

# The Choke Rod

preserving and restoring the Model A Ford since 1956

Volume 56, Issue 2

MAFCA Certificate of Merit 2005 through 2010

February 2012

San Francisco Bay Area Chapter

Model A Ford Club of America



Photo by Scott Williams

## President's Brunch & Mystery Tour

Read all about it in the March Choke Rod

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### Upcoming Tours

Saturday March 3 - Crab Feed - Monte Cristo Club - San Francisco

Saturday March 24 - Greek Cultural Parade - San Francisco

Friday-Sunday April 27-29 - Spring Speed Weekend - Auburn

Saturday & Sunday April 28 & 29 - Pacific Coast Dream Machines - Half Moon Bay

Official Publication of the  
San Francisco Bay Area Chapter  
MAFCA

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Please submit any and all material to the editor by the last Monday of each month. Articles and photos may be submitted to: modela@pacbell.net or mailed to Walter Caplan at 157 Warren Drive, San Francisco, CA 94131.

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# President's Message

We started the new year with a Mystery Tour! It is actually our traditional President's Brunch Tour with a little mystery thrown in. We have planned a short tour and then lunch at the Harding Park Golf Course Club House again this year. This is the time we pass the gavel and formally welcome our new president. Since we have chosen to recycle the president, the ceremony will be short.



I want to thank everyone for the confidence they have shown in me. I am looking forward to serving for another year. However, we have a great group of talented people in our club anyone of whom could serve as president. I am sure someone will step up and take my place in 2013. For now, the identity of our next president remains a mystery.

There is no mystery about what comes next, the Crab Feed. We will need help with food preparation, setup, and decoration on Friday afternoon and Saturday morning. Give John or Gary a call and let them know you will be there. If you have an item you would like to donate to our raffle, please bring it to the President's Brunch or to our meeting in February.

I want to thank Neil Chichizola for donating his collection of photo slides featuring our Club tours during the 70's, 80's, and 90's. In those years the highways were less crowded and a fill-up was less than twenty dollars. We will show some of these historic slides at our next meeting.

Dan Bowermaster's Model A Calendars are selling like hotcakes. Dan is taking orders. If you're interested, he will have some available at the Brunch and at our next meeting. Some of his pictures are down right mysterious.

I'll see you at the February Meeting.

*Barry Kinney*

The San Francisco Model "A" Ford Club encourages membership in MAFCA, the National Model "A" Ford Club. Benefits include an excellent bi-monthly publication, *The Restorer*, providing technical information and free liability insurance when participating in Club Events.

### MAFCA

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MAFCA dues are \$40 per year. Dues for new members may be paid at any time. Dues paid between November 1 and December 31 are valid for the remainder of the year paid plus the following year. Along with your check send in your name, spouse's name and complete address. An optional \$10 initiation fee includes a club pin, decal, badge, windshield card and a back issue of *"The Restorer"* magazine. If you use Mastercard or Visa, include the expiration date and your signature. Membership includes a subscription to *The Restorer*.

## Pacific Coast Dream Machines Half Moon Bay Saturday-Sunday April 28-29

It's the world's largest and most whimsical gathering of motorized marvels from throughout the twentieth century....a remarkable exhibit of 2000 driving, flying, and working machines, running the gamut of exotic automobiles, US Army tanks, and antique motorcycles to restored military aircraft, Model T fire engines, massive steam tractors, and tons more. Live music, kids amusements and food booths run by local non-profits round out the festivities.

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## 'A' Good Old Time! 2012 Model A Calendar

The New Guy, Dan Bowermaster, has produced a 2012 Model A Calendar – Dan says “It turned out pretty good.” The 2012 calendar is available to club members for only \$20.

'A' Good Ole Time calendars can be purchased at the February meeting on Thursday February 9. You'll want to be the first on your block to have one of this very limited edition 2012 Model A calendar.



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Dessert at the January meeting was provided by **Gary Barrango**

**Thelma Chun** will provide refreshments at the February meeting.



# Crab Feed

at the Monte Cristo Club  
Saturday March 3, 2012

Doors open at 5 pm  
Dinner Service begins 6:30 pm  
Raffle - 50/50 Raffle - No Host Bar  
antipasto, salad, pasta, crab,  
French bread & butter, dessert

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## Greek Cultural Parade San Francisco Saturday March 24

We have been invited to participate in the annual Greek Cultural Parade again this year. The parade will proceed from 2<sup>nd</sup> and Market to a reviewing stand in Civic Center Plaza. A reception and Greek festival will follow. The parade will begin at 1 pm. We have been assured by the parade organizers that we will be at the front of the parade, which will consist of approximately 40 contingents: floats, marching bands, and dignitaries. We would like to have at least a dozen vehicles representing the SF Model A Club.

Contact Walter Caplan at 415-518-0595 or whcaplan@comcast.net for more information.



## BIRTHDAYS & ANNIVERSARIES



Charles Neil Kascal	February 3
Elizabeth Storz	February 4
Louie John Young	February 6
Annalina Martinez	February 14
Daisy Young	February 14
Mary Karr	February 17
Dominic Reyes	February 23
Matteo Reyes	February 23
David Boragno	February 24
Linda Parsons	February 24
Ben Rosenblatt	February 24

# Fashion

## 1996

Each year Victoria's Secret features a different style bra (strapless, push-up and so on), different rocks (diamonds, pink sapphires, or rubies), and a one of a kind name (Diamond Dream Bra and Heavenly Star Bra). With that each year a different supermodel gets to wear the bra in the company's holiday catalogue and during their fashion show. Some of those supermodels include Claudia Schiffer, Tyra Banks, Heidi Klum and Gisele Bundchen. These fabulous pieces of lingerie range in prices over \$10 million. Although a lot of people have contacted the company about these pieces none of them have been sold.

## 1997

Victoria's Secret commissioned Harry Winston to decorate a strapless push-up bra with three million dollars worth of diamonds, including 100 pear-shaped stones (93 carats), 99 smaller diamonds for the trim, and a 42 carat pear shaped diamond for the décolletage. All this was to top the previous year's million dollar bra.

## 1998

This year the breathtaking \$5 million Dream Angels Bra, modeled by Czech supermodel Daniela Pestova, came out. Based on the Victoria's Secret angel push-up bra, it is the most romantic of the Fantasy Bras. It is adorned with 77 carats of marquise-shaped rubies and 330 carats of pear and marquise-shaped diamonds, all set in platinum, which decorate the top of the cups, décolletage and straps. The total 600 glittering gems are arranged in a delicate floral pattern.

## 1999

To celebrate the new century Victoria's Secret's holiday 1999 bra is called the Millennium Bra. The bra features 2,000 diamonds and blue sapphires set in platinum. One of the straps spells out 2000 in gemstones and was modeled by Heidi Klum and available for \$10 million in the U.S.

## 2000

The Red Hot Fantasy Bra is a bikini-style bra laden with rubies. It featured 300 carats of Thai rubies, a few semi-precious stones and a handful of diamonds. It was priced at \$15 million, and modeled by Gisele Bundchen.

## 2001

Victoria's Secret reaches out to Mouawad jewelry house for collaboration on the \$12.5 million Heavenly Star Bra. Modelled by Heidi Klum the demi-cup brassiere is adorned with 1,200 pink sapphires and more than 2,300 round and marquise diamonds. There is a 90 carat flawless diamond nestled right between the cups. Heidi Klum is labeled the "Only Victoria's Secret Model to Wear a Fantasy Bra Twice". This is the first year a Fantasy Bra has costs less than the version preceding it.

## 2002

The trend continues with this year's Fantasy Bra costing less than the previous year. It is also a Mouawad design inspired by the curvy lines of Victoria's Secret Very Sexy Bra. The Star of Victoria Bra, was priced at \$10 million and featured 1,150 ruby "roses" and 1,600 emerald "leaves". There's also a 60 carat, pear-shaped diamond right at the cleavage. It was modeled by Karolina Kurkova.

The gem house Mouawad has worked closely with Victoria's Secret on more than just Fantasy Bras. Best Actress nominees for the 2003 Oscar Awards were given special Good Luck Charm bra and panties by Victoria's Secret, customized by Mouawad with a pair of \$5,000 bra straps, convertible into a neckalace, made of white gold and 22 diamonds.

## 2003

The 2003 Fantasy Bra designed by Mouawad featured the 70 carat Excelsior Diamond. This pear-shaped stone was cut from the second-largest rough diamond ever found in the world. The triangle bra and panty set, worth \$11 million, paid tribute to Broadway, resembling the bright lights of Broadway's Marquis Theatre. It was created with a combination of orange and yellow sapphires, garnets and amethysts, surrounded by diamonds. The bra alone comprises 2,809 stones and weighs a total of 2,200 carats. The panty contributes an additional 3,236 stones. Over 375 hours of labor went into the construction of this original lingerie design, making it one of the most labor-intensive creations Victoria's Secret has ever produced.

*Rachelle Marquez*

# CARBURETOR LEAKS

by Herman F. Rebels, Monticello, Georgia

After more than 24 years of Model A Zenith carburetor restoration, I should like to offer comments and suggestions:

Many of the kits now available are not of the best quality - some parts simply are not usable, or usable only as a last resort. Cases in point:

- Main Jets - many are 1/8" or more shorter than original. When installed they are lower than the cap jet. Therefore when used, with the float level level, fuel will overflow the main jet, causing seepage or leakage, draining out the bottom hole. This condition could be further aggravated if the car is parked on an upslope.

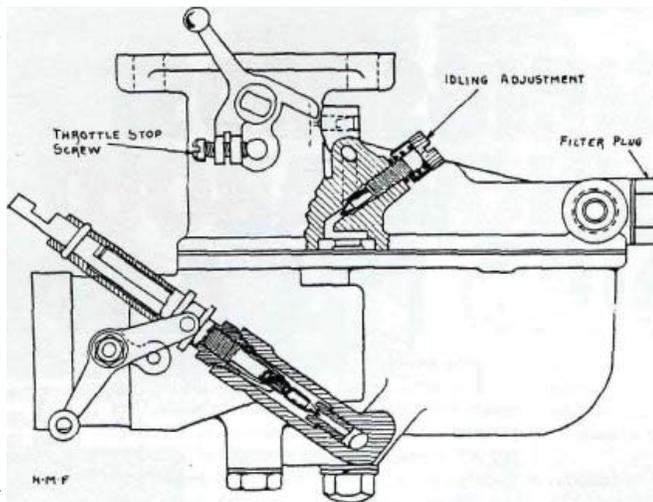
- Throttle shaft assemblies- there has not been a real good assembly made in over 40 years. Some problems I have found include the slot for the butterfly not being cut properly in distance from the arm. To aggravate this further, the holes for the screws are also not located properly. These two combined hold the arm away from the boss, allowing some air leakage and some have the arms so far out from the boss as to cause the idle speed screw to miss the idle stop.

Further, the metal rolled around the stop screw is not split as were the originals and are tapped all the way through with an 8-36 bottoming tap. This metal was split for a definite purpose: to be able on the forward part to provide tension on the screw to keep it snug. The threads should have been tapped with an 8-36 taper tap, stopping when this tap is 1/4" through the metal.

Referring to the drawing on page 4 of the November-December 1990 issue of *The Restorer*, I used this method about six months, 24 years ago, then discarded it. To really stop carburetor leaks there are four things that each owner can do to prevent fuel leaks:

1. A' clean fuel tank and clean gas.

Comment: if dirt, sand, sticks, etc., are



inside the tank and the owner does not choose to remove and clean the tank, then a standup screen should be installed in the inlet side of the fuel valve to prevent these particles from getting out of the tank.

2. Fuel metering valve seating. The valve which the float operates should be seated in the brass housing. This is accomplished easily by placing the needle into the jaws of a reversible electric drill, not down so far as to have the chuck scrub the top of the brass retainer, but enough to hold it securely. I tighten the chuck finger tight. Then hold the drill with one hand, the body of the valve in the other hand, holding pressure against the needle. Rotate the drill two or three seconds, reverse the direction, another two to three seconds; stop drill, remove valve and blow out any cuttings or dust.

2. It is appropriate here to set some guidance limits as to how low or high to set the float. The guide I use is this: with the metering valve in place, float and pin mounted, turn the top half upside down. If you have the float exactly level (solder line on the float) paralleling the machined surface, measure the distance between the solder line on the float and the mating surface. If the lines are parallel, what needs to be done is to raise the float. This is done by adding a gasket under the meter-

ing valve. The distance found to be satisfactory is between 1/8" and 1/4", measured at the forward end of the top half on the mating surface. Add one (or more) gaskets under the valve to obtain proper setting.

4. The last item to check is the main jet. NOS or original jets will stand above the cap jet 1/16" to 3/32". Here is a place to be careful. Example: at a national combined meet, one Model A owner brought me his carburetor, stating that he could not stop it from seeping. He said he had attended a seminar that I had presented and had done all the steps outlined above. I took the carburetor apart and found the main jet was below the cap jet. I then removed the drain plug. One could see the number 19 on the head. I removed it with a common screwdriver. A gasket was visible in the hole. I took a small pick and pulled out FOUR gaskets. I then asked him to explain. He said he had taken the carburetor apart several times, removing the main jet, and not seeing a gasket adhering to the underside of the head, assumed he had dropped it on the floor - so he added and added, etc. I reinstalled the jet with one gasket and voila!, no more seepage.

Some replacement main jets have the head thicker than original by 50 to 75%. To use these, I undercut the head in a lathe to original thickness.

A final thought. A number of owners have asked why, when coming to a stop, the engine stalls or quits. Here again the problem is the fuel level.

If the level is level in the bowl and a sudden application of brakes is made, fuel in the bowl is pushed forward like a small wave, then back, forcing added fuel over the top of the cap and main jets, causing a sudden overflow of fuel. Result: engine quits running. Caution here - DONT use the choke. A fire could result because of the added fuel in the carburetor intake and being so close to the hot exhaust.

THE RESTORER - MAY/JUN 1991

# Peace

The Germans surrendered on May 7, 1945. Most Americans had no idea the United States had the resources to create an atomic bomb. On August 6, the United States dropped an atomic bomb on Hiroshima. Three days later the United States dropped another atomic bomb on Nagasaki. "I just couldn't begin to comprehend it. Such a huge number of people were killed. Although we had gotten used to hearing about huge numbers of dead people, this one was different. The newspapers had pictures of the mushroom cloud and everyone talked about the atomic bomb," says Dot Chastney. FDR had died in April, and the new president, Harry Truman, announced that the atomic bomb was "a harnessing of the basic power of the universe."

The Japanese surrendered on August 14. On September 2, 1945, the Allies and Japanese signed the formal surrender agreement. World War II had officially ended. Celebrations broke out all over America. America began to make the transition from wartime to peacetime. Factories converted back to making civilian goods: bicycles, vacuum cleaners, cribs, and cars. Millions of military men returned home to their families and jobs.

Anticipating the end of the war, the WMC had conducted its last propaganda campaign to recruit women war workers in early 1944. In late 1944 the WMC asked the OWI to stop all of its efforts to recruit women. Now the government and industry started producing propaganda to sell women the idea that it was their patriotic duty to return home, to take care of their husbands and children. Stories about women riveters, welders, scientists, and taxicab drivers disappeared from the magazines and newspapers. The OWI's War Magazine Guide asked magazine editors to publish stories about jobs for women in the postwar job market. According to the Guide, the best jobs for

women in postwar America would be found in teaching, nursing, and clerical work, traditionally women's work. Writers for the Writers' War Board published stories about women workers who cheerfully gave up their work tools and lived happily ever after as full-time housewives and mothers.

Some women left voluntarily, but most were laid off. According to Charlcia Neuman, who was a wartime riveter, "I was laid off in September of '45. I just got a slip of paper saying that I wouldn't be needed again. Most of us went at the same time; it was just a matter that there was no more work....The idea was for the women to go back home. The women understood that. And the men had been promised their jobs when they came back." By 1946, over three million women had left the workforce.

Some women did not mind losing their jobs. "I was ready to go home. I was tired," Neuman said later. According to Helen Studer, who had worked as a riveter, "I was glad it was over. I wasn't working 'cause I wanted to. I was working 'cause I thought it was necessary. I thought, I'm going to stay home and be a housewife. My husband never wanted me to work in the first place."

Many women did mind losing their jobs. Otilie Juliet Gattus, who had worked at Grumman Aircraft Engineering Corporation for the duration of the war, wrote a letter to President Truman after she had been laid off. "I happen to be a widow with a mother and son to support....I would like to know why, after serving a company in good faith for almost three and a half years, it is now impossible to obtain employment with them. I am a lathe hand and was classified as skilled labor, but simply because I happen to be a woman I am not wanted."



In Highland Park, Michigan, 200 women who had been laid off at the Ford plant conducted a protest. Marching in front of the plant, the women carried signs that read "Stop Discrimination Because of Sex" "Ford Hires New Help-We Walk the Streets" and "how Come No Work for Women?"

After Nona Pool was laid off as a welder, she tried again and again to get another welding job. She later recalled one of her many unsuccessful experiences. "I said [to the employer], 'Hey, how about giving me a job welding?'" and the guy, he turned around and looked at me and kind of laughed. He says, 'Oh,' he says, 'I wouldn't doubt you're a good welder, but we don't have facilities for women.' I said, 'I'll bring my own potty, just bring me a curtain.'"

Jobs were still available for Gattuss and Pool and women like them, but they were mostly jobs like the ones women had had before the war: low-paying, low status, and with not much chance for advancement. According to ship yard worker Nell Conley, "There were very few jobs women could take [after the war] where their salary was anywhere near what a man's would have been for the same kind of work, and there were many, many kinds of work that were simply out of bounds for women."

Edna Hopkins went from welding to "punching a typewriter." Kay Baker went from a shipyard to a grocery store. When Baker realized that many job opportunities for women had ended with the war, she decided that she had "better find a niche." Baker later explained, "I thought there wouldn't be any soldier boys lining up to be grocery clerks, and so that's what I decided to be."

The opening and then the closing of the door to nontraditional job opportunities for women had happened before in America- in particular, every time there was a war. Women did men's jobs during the Revolutionary War. During the Civil War, women were hired for the first time as government clerks- at about half the salary of male clerks. Women went to work in factories and arsenals. In Newport, Rhode Island, Katharine Wormeley started a factory to make shirts for the Union army. She hired only wives and other female relatives of soldiers, who had to earn money to support themselves.

During World War I, millions of women were hired to do traditionally male jobs. They were streetcar conductors, business managers, and railroad workers. Women operated machinery, unloaded freight, built dirigibles and gliders, worked in lumber mills and steel mills, and made munitions. After World War I, one official noted that "fifty percent of the number of employees in our explosive plants were women who braved the dangers connected with this line of work and to which they had been entirely unaccustomed."

During World War II, the mobilization of women workers was extraordinary. Never before had the government and industry launched nationwide propaganda campaigns to recruit women workers. Never before had so many women responded. Although three million women left the workforce by 1946, there were still more women in the workforce than there had been before the start of the war. By 1948, despite their limited job opportunities, the number of women in the workforce started to increase again and record numbers of women continued to enter the workforce in the 1990's. Unfortunately, many of the problems working women faced in World War II still exist, including inequality in wages, shortage of affordable child care, hostility and harassment from male workers, and the demands of keeping house, caring for a family, and having a career. In addition, many jobs that were open to women during World War II are still filled mostly by men.

As they lived their lives after World War II, many women war workers did not talk about their experience. For some women it was too painful to remember how quickly their careers as welders, riveters, and crane operators had ended. Other women who were working hard just to survive did not have time to reminisce. Many women felt that people were not interested in their stories, especially during the 1950s, when there was an escalating trend toward blaming working women for problems ranging from juvenile delinquency to divorce. Women war workers never forgot the job experience that they had for the duration of World War II. They never forgot the thrill of getting a chance to do a war job at succeeding at it. They never forgot the satisfaction of earning good wages. They never forgot the excitement of being independent. They never forgot that once there was a time in America when women were told that they could do anything. And they did.

*Rachelle Marquez*

## The New Guy



*I was fortunate enough to be born into a family of car lovers. Our great-grandpa was a service manager at a Chevy dealer, and after World War II, grandpa drove logging trucks and worked as a heavy-duty truck mechanic. Grandpa also had a few Model Ts (in parts) and a 1923 Chevrolet Touring Car.*

*Our dad bought his 1930 Ford Model A pickup from the original owner in 1973 – a house painter in Placerville who used the truck for his painting business. Dad did a frame-on restoration in our garage in 1974 and finished right before I was born. My brother, sister, and I each came home from the hospital as newborns in the Model A. Safety laws for kids in cars have definitely changed.*

*Throughout the 1970s and 1980s, Mom and Dad were active members of Model A Clubs in the Sacramento and Eureka areas. My siblings and I have many fond memories of club activities, especially the food and great people. Mom and Dad's truck was a driver – we used it in club events, parades, birthday parties, or just errands around town. Once my siblings and I entered high school, the Model A-related activities tapered off, but it still got driven, including to senior prom.*

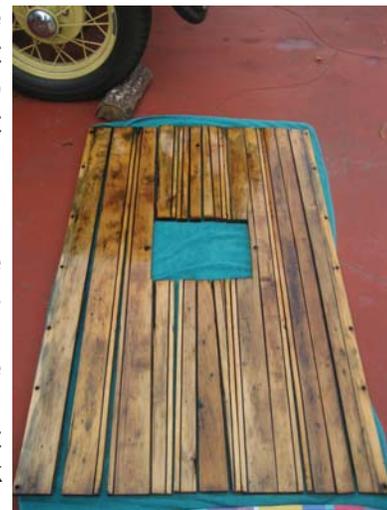
*Fast forward to November 2010. I purchased the Model A from my folks who were downsizing after purchasing a 1939 Buick Special. I hope to give the Model A a good home and create new memories as they did. I immediately joined the San Francisco Model A Club and am now doing some tinkering on the Model A. My first project is refinishing the oak wood strips in the bed. This column will follow my efforts.*

Last month's column showed Bob Edwards' amazing restoration of 1930 UPS Delivery truck. This month will move back to chronicling the restoration of the original oak bed boards in my 1930 closed-cab pickup. When we left off in November, I just masked, primed,



and painted the rear frame, suspension, and truck bed supports. Now let's take a look at the final step: the installation of the restored oak boards and new hardware.

First, I re-installed the little metal clips that hold on the wiring to the tail and brake light to the frame. Then I set out the restored boards in order on the ground near the tailgate. Although it was an option to clean and restore the carriage bolts, nuts, and assorted other hardware that hold down the oak bed boards, numerous



Model A parts vendors sell new bed hardware kit. I decided to forgo the time and effort to clean the



threads and re-paint the nuts and bolts and instead ordered a bed hardware kit online. The stainless steel kit arrived a few days later. I then contemplated scuffing, priming, and painting the new carriage bolt heads the same dark green

to match the larger steel strips, but decided against it. New hardware was the way to go and the color remained a shiny silver.

The boards slipped into position one at a time. The dark green steel metal strips covered up the gaps as they should. Although portions of the tongue-and-groove joints on some of the boards did not survive the restoration process, the build-up due to the layers of varnish increased interference between the mating surfaces. Some of the boards fit so snugly that they

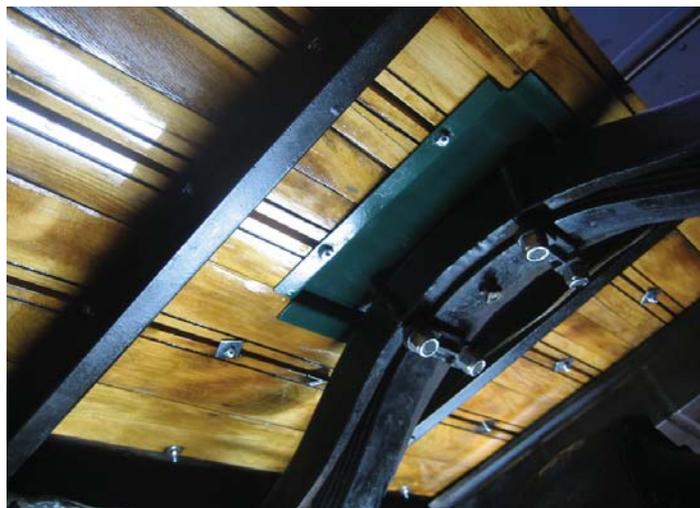


required the light tap of a hammer on a block to get the tongue-and-groove to fit back together.

Halfway done with the (re)installation, I checked for fit. The boards held. And they held well. The remaining oak boards fit together as well as the first half, albeit also with the occasional coaxing from the block and hammer. With the boards completely reinstalled, I took a step back and admired the bed. The sight was awesome. There is something about old wood, protected by a coat of finish.



I purposely left the knots, nicks, and other indentations in the woods free and clear from any kind of filler. Sure, there are many great wood fillers on the market, but I felt like leaving the marks as-is preserved a bit of the character. Sure, old cars can't talk, but somehow the imperfections in the wood communicated a bit of character, a bit of history. If you let your imagination wander, you might be think of various origins of the



marks in the wood – perhaps caused by a cargo of paint or tools, all in a day's work in the 1940s, or pack of kids from the 1980s having fun at a birthday party for a ride in the back of the pickup around the block. You might not even be that far from the true.

I slipped the 40+ carriage bolts into each hole in the metal strips, climbed down on the creeper, and rolled beneath the pickup bed. Installation of the new bolts was simple: slide the flat square washer with the corner lip facing upward, align the lip so it sits into

the longitudinal slot cut into the length of the board, thread the new nut on by hand, and use a box wrench to tighten everything. You had to be careful not to over-tighten the nut, as the sole source of resistance



was the built-in square on the bolt pushing against the square cutout hole on the metal strips. If you were to over-tighten the nut, these square cutout holes would be the first to fail. Don't ask me how I know this. ☺

Finally I was finished. I slid back on the creeper from underneath the truck, stood up by the tail gate, and gazed at the bed. The project was done and the bed was beautiful. Moreover, I learned along the way: how to use tools, how old wood behaves, how to strip, prep, prime, and paint old metal, when to buy new



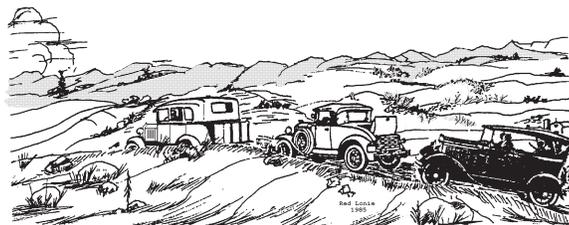
hardware, and when to salvage the old. In addition to the aesthetic beauty of the polished wood, there's a sense of satisfaction, from completing the job, from working with your hands, and helping preserve a bit of rolling history for future generations.

With that job done, it's time to return to the engine/fuel problems. Did I tell you all that this problem was getting worse?

*Dan Bowermaster*

## 2012 SAN FRANCISCO BAY AREA MAFCA TOURS

It's THE JOURNEY! NOT THE DESTINATION!

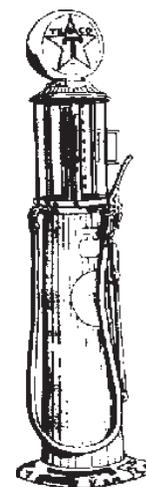


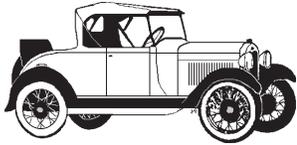
MONTH	DAY	TOUR LEADER	TOUR
JAN	29	BARRY KINNEY	PRESIDENT'S BRUNCH
MARCH	3 SATURDAY	SF MODEL A FORD CLUB	CRAB FEED - MONTE CRISTO CLUB
MARCH	24 SATURDAY	KINNEY	GREEK CULTURAL PARADE & CELEBRATION
APRIL	27-29	KINNEY	SPRING SPEED WEEKEND - AUBURN, CA
APRIL	28-29	SF MODEL A FORD CLUB	DREAM MACHINES - HALF MOON BAY
MAY	20	KINNEY	FRIENDSHIP DAY - CAÑADA COLLEGE
MAY	28 MONDAY	CAPLAN	MEMORIAL DAY OBSERVANCE - PRESIDIO
JUNE	16 SATURDAY	CAPLAN / OWSLEY	ST. ANNE'S HOME - FATHER'S DAY WEEKEND
JUNE	24	PETERSON / JUMP / THOMAS	PALO ALTO CONCOURS AT STANFORD
JULY	TBA	TBA	TBA
AUG	TBA	TBA	TBA
SEPT	TBA	MARIN A'S	ANNUAL "OKTOBERFEST" CELEBRATION
SEPT	9	KINNEY	ANTIQUE AUTOS HISTORY PARK - SAN JOSE
SEPT	21-23	CAPLAN / OWSLEY / MACHADO	OVERNIGHTER-MURPHYS-IRONSTONE CONCOURS
OCT	7	BARRANGO	COLUMBUS DAY PARADE
OCT	TBA	CAPLAN / OWSLEY	JIMMY'S OLD CAR PICNIC IN GOLDEN GATE PARK
NOV	TBA	GREG MARTINEZ	VETERAN'S DAY PARADE ON MARKET STREET
DEC	8 SATURDAY	SF MODEL A CLUB	CHRISTMAS BANQUET - TBA

If you would like to lead a tour, please call **Gary Barrango** at **415-821-2628**  
We encourage Club Members to plan additional *driving tours* throughout the year.  
There is room for more than one activity or tour per month.

## Schedule of Events 2012

Jan 28-29	Turlock Swap Meet
Mar 22-25	Model A's are Swell in 2012 - Laughlin NV, Pomona Valley Model A Club
May 25-27	NCRG Roundup hosted by the Sonora A's - <a href="http://www.ncrgmafca.com">www.ncrgmafca.com</a>
Jun 14-19	Northwest Regional Group Meet - Boise Idaho
Dec 9-12	MAFCA Annual Membership Meeting & Awards Banquet Charleston, SC - Host Palmetto A's





**San Francisco Bay Area Chapter  
Model A Ford Club of America  
January 12, 2012**

The meeting was called to order at 7:30 pm by President Barry Kinney. Stuart Fong brought George O'Connell as a guest. The minutes of the December meeting were approved as written.

**Reports of Officers**

**President:** The President's brunch will be at Harding Park. It will start at 12:15. There will be a mystery tour before brunch. We will meet at the Rod and Gun Club at 9:30 am. • We are still looking for tools for the tool drive. If you have extras please bring them to the next meeting. • Dan has put a new Model A calendar together. The cost is \$20. Dan sold out of the first batch.

**Vice President:** No report

**Treasurer:** Jeanine has the checks from the Christmas banquet. She and Walter will transfer the accounts. • Walter is working on establishing the tax exempt status. • The \$1,500 was given to the Make-A-Wish Foundation. Walter presented it to them at the cable car pull. They have raised about \$40K.

**Secretary:** Joan told about a project that people in her Thunderbird club do every year. Throughout the year we save old Christmas cards, handle bags, soaps and shampoos and anything else you can grab from hotels, paperback books and dental supplies. The first Thursday of December we put a few things in the decorated bags and distribute them to senior shut-ins and the VA hospitals. This last year we distributed 887 bags. It was moved and seconded that the Model A Club donate the old T-shirts and sweatshirts left over from the car show to the VA. The motion passed.

**Editor:** Edie Jones, who with her late husband were early members of our club, has offered to contribute articles for the **Choke Rod**.

**Tour Chair:** The Crab Feed will be Saturday March 3. It was approved that Joan can spend up to \$500 on raffle prizes. • The Greek parade will be Saturday March 24<sup>th</sup>. Walter will check on it. • John Bettencourt reported on the USS Iowa tour. They went to the Rosie the Riveter Historical Park, and saw a military display. Afterwards they ate at the Hidden City Cafe in Point Richmond. A good time was had by all who attended. • The Christmas Banquet at the Basque Cultural Center had good attendance. There were pictures in the last **Choke Rod**.

**For The Good Of The Order:** No report

Gary Barrango brought the refreshments for January and Bob Faber and Thelma Chun will bring them in February. There was no further business and the meeting was adjourned at 8:30 pm.

The next monthly Meeting will be Thursday February 9 at the Monte Cristo Club at 7:30 pm.

Minutes respectfully submitted by

*Joan Peterson, Secretary*

**SF Model A Club Monthly Meetings:**

The meetings continue to be held monthly, the second Thursday of each month at 7:30 pm.  
The location is the Monte Cristo Club at 136 Missouri Street in San Francisco.  
The meeting place is located in a safe neighborhood and parking is convenient.  
If you have questions or need directions, call Gary at (415) 821-2628 (daytime)

**The next scheduled meeting will be on Thursday, February 9, 2012**

A number of club members gather together for dinner before the monthly meeting at 6 pm.  
Please feel free to join us – dinner location will be at Goat Hill Pizza at 18th & Connecticut.

The Choke Rod  
is available online in color  
[www.sfmodelaclub.org](http://www.sfmodelaclub.org)



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[www.sfmodelaclub.org](http://www.sfmodelaclub.org)

San Francisco Bay Area Chapter  
Model A Ford Club of America  
PO Box 31387  
San Francisco, CA 94131-0387  
415-621-0500

**Crab Feed - Saturday March 3**

**Benefiting local charities**

**FEBRUARY MEETING**  
**Thursday February 9, 2012**  
**7:30 pm - Monte Cristo Club**  
**136 Missouri Street (Potrero Hill)**  
**San Francisco**

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