

The Choke Rod

preserving and restoring the Model A Ford for over 50 years

1956 - 2006

Volume 50, Issue 5

www.sfmodelaclub.org

May 2006

San Francisco Bay Area Chapter

Model A Ford Club of America

Friendship Day 2006
Sunday May 21st
at Canada College in Redwood City
see page 3 for details
presented by Mid Peninsula Old Time Auto Club



Upcoming Tours

Saturday, **June 17** - Father's Day at St. Anne's Home

Sunday, **June 25** - Pride Parade and Picnic at Crissy Field

July - LaHonda & Tour of Aries Ltd (Mufflers)

Sunday, **August 27** - Swap Meet at The Pacific Rod & Gun Club

September 22 - 24 - Overnighter to Murphys for Ironstone Concours d'Elegance - see page 6

Sunday, **October 15** - Jimmy's Picnic in Golden Gate Park

Official Publication of the
San Francisco Bay Area Chapter
MAFCA

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Gary Barrango

VICE PRESIDENTS

Greg Martinez

Tom Escher

SECRETARY

Barry Kinney

TREASURER

Steve Owsley

PAST PRESIDENT

Franz vonUckermann

The Choke Rod is published once each month by the San Francisco Bay Area Chapter of the Model A Ford Club of America. It is mailed free to each member in good standing and mailed to other antique car clubs in exchange for their publications. Ads are published at \$15.00 a year and run for 12 months. The Choke Rod takes no responsibility for the accuracy of materials, dates, places, prices, etc of its contents. Permission to reproduce is hereby granted provided credit is given to The Choke Rod. The Choke Rod welcomes articles, art work, ideas, suggestions, etc.

Please submit any and all material to the editor by the last Monday of each month. Articles and photos may be submitted to sowsley@pacbell.net or mailed to Steve Owsley at 1350-d Scott Street, San Francisco, CA 94115.

PRESIDENT: Gary Barrango
VICE PRESIDENTS: Greg Martinez
Tom Escher
SECRETARY: Barry Kinney
TREASURER: Steve Owsley
TOUR CHAIR: Barry Kinney
EDITORS: Walter Caplan
Steve Owsley
Pauline Marquez
MEMBERSHIP: Walter Caplan
PAST PRESIDENT: Franz von Uckermann

President's Message

Easter Morning Breakfast at the Pacific Rod & Gun Club was a well attended event. Our thanks to the Mahl family for hosting us.

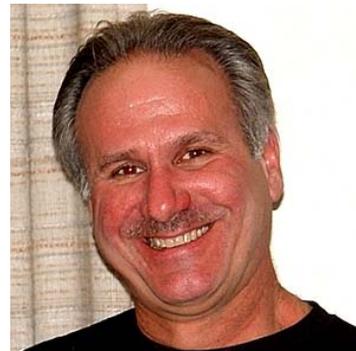
We have a fun tour coming up this month. After a break of several years, we are again attending as a club Friendship Day sponsored by the Mid Peninsula Old Time Auto Club. This is a relaxed, low key event and we will have our Club booth set up in a section reserved for us. Remember to RSVP Barry Kinney if you plan to attend as part of our Club, or you may not be able to park in the area set aside for our group. Bring a cooler and a lawn chair and celebrate the beginning of summer.

It's worth repeating: This is the 50th year of our Club and we are seeing a rebirth of the Club, its members, and all of its activities. We have great tours planned for the remainder of the year.

Our annual Father's Day at St. Anne's home is coming up Saturday, June 17th. The nuns have contacted us and already the residents are beginning to talk about riding in our old cars. Let's make this tour a well attended event, just as we have in past years. Mark your calendar.

Hope to see you all at the May meeting.

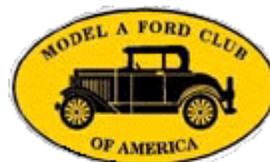
Gary Barrango



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

Model A Ford Club of America, Inc.
250 South Cypress Street
La Habra CA 90631 www.mafca.com 562-697-2712



Dues are \$30 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. 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*.

Henry Ford and Fuel Ethanol

Why Henry's plans were delayed for more than a half century

Ethanol has been known as a fuel for many decades. Indeed, when Henry Ford designed the Model T, it was his expectation that ethanol, made from renewable biological materials, would be a major automobile fuel.

However, gasoline emerged as the dominant transportation fuel in the early twentieth century, because of the ease of operation of gasoline engines with the materials then available for engine construction, and a growing supply of cheaper petroleum from oil field discoveries.

But gasoline had many disadvantages as an automotive source. The "new" fuel had a lower octane rating than ethanol, was much more toxic (particularly when blended with tetra-ethyl lead and other compounds to enhance octane), was generally more dangerous, and contained threatening air pollutants. Petroleum was more likely to explode and burn accidentally, gum would form on storage surfaces, and carbon deposits would form in combustion chambers of engines. Pipelines were needed for distribution from "area found" to "area needed". Petroleum was much more physically and chemically diverse than ethanol, necessitating complex refining procedures to ensure the manufacture of a consistent "gasoline" product. Because of its lower octane rating relative to ethanol, the use of gasoline meant the use of lower compression engines and larger cooling systems. Diesel engine technology, which developed soon after the emergence of gasoline as the dominant transportation fuel, also resulted in the generation of large quantities of pollutants.

However, despite these environmental flaws, fuels made from petroleum have dominated automobile transportation for the past three-quarters of a century. There are two key reasons: First, cost per kilometre of travel has been virtually the sole selection criteria. Second, the large investments made by the oil and auto industries in physical capital, human skills and technology make the entry of a new cost-competitive industry difficult.

Until very recently, environmental concerns have been largely ignored. But all of that is finally changing as consumers demand fuels, such as ethanol, which are much kinder to the natural environment, and human health.

Canadian Renewable Fuels Assn.

Friendship Day 2006 at Canada College in Redwood City May Tour -- Sunday May 21st

Always a popular event, please consider attending "Friendship Day", sponsored by Mid-Peninsula Old Time Auto Club. This collector car show has been held for 43 years and is one of Northern California's biggest and friendliest events. It is mainly aimed at hobbyists who bring their collector vehicles to show and includes all kinds of collectible cars and trucks. No judging, no awards, no vendors, no pre-registration! Just pay at the gate, park your car, and walk and talk. Great BBQ lunch available for \$5.00 ! The SF Model A Club will have a reserved section with club canopy, so ask the parking lot guide for our location when you check in. Bob Craig, Sr. is volunteering at this event collecting gate fees, so be sure to say hello to him.

Please RSVP Barry Kinney at 415-282-2789, so we can reserve a space for your vehicle in our section.

The event is at the Canada College parking lot #3, 4200 Farm Hill Blvd, Redwood City: **8AM - 2PM**. The site is just East of I-280 at the Farm Hill exit. Spectator fee: \$10/car (unlimited people), registration fee: \$10/car (unlimited people) for this event. Feel free to bring a picnic lunch if you wish as well as lawn chairs, but don't forget to RSVP Barry Kinney.

See Insert For More Details

Thank You Gunard & Jeanine Mahl



Our hosts, Gunard & Jeanine Mahl, invited our Club to join with the Pacific Rod & Gun Club in their annual Easter Breakfast. We shared good food, colorful decorations, a great bar, and an exciting Easter Egg Hunt for the kids, (once the skies cleared and the sun came out).



1930's Hollywood

Hollywood provided dream material for ordinary people in such a difficult time. Comedy such as the Marx Brothers and musicals like *Top Hat* and *42nd Street* provided escapism. The American-dream of being discovered by talent scouts or beating the high school heartthrob in the game of love were repeatedly used by Hollywood's "girls next door," like Judy Garland.

The thought-provoking classics included *All Quiet on the Western Front* and *Stagecoach* with popular gangster films starring Edward G. Robinson and James Cagney. Hollywood was a dream factory with romance and glamour as the hot topic in a world of fantasyland. *The Blue Angel* and the risqué comedy *It Happened One Night* (for those who wanted to know that Clark Gable didn't wear an undershirt) were preferred over serious films.

Big musicals with kaleidoscope dance sequences (the greatest choreographed and directed by Busby Berkeley) had favored themes. These included *Ziegfeld Follies*, *Gold Diggers of 1935*, *Stage Struck*, *Hollywood Hotel*, *Ziegfeld Girl* and *Broadway Serenade*. In 1939 *The Wizard of Oz* was an instant classic and continues to be through to today.

Technicolor arrived at the end of the decade with *Gone With the Wind*. Hollywood was now established with mansions and thriving businesses. There was an endless supply of people wanting to make it in the movies and film was the greatest source of employment for beautiful people. Beauty was dictated by Hollywood. The search for Scarlett O'Hara made headlines. With the influx of British talent Vivien Leigh landed the role of the beautiful, but shallow and scheming Scarlett. She was little known in America at the time.

Films were a powerful force all over Europe. Mussolini produced the "white telephone" films which were known for their luxurious settings and glamorous actors. Governments in Italy and Germany were investing heavily in films, since the medium was recognized of propaganda, and the success of *Cinecitta* in Rome was the legacy of this policy.

The surrealist movement presented itself in exhibitions and films with Salvador Dali receiving much publicity. The fashionable quasisurrealist imagery in photo sessions was accentuated in Cecil Beaton's

photographs of Diana Cooper and the Maharani of Kapurthala among others. The influence of surrealism was everywhere in films, photography, clothes, and lavish social parties.

The photographers of the age Beaton, Horst, Hoyninen-Heune, Steichen and Man Ray (Emmanuel Rudnitsky) took endless pictures of models lounging, smoking, or wearing trousers and sweaters with ropes of jewels, in subtle light, in cool empty interiors, or in elaborate period settings. Oliver Messel designed these elaborate settings of opera and grand society balls like the one at Osterley held by Lady Jersey. With Messel's sets advertised in chic magazines and his collaborations with Beaton, and Horst, his influence on the images of the time were enormous. Magical landscapes became the style for the decade, and took people away from the dreary concerns of the real world.

Horst and Man Ray instilled an intimacy in photographs not seen before using surrealist and fantasy settings and the spare, cool, modern interior as a recurrent theme. Steichen captured contemplative moods picturing women seated at their dressing table from behind to accentuate the back as the feature of the era. Beaton was more of a stately portraitist using the indeterminacy of the settings to heighten the drama of the "historical movement." Anything Victorian was amusing and objects from that period were deliberately utilized for their "humorous" value.

Rachelle Marquez

Century 21

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Did the Model A Win World War II?

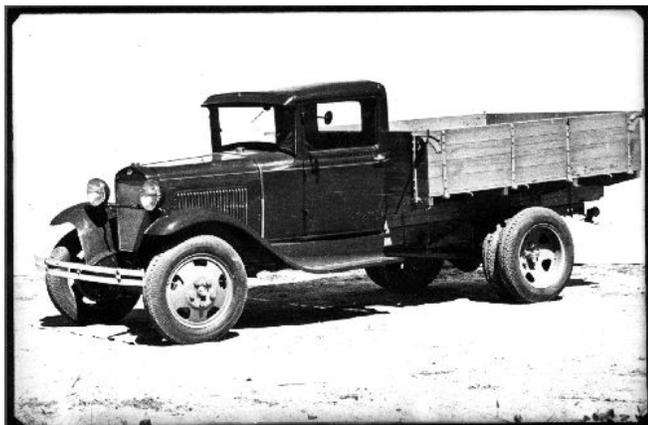
Sixty years ago, World War II ended in Europe with the defeat of the Axis Powers. Historians sometimes enjoy looking for some small incident that influenced the outcome of a major event like World War II. No doubt there were many such small incidents during World War II, but one key event involved the Model A Ford.

Even before the United States entered the war, Nazi Germany and their Axis allies had taken control of most of the European Continent. By mid-1941 Hitler launched Operation Barbarossa, the invasion of the Soviet Union, his final offensive in the East. The German army reached Leningrad (now known as St. Petersburg) in mid-August but was stopped short of taking Russia's second city due to fierce resistance. They decided to blockade the city, a siege that was to last for 880 days.

All land communication was cut off and the city was subjected to air and artillery bombardment. The harshest winter in decades added to the suffering of Leningrad's starving inhabitants but this was partially eased when Lake Ladoga froze over, opening a light truck route to bring in food and fuel over the ice. What light truck was used for this work? The Model AA Ford, in the form of the Soviet Union built GAZ AA Model 44.

The GAZ AA was built in a Ford-designed plant in Gorky, USSR and used standard Model A drawings (the GAZ trucks had a reinforced clutch case and steering mechanism). For the Leningrad mission the trucks were stripped of all "additional weight". To get to Leningrad the GAZ-AA used the icy "Way of Life" path over Lake Ladoga, the dangerous lone road into besieged Leningrad. The road was under frequent attack from German aircraft and artillery. Many trucks were lost to hostile fire and more went down through the ice. Nevertheless, these light trucks saved thousands in Leningrad from starvation during the harsh winters of 1941, 1942 and 1943.

The small flow of supplies brought in the AA's may have been enough to withstand the siege. Eventually this allowed the Soviets to regain the initiative and begin to push the Germans back. This effort tied up the German forces that might otherwise have been attacking in greater numbers in the West. Therefore, the argument can be made that without



Above: GAZ AA, a license built version of Ford AA
Right: 1943 Simplified GAZ AA



BIRTHDAYS & ANNIVERSARIES



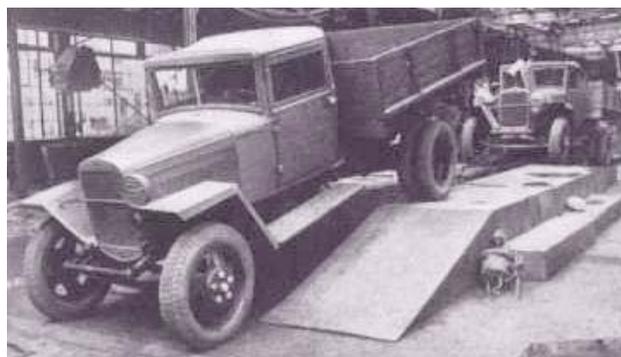
Jean Kling - Birthday 5/7
Pauline Marquez - Birthday 5/12
Lester Kling - Birthday 5/19

the Model AA, there might not have been a victory for the Soviets and their Allies. Far-fetched? Perhaps, but more certain is the story of how the AA got to the USSR.

The Model A in the Soviet Union was due to the cooperation between Josef Stalin and Henry Ford. It has been written that as of 1928, 85% of the tractors and trucks existing in the Soviet Union were Fords. Perhaps this caused Stalin to decide that Ford could help create a major automobile plant in the Soviet Union. In 1929 the Soviet Union contracted to buy 72,000 Ford cars between 1929 and 1933 for assembly in the USSR using Ford components. Thereafter, the USSR Government decided to build an automobile plant of their own at a site near the city of Gorki. They negotiated a contract with Ford with provisions that the Russians would receive technical assistance to create a car industry they would own. The Soviets named their new car the GAZ for Gorky Automobile Zavod (Plant).

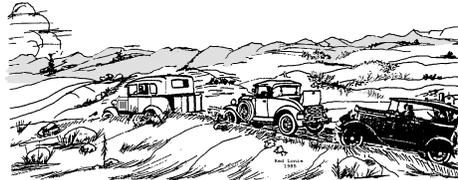
The Soviet-owned plant was designed to mass-produce both Ford-A passenger cars and Ford AA trucks. For design and construction of the plant, the Soviets turned to the Austin Company, an American firm that had just completed the Pontiac Six factory, the largest auto plant in the world at that time. The construction began in May 1930 and was completed in November 1931 – an amazing feat for which Austin was paid \$1,550,000. Using the help of experts from Ford, the GAZ plant was the first plant in the USSR to utilize assembly line production of vehicles. In January 1932, the first Model A's rolled off the production line, coincidentally at about the same time as the ending of Model A production in the US.

In 1943, due to the lack of materials, the truck was greatly simplified. A soft roof was used on the cab and flat fenders were installed. the truck was supplied with only one headlight, rear-wheel-only brakes, and no bumper. Some of the trucks were supplied with tarpaulin doors, later replaced by wooden ones. The truck was built until 1950. - reprinted from *The "A" Preserver*, June 2005, a publication of MAFFI



2006 SAN FRANCISCO BAY AREA MAFCA TOURS

IT'S THE JOURNEY! NOT THE DESTINATION!



MONTH	DAY	TOUR LEADER	TOUR
JAN	29	GARY BARRANGO	PRESIDENT'S BRUNCH - HARDING PARK
FEB	17,18,19	CLUB FUNDRAISER	ANNUAL CAR SHOW AT FISHERMAN'S WHARF
MAR	18	THE BOB CRAIGS	TECH SEMINAR - LUBRICATING THE "A"
APRIL	9	CAPLAN / KINNEY	NILES CANYON
APRIL	16	JEANINE & GUNARD MAHL	EASTER AT PACIFIC ROD & GUN CLUB
MAY	21	KINNEY	FRIENDSHIP DAY - CANADA COLLEGE
JUNE	17	CAPLAN / OWSLEY	ST. ANNE'S HOME - FATHER'S DAY WEEKEND
JUNE	25	CAPLAN / OWSLEY	PRIDE PARADE & PICNIC LUNCH AT CRISSYFIELD
JULY		GREG MARTINEZ	LAHONDA & TOUR OF ARIES LTD (MUFFLERS)
AUG	27	GREG MARTINEZ	SWAP MEET AT PACIFIC ROD & GUN CLUB
SEPT	22-24	CAPLAN / OWSLEY / MACHADO	OVERNIGHTER-MURPHYS-IRONSTONECONCOURS
OCT	15	GREG AND CASEY MARTINEZ	JIMMY'S PICNIC IN GOLDEN GATE PARK
NOV		KINNEY / CAPLAN	THE ANNUAL SAN FRANCISCO CITY TOUR
DEC	9		CHRISTMAS BANQUET

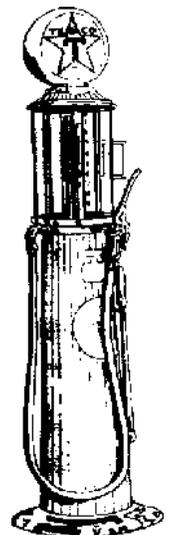
If you would like to lead a tour, please call **Barry Kinney**. (415) 282-2789.

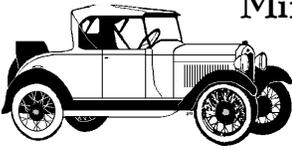
Overnighter to Murphys for Ironstone Concours d'Elegance September Tour -- Friday thru Sunday Sept 22 thru 24

Our hosts will be Tom and Terry Machado. Plan to attend the pre-event buffet dinner on Friday, September 22. We will visit the Ironstone Concours d'Elegance at Ironstone Vineyards in Murphys as well as travel to other wineries and neighboring towns, including Columbia, Sonora and Angels Camp. For hotel reservations and tour details, contact Barry Kinney at 415-282-2789. Motel Rooms in the area are scarce, so if you plan to attend, you should make reservations NOW.

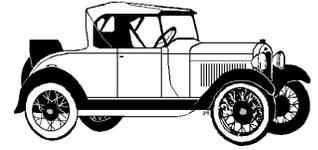
2006 Schedule of Events

January 28-29	Turlock Swap Meet: Stanislaus County Fairgrounds. Sponsors: Modesto Area A's; Sat 7 am to 5 pm, Sun: 7 am to 3pm; \$5 admission
March 18	Model A Crab and Steak Feed, Livermore, Info: Bill Rose (925) 216-9920
March 31-Apr 2	CCRG Meeting, Paso Robles, Paso Robles Oak A's
April 30	Dream Machines - Half Moon Bay - 10 am - 4 pm
May 5-7	Lake County A's Spring Opener at Konocti Vista Casino in Lakeport
May 7	Car Parts Exchange Meet; Tulare, Charter Oaks A's
May 14	Capitol A's Swap Meet. Consumnes River College
June 1-4	NCRG Roundup, Turlock Fairgrounds, Sponsored by Modesto Area A's
July 16-20	NWRG Round-up, Kennewick, WA: Columbia Basin Chapter
July 16-22	MAFCA National Convention, Mansfield, MA
July 16-20	Northwest Regional Meet, Tri-Cities, Washington, sponsored by Columbia Basin A's
Sept 1-4	Apple Hill Meet: Host - Hangtown A's
Sept 8-9	Feather River A's 2nd Annual Get Together.
Oct 1	Placerville Jazz Jubilee, Car Display





Minutes of the San Francisco Bay Area Chapter
Model A Ford Club of America
April 13, 2006



The April meeting was called to order at 8:00 PM by President, Gary Barrango. The minutes of the March 9, 2006 meeting were approved as printed in the Choke Rod. Gary Barrango provided refreshments.

Report of Officers

President: The President requested that the Treasurer prepare a statement of income and expense for the Classic Car Show and make recommendations regarding the amount to be awarded to our sponsored charity, Lions Project for Canine Companions for Independence (LPCCI).

The president asked that an outline of what should be accomplished in May, June, and July 2006 in preparation for the 2007 Classic Car Show. The Secretary will prepare an outline for the May meeting.

Treasurer: The Club continues to maintain a checking account balance sufficient to pay outstanding debts. The cost of equipment, materials and supplies for the production of the Choke Rod continue to be the largest ongoing expense.

Secretary: The Club received several announcements regarding upcoming swap meets and car shows. The dates and times will appear in the Choke Rod.

Editor: The Editor is preparing a "Thank You!" letter to be sent to vendors, city agencies, businesses, and others who sponsored/supported the Classic Car Show.

Tour Chairman: Rain has caused the cancellation or postponement of several tours, including the Pacific Coast Dream Machines Show, the Niles Canyon event, and the Clearlake Tour.

Easter Brunch at the Pacific Rod and Gun Club will be a rain or shine event on Easter Sunday.

Jimmy's Picnic in Golden Gate Park is a go for October 15, 2006 and *the San Francisco Swap Meet*, sponsored by the S.F. Bay Area Chapter Model A Ford Club will be at the Pacific Rod and Gun Club on August 27, 2006. Swap Meet information is available on the website at www.sfmodelaclub.org or by calling Greg Martinez at 415.621.0500.

The meeting adjourned at 9:15 PM.

Minutes respectfully submitted by Barry Kinney, Secretary.



CRAIG'S AUTO REPAIR
(415) 431-1472

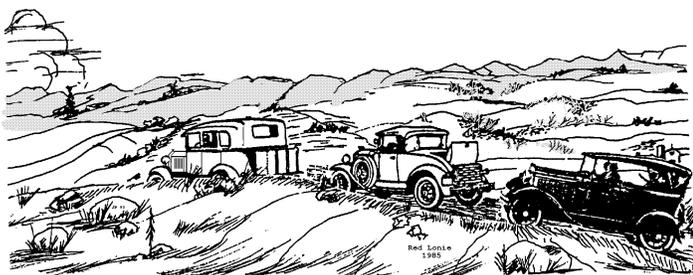
BOB CRAIG
BOB CRAIG, JR

801 PHELPS STREET
SAN FRANCISCO, CA 94124

SF Model A Club Monthly Meetings: The meetings continue to be held monthly, the second Thursday of each month at 7:30 P.M. The location is the Monte Cristo Club at 136 Missouri Street in San Francisco. The meeting place is located in 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 at 7:30 PM on Thursday, May 11, 2006

A number of club members gather for dinner before the monthly meetings at 6 pm at Cafe Cozzolino, 300 Precita Avenue at Folsom, Bernal Heights (across from Precita Park). Please feel free to join us.



in this
Choke Rod

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www.sfmodelaclub.org

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

MAY MEETING
Thursday MAY 11, 2006
7:30 PM - Monte Cristo Club
136 Missouri Street (Potrero Hill)
San Francisco