enough to send us the facts and photographs.

**One of the Popular Chinese Cabs Mounted on the Ford Chassis**

Ford Dealer & Service Field for June, 1930



**The first Ford Taxicab in New York was equipped with this Meter**

**U.S. TAXIMETERS for FORD TAXICABS**

The first Ford Taxicab displayed in New York City was equipped with a U. S. TAXIMETER Model Four

Selected for its well known accuracy, appearance and reliability.

Write Today for Particulars

**U. S. TAXIMETER CORP.**  
Home Office  
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**Six Important Features of the U. S. TAXIMETER**

1. Small, compact.
2. Best waiting time pick-up.
3. No vibration.
4. Registers both forward and backward motion.
5. Simple lighting system.
6. Can be attached quickly to front wheel or transmission.

The Sis-Q A's, of Siskiyou County, California, is a chapter of  
The MODEL A FORD CLUB OF AMERICA



**President**..... Richard Giordanengo  
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**Treasurer**.....Ann Noel  
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**The Model A Ford Club of America is a non-profit corporation of California and a national historical society dedicated to the restoration and preservation of the Model A Ford automobile as manufactured from 1928 through 1931**

## Mark Your Calendar

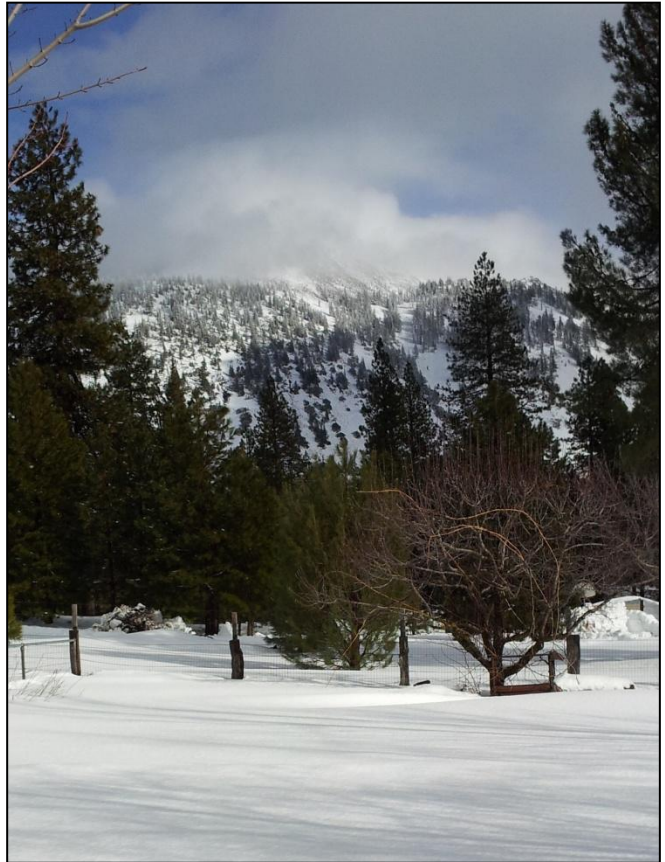
**It's still difficult to plan very far ahead for anything, but unless things change drastically, we'll try to get together the first Monday of each month for brunch and a little socializing.**

**Monday, Feb 1<sup>st</sup> - Brunch Social, Jefferson's Roadhouse, Yreka, 10 a.m.**



## I've been thinking...

After taking a little time off in mid-January, winter made a powerful return recently. Depending on your location, you may have noticed heavy wind or rain or snow, or maybe all three. In the south, central parts of the county, as usual, it was deep snow. Looking out the kitchen window early one morning, I noticed that the landscape was bright and stark. The skies had cleared briefly enough to allow the setting moon to cast dark gray shadows across the light gray snow. The trees were black - the very thing to inspire a Haiku, perhaps, or a painting with one of those austere titles like *Arrangement in Black and Gray*. A few minutes later, the moon slid over the western mountains and the light went out, and everything disappeared from view. The window was merely a black square.



Later that morning, when the sun rose, the scene looked completely different. It was a completely different work of art. The *subject* was exactly the same, but the colors and contrasts, the highlights and shadows were utterly different.

Politics is kind of like that, isn't it? It's a wrestling match to see who controls the direction and intensity of the lighting. Often times, it's not so much a change of subject as it is a change of lighting, focus or angle (the *composition*, in "art-speak"). And in great art, it must be remembered, it's not so much about the subject as it is about how the artist wishes the viewer to *see* or *interpret* the subject. Sometimes, however, the subject is intentionally distorted - as in Picasso's cubist creations. But when you place the eyes on one side of the head and the nose and lips on the other, and then try to convince everyone that it depicts a human face, most of us will disagree, because we tend to trust our own eyes. We know what a face is supposed to look like. When politicians tell us something is what it ain't, most of us know better. Maybe they just see the world differently. Or maybe that's just the *art* of politics.

When I step out onto the front porch, I don't see politics. I see two feet of snow on the ground, and the snow doesn't care how anyone votes. The snow has no motives. When I walk around the back of the house, the birds at the feeder don't care about anyone's ideology, they're just content to fill their little bellies each day. Out in the Ford garage, those delightful old machines aren't concerned with our world-view. The soft "pocket-a-pocket-a-pocket-a" of the old motor is the voice of an apolitical reality common to all machinery. With their wobbly steering, the old steeds tend to wander left and right, but all the driver can hope for, is to keep them aimed smack down the center of the lane, and to get where we need to go. - RG

# The Ford-Zenith Carburetor

By MURRAY FAHNESTOCK

Until the Model A Ford, carburetor "adjustments" were the source of much trouble to car owners. Whenever an engine didn't run properly, it was usually a safe bet to say "The carburetor needs adjusting!" So with his usual directness, Henry Ford solved the carburetor problem in a novel manner, making a carburetor with but a single adjustment — that which controls the richness of the mixture at slow speeds.

The special design of the Ford-Zenith carburetor combined the skills of one of the largest makers of automobiles and one of the largest makers of carburetors and was developed especially for the Model A Ford car.

Correct mixing of fuel and air for 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 (measuring) parts are all *fixed* this carburetor, once fixed right will stay right. It is only affected by dirt and water. Occasional cleaning should ensure uninterrupted service.

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

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.

To adjust for ordinary driving conditions, turn the carburetor adjusting button to the right in a clockwise 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 a new and stiff engine, but otherwise this will result in poor gasoline economy, carbon and crankcase 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, a lean mixture causes uneven running at low speeds and slow pickup. Also, may cause burning of valves.

Use care when making this adjustment as turning the needle down too forcibly may result in the point of the needle becoming grooved and the seat opening enlarged. With these parts scored, it is difficult to obtain a proper adjustment 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 the engine is cold, pull back the choker. But release the choker button as soon as the engine starts. The added fuel supplied by the needle adjustment will be sufficient for continued running. For "warming up" the button may be left one-half turn open.

As engine warms up, the button should be turned in a clockwise direction, until it is approximately one-fourth 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.

For economical driving, the general rule is: "Keep the mixture as lean as possible, without reducing 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 is entirely closed. (This is to allow for special fuels and high altitude driving.)

## Normal Engine Starting

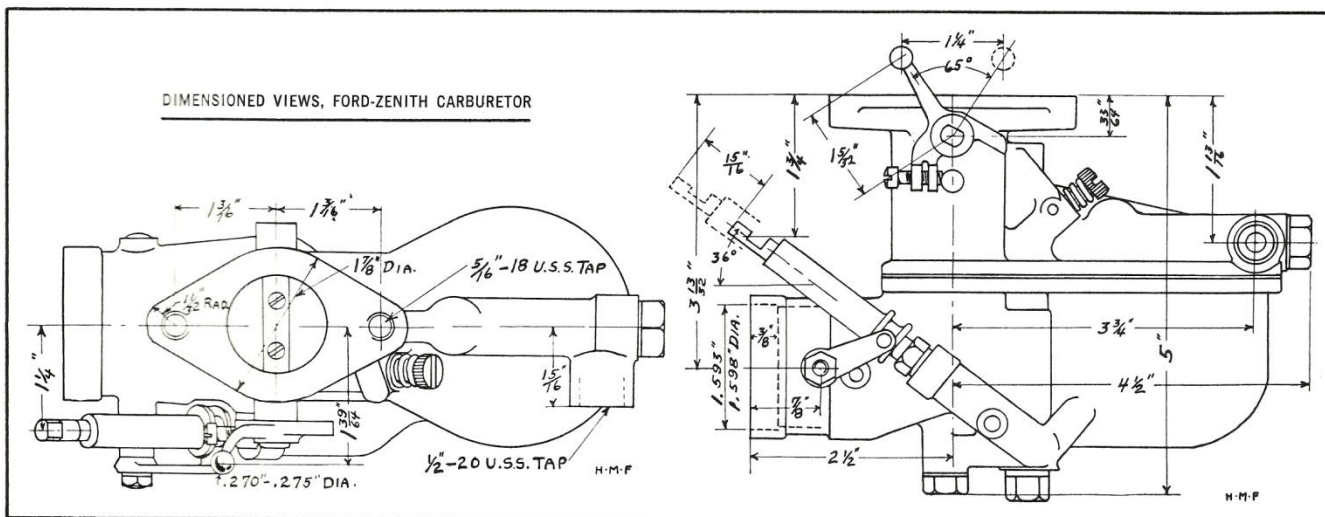
First: Open hand throttle lever two or three notches. Fully retard the spark lever. Turn carburetor dash adjustment one full turn to left.

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

Third: As engine warms up, gradually turn dash adjustment to the right, until it is in the normal running position, which is  $\frac{1}{4}$  turn off seat when engine is warm.

## Cold Weather Starting

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 cylinders with a rich mixture.

Second: Release choke and turn on ignition. Engine should start on second or third turn of crankshaft.

### Warm Weather Starting

Have spark control lever about half-way down quadrant and throttle lever advanced two or three notches. Turn on

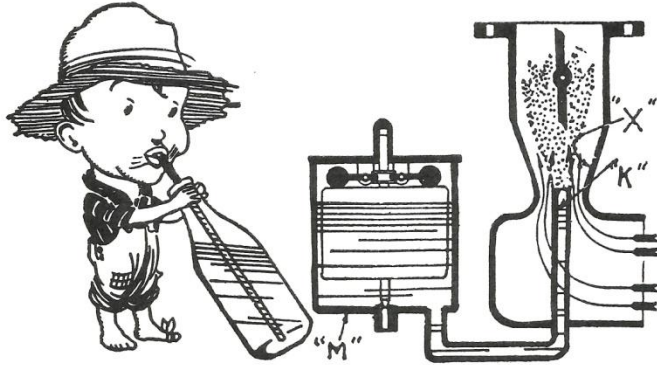


FIGURE 1—How the main jet furnishes a variable supply.



FIGURE 2—Why the compensating jet feeds at a fixed rate.

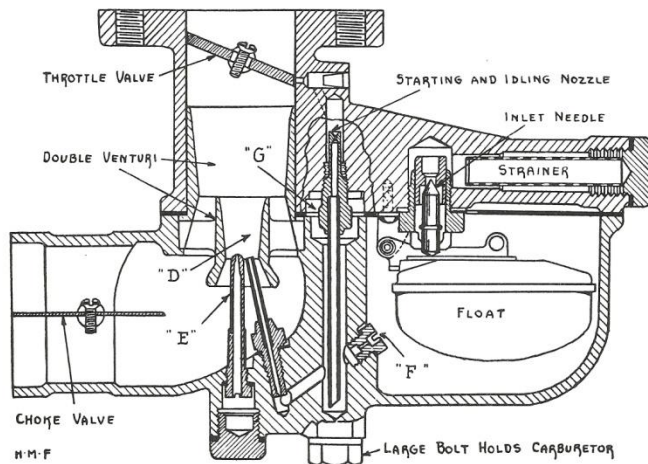


FIGURE 3—Diagram of Ford-Zenith carburetor. This is the early 1928 carburetor with double venturi.

ignition and depress starter switch. It is usually unnecessary to use choker when engine is warm.

### Component Parts

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

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

The "compensator" 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 fuel then changes direction and passes through the cap jet.

The Ford carburetor underwent a change after mid-1928, being fitted with a larger, single venturi, in place of the double venturi construction used on early Model A Fords. This simplified and added to the smoothness of operation, particularly at low speeds.

A secondary well, which is screwed into the lower half of the carburetor, supplies the idling jet.

### To Set Idle Adjustment

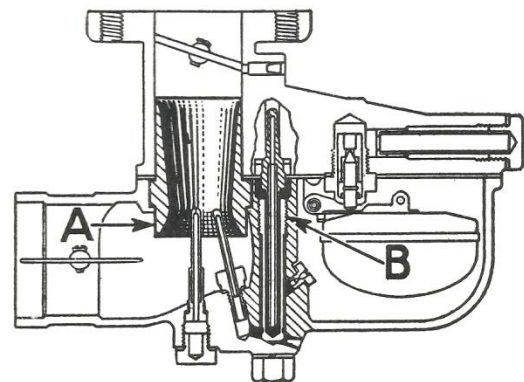
Fully retard the spark lever. Set stop-screw on throttle lever so engine will run at a sufficient speed to keep from stalling. Turn idling adjusting screw in or out, until engine hits evenly without "rolling" or "skipping." Next, back off the stop-screw until the desired engine speed is obtained. This adjustment should be made with the engine warm.

Do not expect a new engine (seen any recently?) 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 engine and fuel. The correct setting of the adjusting screw is usually about 2 turns off its seat.

### Cleaning Carburetor

Remove filter screen. Blow out any dirt with air, or



LATER VERSION had single venturi (A) which is 27/32-inch diameter at narrowest point, and a secondary well (B) from which the idling jet obtained its supply.



rinse screen thoroughly with gasoline. The screen is easily removed by backing out the filter plug. Usually, cleaning the screen is sufficient to remove trouble. Be sure to replace filter screen.

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

Remove base plug 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 Jets Act

Look at Figure 1. You will see the main jet "K" is directly connected with the fuel chamber "M." 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 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 straw acted in the liquid in the bottle.

Now see Figure 2. You will notice "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" 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 of the 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.

Now let's examine the diagram of a real Ford-Zenith carburetor (Figure 3). 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.

The idling and starting jet is 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 air thus forming the proper rich mixture for starting and idling the engine.

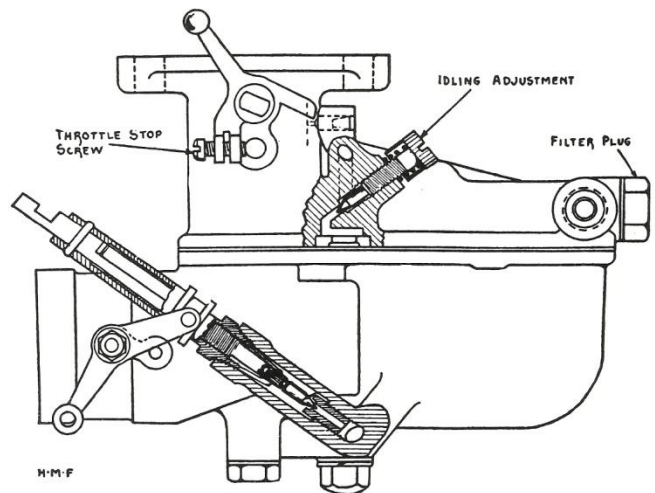
### When Trouble is Suspected

In cases of suspected carburetor trouble or poor fuel economy: First, check the 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.

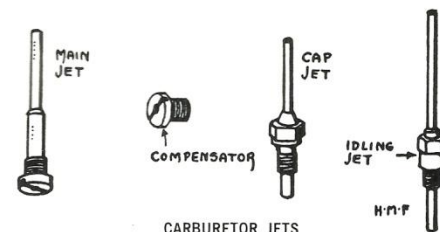
Dirty spark plugs; points incorrectly spaced. Clean points and set gaps to .027 inch.

Breaker contact points burned or pitted. Dress points down with oil stone and set gap at .018 inch.

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



CUTAWAY VIEW showing how needle adjustment operates.



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

Brakes dragging. Jack up car and see whether wheels revolve freely. Inflate all tires to 35 pounds pressure.

### Trouble Shooting Hints

Make certain there is gasoline in tank and a free flow of fuel through line. See that secondary venturi is right side up, as shown in drawing.

If there is a lack of speed, see if main jet "E" is free from dirt.

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

The idling jet furnishes all the fuel for idling. Consequently, the tube and metering hole must be kept clean.

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

If fuel economy is poor, be sure you understand proper operation of the dash adjustment.

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

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

Carburetor is a delicate instrument, so avoid strong-arm methods in handling it and it will last indefinitely.

Earlier Model A Ford carburetors had a separate "seat" for the carburetor adjusting needle and, when the adjusting needle was screwed down too tightly by a careless driver, the seat was sometimes partly unscrewed so, when the adjustment was again opened increased fuel consumption resulted. To prevent this, the 1930 carburetors have the seat integral with the carburetor bowl, preventing any possibility of this trouble ●

## Sis-Q A's Business Meeting, January 4, 2021

The meeting was called to order at 10:20 a.m. by president, Richard Giordanengo. Members in attendance were: Russell Nussbaum, Rich and Pam Gabrielson, Bob and Ann Noel, and Richard and Nancy Giordanengo.

**Previous Meeting Minutes:** Pam Gabrielson made a motion to approve the minutes from the previous business meeting (second by Bob Noel). Motion carried.

**Treasurer's Report:** Ann Noel gave an update of the club finances and current membership renewals. Bob Noel made a motion to approve the Treasurer's report (second by Rich Gabrielson). Motion carried.

**Old Business:** No old business to discuss.

**New Business:** A final appeal was made for membership renewals so we can get the 2021 roster finalized.

Rich Gabrielson reported that plans are being made for the annual Father's Day Car Show and Pancake Breakfast.

Bob Noel and Rich Gabrielson are looking into a possible spring tour to Scott Valley. The biggest hurdle, currently, seems to be finding open restaurants for a lunch stop.

Meeting was adjourned as breakfast was being served.

### LAST CHANCE TO RENEW!



**2021**  
**Sis-Q A's MEMBERSHIP FORM**

Membership Renewal - \$15.00                       New Membership - FREE

Name \_\_\_\_\_ Spouse \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ St \_\_\_\_\_ Zip \_\_\_\_\_

E-Mail Address \_\_\_\_\_ MAFCA Membership No. \_\_\_\_\_

Year and Body Style of your Model A (s) \_\_\_\_\_

Your Birthday \_\_\_\_\_ Spouse's Birthday \_\_\_\_\_

Phone number \_\_\_\_\_ Other contact \_\_\_\_\_

Please, make checks payable to: **Sis-Q A's**

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