

The Choke Rod

preserving and restoring the Model A Ford since 1956

Volume 51, Issue 3

www.sfmodelaclub.org

March 2007

San Francisco Bay Area Chapter

Model A Ford Club of America

Tech Seminar with the Bob Craigs ~ Safety Check ~



Saturday March 10

see page 3 for details

Upcoming Tours

March 17 - Bill Rose's Model A Crab and Steak Feed, Livermore

April 8 - Easter at The Pacific Rod & Gun Club

May 19 - "A" Day at the Ranch - Campo Seco, CA

May 20 - Friendship Day at Canada College

May 20 - All Ford Picnic - Lodi, CA

Official Publication of the
San Francisco Bay Area Chapter
MAFCA

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VICE PRESIDENTS

Gary Barrango

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Barry Kinney

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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. 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.

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President's Message

Hello fellow car enthusiasts,

February was a great month for the SF Model A Club. We had a spectacular turnout and great weather at our annual Classic Car Show Presidents Day weekend. There are so very many people to thank: from the participants who brought cars from all over to the sponsors, including Boudins, the Franciscan Restaurant, See's Candies, McGuires car products, Gotelli Speed Shop, and many others too numerous to list. Thanks again!

Now let's not forget about all the volunteers and the Car Show Committee, without all their help and great planning none of this would have been possible: Gary, Barry, John, Walter, Steve Owsley, and Steve Pedone. Great job guys.

There are some wonderful tours coming up, so let's get your cars all serviced and ready to roll together as a group. Participation is the key to any organization, not to mention how we love to see the cars and talk shop at these gatherings - - so get it together and cruise!

Well, that's all for this month, and remember "The Cars are the Stars."

Your President,

Greg Martinez



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.
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La Habra CA 90631
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562-697-2712



MAFCA 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. 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*.

The Cars Were The Stars

Our fifth annual Car Show and Mayor's Parade is finally over — and what a Show it was! The 2007 Classic Car Show was our most ambitious. What transpired over Presidents Day weekend was a true San Francisco Event, not merely another car show. Certainly the cars were the stars, but the events that surrounded the Show brought people back to San Francisco, some for the third, fourth, and even fifth times.

Cars on exhibit included all classes. The rare, the exotic, the one of a kind, the utility or commercial — they all were represented. Although unplanned, the Show had a good mix of cars from the hot rod to the classic, old and new.

Given the last minute dicking with the Port over our lease agreement and our insurance coverage, I am surprised that we moved through the weekend so smoothly. Each event from the Mayor's Parade to the Monday morning brunch followed one after the other without complication. It was hard work, good planning, great weather, and good luck that got us through it all.

I can't say enough good things about our Club members and their dedication to this event. Club members worked long hours before, during, and after the Show. I'm hoping that the Club will recognize their contributions in a more significant way than by words alone.

Three members who deserve special recognition are John Zuffi, Walter Caplan, and Steve Owsley. Without their work our Show would not have been nearly so successful. John handled all arrangements for parties, banquets, the socials, as well as morning coffee and pastries at the Show itself. Walter worked with the Mayor's Office, the Port Commission, the Academy of Arts University, and the San Francisco Police Department to coordinate events and tours. And Steve, though seldom seem, was responsible for all our IT services; every form, letter, application, envelope, and/or document pertaining to the Car Show was created by Steve. If we totaled up Steve's billable hours alone, the Club would owe him a Model A Roadster and a Phaeton. Thanks Steve, thanks John, and thanks Walter — Great Job!

Barry Kinney - Show Coordinator

Pre-Tour Inspection

Before each tour make the following inspections:

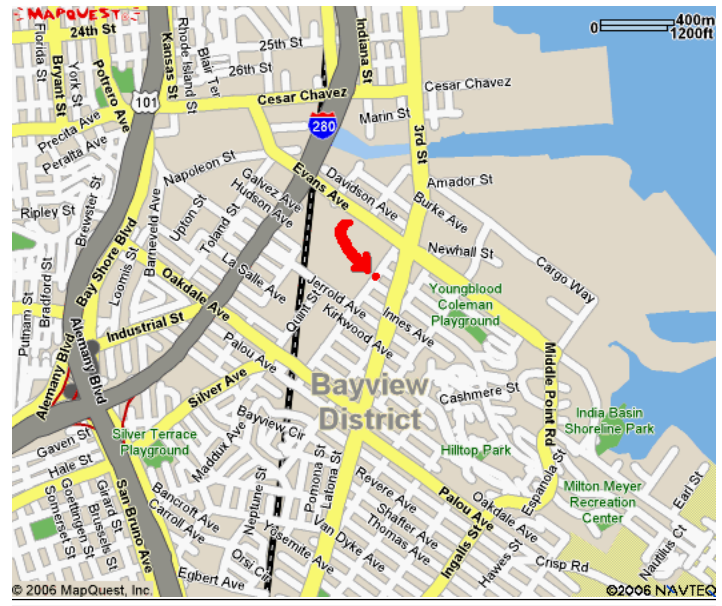
- ___ Fan blade (cracked, bent, too close to radiator)
- ___ Fan belt
- ___ Water pump (end play and packing)
- ___ Radiator hoses
- ___ Water level in radiator (plain water with anti-rust additive)
- ___ Tire tread and inflation (35 psi)
- ___ Wheels (cracks, wobbled out lug nut holes, hub tightness, lug nut tightness)

Tech Seminar

Safety Check

Touring season is almost upon us again. Bring your "A" to this tech seminar and have the Craigs go over your car. Pick up valuable tips on what to check to keep your "A" safe. Hosted by the Bob Craigs.

Saturday, March 18th, 9 AM
Location: Craig's Auto Repair
801 Phelp's Street, San Francisco
415-431-1472



- ___ Rear axle nut (tightness and install new cotter keys)
- ___ Front wheel bearings
- ___ Steering (excessive play or tightness)
- ___ Shock arms and links
- ___ Head torque
- ___ Distributor set screw
- ___ Windshield wiper motor and blade (put Rain-X® on windshield)
- ___ Lights-headlamps, parking, brake, tail, interior, turn signals (if installed)
- ___ Generator - set at 2 to 10 amps (2 to 5 amps for long summer tours)
- ___ All wiring connections
- ___ Battery posts (cleaned) and battery water (distilled)
- ___ Points and spark plugs (clean and gap before first tour)
- ___ Brakes (adjust)
- ___ Wishbone ball (tightness)
- ___ General inspection for loose parts and pieces
- ___ If you have not run your car for awhile, take it on a 20-mile test drive.

Special points for open automobiles

- ___ Wind wing screws and nuts
- ___ Windshield wing nuts
- ___ Loose fabric and nails on top
- ___ Side curtain drill

From **Witchita A's** website, www.wichitaas.com

Electrical Safety in Your Model A

by John McMillan

Most of the following are faults and/or safety hazards that I've encountered in Model A's and other less worthy vehicles. The cures are neither expensive nor technically difficult.

BATTERY

Hold Down: Without a hold down, the battery can bounce around, resulting in case cracks and acid leakage or cable shifting and abrasion resulting in a possible short. Easy to correct.

Ground Strap: Attachment to frame should be to BARE METAL. We usually apply lots of paint to the frame and unless some is removed where the ground strap attaches, then a solid ground cannot be achieved. A coat of dielectric grease helps to promote good contact and slows rusting when applied to bare metal. With a poor ground, the starter will turn real slow, and draw far more current than it should. Easy to fix.

Cable Size: Modern cables that you can buy at your local auto shop are too small. Small cables cannot carry the current draw of a starter motor safely. They will overheat and the starter will turn slowly. The cable size should be No. 1. These can be special ordered at the local parts house, or buy them from a vintage Ford dealer.

Caps: Make sure the battery vent caps are not plugged. If they're plugged, and the charge rate is high, the battery can explode from gas buildup inside the battery. Very exciting, very messy and very dangerous. Plugged caps are caused by dirt and, I suspect, by using hard water in the battery. Clean caps and distilled water are the inexpensive answer. I had one blow up in a German Model A (VW) and the clean up alone took about 8 hours.

Cable routing: The negative cable to the starter MUST be routed according to Ford's plan. See illustrations in any of the Ford repair manuals. Other routings most likely will cause cable insulation chafing and a resulting short circuit. Even if you installed a fuse, this is not a fused cable, and a fire is very likely. I've seen this several times, the last time at Big Bear when a member complained of white smoke every time he stepped on the brake. The pedal pushed the battery cable against the bellhousing and shorted out. If a fire starts here, you need to disconnect the battery to stop the fire source. Very hard to get to, you might wind up watching your car burn while you try to remember if your fire insurance is paid up. This kind of fire can also happen after you've parked the car in your garage. Real easy to fix. Note that no safety switch or fuse installation will eliminate this hazard, the only way to cure the problem is to "do it right the first time", and it takes no more effort than to do it wrong.

STARTER

Grounding: Must have a good ground for proper operation. A slow grinding starter is a hot starter and hot

cables are not healthy cables. If your starter spins real slow, you may need to add a second ground strap from the starter mounting bolt or a transmission bolt to a bare spot on the frame. If you have Float a Motor mounts, I think this secondary cable is almost required.

Starter Switch: This is one of the items that must have been designed by an incompetent engineer. Check yours for bad insulation and shorting against the body of the switch, both very common faults with this switch. Another fault is that the switch can "weld" itself to the starter contact and keep on cranking even after you've removed your foot from the starter rod. If this happens, reach down and try to pull up on the starter rod. Sometimes this doesn't stop the cranking, and the starter will continue running until the battery dies or the starter burns out. The only way to stop this if you've installed a master cut off switch, more about this later.

BRAKE LIGHT SWITCH

28-29 Switch: The original switches are usually only a problem in that they can be a pain to adjust so that they work. The reproduction switches are for the most part a real problem. Actually, most that I've seen are a fire waiting to happen. The problem is in the insulation around the studs. A lot of the repros have poor quality red fiber that cracks easily. If this happens on the hot terminal, a short will occur that can set the input wire on fire. Symptom is a discharge reading on the ammeter and poor running engine because all the power is going into melting the wire. If the secondary terminal shorts out you'll see a high discharge reading whenever you step on the brake. To check the switch, remove it, hook an ohmmeter from stud to ground and force the stud in all directions. If it shorts out on either stud, replace the switch. Check new switches as well. I've seen them in failure right out of the box. Sample melted wire available for inspection. This is another fault that can start a fire when your car is parked. A fuse MAY protect you, but 25 amps is still enough to start a fire. I fixed mine by taking it apart and machining new insulators out of delrin plastic.

30-31 Switch: Although not a safety issue, operation can be improved and squeak eliminated by silver brazing and reaming the operating rod hole in the switch body.

CUTOUT

Points Stuck Open: This is the more common failure. Points won't close, battery won't charge, battery dies, and your generator fries because it's trying to charge the whole universe. Not a safety issue, but very unpleasant when it happens away from home. Short term fix is to install a jumper wire across the cutout terminals so that the generator works properly. Just remember to disconnect the wire when you shut off the engine. If you've installed a master cut off switch you can just shut the switch off.

Points Stuck Closed: This is another problem, less common, but a real hazard. When they stick closed, the generator functions normally when the engine is running. When the engine is shut off, the battery feeds the generator, which now thinks it is a starter motor and tries to turn the engine over, resulting in a burned out generator, a melted out charging wire, a dead battery or a burned out car. This is another garage fire potential. If you see a heavy discharge on the ammeter when the engine is off, look for this problem. Disconnect the wire from the "batt" side of the cutout. A fuse helps here because it will usually blow. Best solution is to install a diode kit in the cutout.

AMMETER

Cap Nuts: Using plain nuts on the back of an ammeter is an invitation to a short circuit against the fuel tank. Use the plastic cap nuts that Ford designed for that use.

Meter Shorts: Check that there is no possibility of a short on the studs to the ammeter case back, especially on original meters. I had a near mint meter short out due to 70 year old insulation failure. This stuff does not last forever. The short melted the insulation from the wire that runs from the meter to the junction box. This is one part where a repro may well be better than the original.

HEADLAMP

Sockets: Check that the spring-loaded contacts inside the bulb sockets do not contact the wall of the socket. Some reproduction sockets can be pretty sloppy in this area. Contact will result in a short circuit whenever the lights are turned on, either in one or both high and low beam settings.

Connectors: These are the little troublesome connectors at the base of the headlamp buckets. Probably the best solution is to hardwire the lamps thereby bypassing those little rubber gizzies.

MISCELLANY

Grommets: If a wire is going to pass through sheet metal, always use a rubber grommet. If not, vibration will wear through the insulation and a short will result.

Frayed Wires: If the insulation is frayed, replace or tape the frayed area.

Wire Routing: If you are routing wires, use common sense. The worst example I have seen was a fuel pump wire strapped to a fuel line. The fuel line was leaky (Model A, big surprise), the fuel dissolved the wire insulation so that the wire became bare. Use your imagination as to what could happen if a spark occurred.

Electric Fuel Pump: If you add one, don't forget to add a regulator so that the pump pressure isn't so high that fuel comes out of the carburetor. Old carburetor fuel valves cannot handle the pressure of an unregulated pump. Although not an electrical item, I did see what happened when fuel from an unregulated pump met a stray spark from a magneto on a 1913 Mercer.

Good Rule: Always check the ammeter when you shut off your engine. Never walk away from a Model A that registers a heavy discharge. If you can't fix the problem,

then disconnect the battery ground cable.

Hint: A light coating of dielectric grease on all electrical connections including light bulb bases will promote good electrical contact and inhibit corrosion. It is available at most electronic supply houses under various brand names and from your local auto parts house as Permatex #67V Dielectric Tune-Up Grease. If this grease is used on light bulbs, fuses, connectors etc., then removal is easy, without the usual sticking and subsequent breakage.

GOOD ADDITIONS

Fuse Holder: These are available from all Model A suppliers for a few dollars and are very easy to install. They provide a lot of protection from the bad results of electrical faults. Pulling the fuse when you park your car shuts off most everything and helps prevent theft as well.

Master Cut-Off Switch: Probably the best safety investment for an antique car. About \$25 to buy. Cuts off all power past the battery. An additional benefit is that the battery will maintain a charge longer if you make a habit of always turning the power off whenever you stop the car. Everything connected to a battery will draw small amounts of current even when "off" due to resistance at the connections. If the switch is off, the battery does not discharge. I would not have an old car in my garage that did not have a power cut off switch, unless the battery was disconnected.

Fire Extinguisher: When all else fails and fate is working overtime, an extinguisher is really nice to have. Lacking one, try to smother the flames with sand or a blanket, jacket or whatever. If you can't put out the fire, enjoy the spectacle, plan the restoration of your next vehicle, and figure out where you can put the hard luck trophy.

*Reprinted from Orange County Model A Ford Club website,
www.ocmafc.org*

"A" Day at the Ranch Campo Seco Saturday May 19th

For those interested in attending "A" Day at the Ranch, our club has been urged by the Linden A's (Tom and Terry Machado) to remain in Lodi overnight to attend the All-Ford Picnic put on by the Big Valley Early Ford V8 Club on Sunday May 20th at Micke Regional Park in Lodi. (The event may now be called Family Fun Day Picnic, with lots of games for kids and adults.) For more information on "A" Day at the Ranch, see the February 2007 **Choke Rod**.

The Linden A's would provide lunch for all club members at the picnic.

We will discuss the possibility of an overnighter at the March 8th monthly meeting.

The 1930's Cosmetics For Everyone

Cosmetics in the 1930's became more sophisticated and widely used among women. Following the stars of Hollywood women emulated the looks of Greta Garbo, Marlene Dietrich, and Carole Lombard. Germaine Monteil and Revlon were newcomers to the world of beauty. Monteil was famous for getting make-up to the middle-class women of America, and paving the way for the modern woman of today as a consumer of make-up and business role model. In 1935 she took the lead from Jeanne Lanvin and Chanel and introduced make-up and skincare products. Her personal principle was "beauty is not a gift, it is a habit." Her "Preview Combination Set" established the modern beauty routine which included cleansing cream, day cream, night cream, powder and lipstick. Her most famous lipstick was "Chinese Red." Revlon became famous when its founders, Charles and Joseph Revson and chemist "L," Charles Lachman, were the first to commercialize nail enamel. Previously nail enamel would not stay on the nails, but their manufacturing process used pigments instead of dyes, and they introduced seasonal fashion colors for the nails. At the end of the decade they presented matching nail and lip colors.

Older names were keeping up with the changes in the industry as well. Jean Francois Houbigant came out with an enameled triple vanity compact with rouge, powder and lipstick; Yardley (Yardley Cosmetics) produced new compacts for rouge and a new combination cream; and Coty (Coty Cosmetics) came out with a special clear nail varnish. Maybelline brought out new mascara and Terri had a Bakelite cased lipstick and vanity cases to fit the

new chic. Dorothy Gray and Tangee (Tangee Cosmetics) had popular products with Clairol, Almay, and Wella coming out with new ranges of products as well.

Manufacturers large and small fought for the premier position and hundreds of new products were launched in all price ranges with great detail in packaging for compacts and lipsticks. Products were increasingly sold in chemist shops and the ubiquitous Woolworth's.

In addition to the famous Red Door salons, Elizabeth Arden opened her home as a health spa calling it Maine Chance in Maine. Elizabeth Arden was already a generic term for "beauty salon." She brought out a set of six new lipsticks called a lipstick wardrobe, each in a different colored case. Later she brought out matching cream

rouge and eyeshadows to coordinate with the Color Harmony Principle she claims to have invented, which meant you were to compliment the color of your outfit with your make-up. She added her scent Blue Grass and a horsy theme eight-hour cream, originally made for horses legs. Both still sell widely today.

Max Factor invented the Pan-Cake make-up and two special gimmicks, the "beauty calibrator" and the "kissing machine." The calibrator looked like a medieval instrument of torture to measure beauty and the kissing machine measured the pressure of the lips and gave an imprint of the mouth and its shape to even up the smile.

Make-up of the 30's were often made in outrageous colors. The heiress Barbara Hutton wore black nail polish, orange lipstick and green eyeshadow, and was

considered incredibly chic. Color was often wild and experimental much like the 1990's revival of the 1970's. Women in the 1930's were presented with many options to create a Hollywood glamorous look everyday for themselves.

Contributed by **Rachelle Marquez**

Merle Oberon
IN A TECHNICOLOR PICTURE
"THE LOVE OF MADAME SAND"
A COLUMBIA PICTURE

Just a few seconds
to make up with
"Pan-Cake"...and
You're
Glamorous

- ★ It creates a lovely new complexion
- ★ It helps conceal tiny complexion faults
- ★ It stays on for hours without re-powdering

WATCH for a miracle of make-up when you try on Pan-Cake Make-Up because you'll see a lovely new complexion... soft, smooth and young-looking. You will realize why Pan-Cake Make-Up, originated by Max Factor (Hollywood for Technicolor pictures and one Hollywood star, has become the new make-up for millions of girls and women. Try it today for a new beauty ideal.

Pan-Cake Make-Up
ORIGINATED BY MAX FACTOR HOLLYWOOD

SF Model A Ford Club Invited to Participate in Special Olympics Torch Run - June 7

Last year, the San Francisco Model A Ford Club was invited to participate in the Special Olympics Torch Run. Several members showed up for this enjoyable event with their Model A's, following the runners in a Police escorted event through City streets. We encourage anyone who would like to drive this year to call Walter Caplan at 415-753-3280 and reserve a spot.

Following is a letter from Sgt. Bob Guinan from the San Francisco Police Department:

I would like to take this opportunity to cordially invite you to join us in the Northern California Law Enforcement Torch Run in support of Special Olympics. We hope that you will join us as a community partner in our efforts to raise funds for Special Olympic Athletes and become a "Guardian of the Special Olympics Flame".

The mission of Special Olympics is to provide year-round sports training and athletic competition in a variety of Olympic-type sports for individuals with mental retardation.

Each year the men and women of the San Francisco Police Department join with our fellow Northern California Police Officers Special Olympics Northern California in raising awareness of and funds for Special Olympics by participating in and sponsoring a variety of events within the City and County of San Francisco known as the Law Enforcement Torch Run.

Left: We received a certificate thanking us for our participation in last year's Torch Run

All funds raised through the Law Enforcement Torch Run support the training and competition season for summer sports and go directly to the Special Olympics Athlete.

On **Thursday June 7th**, we have scheduled the "Torch Run" wherein teams of volunteer police officers carry the Special Olympics Torch through the streets and neighborhoods on a 12-mile run. There will be a Noontime Torch Run Rally and Concert in Union Square featuring the Special Olympics Torch Exchange with the Oakland Police Department and a concert.

This event has been designed with the sponsor in mind and affords you as a sponsor an opportunity to showcase your support and join in as a participant and experience the fun and the rewards first hand.

If you have further questions, ideas or need additional information feel free to contact me.

Sincerely yours,

Sgt. Bob Guinan
Torch Run Coordinator
San Francisco Police Department



BIRTHDAYS & ANNIVERSARIES



March Birthdays

Dominic Marquez
Paula Escher
Jennifer Grafelman
Allison Karr
Tom Escher
Josie Calabrese
Barry Kinney

March 1
March 11
March 14
March 14
March 15
March 19
March 31

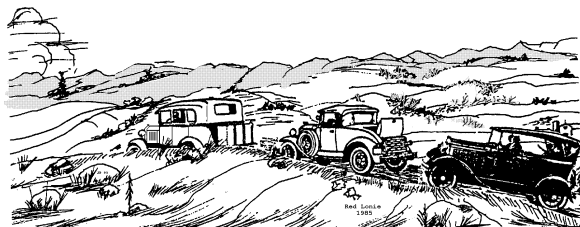
March Anniversaries

Nick & Josie Calabrese

March 25

2007 SAN FRANCISCO BAY AREA MAFCA TOURS

IT'S THE JOURNEY! NOT THE DESTINATION!

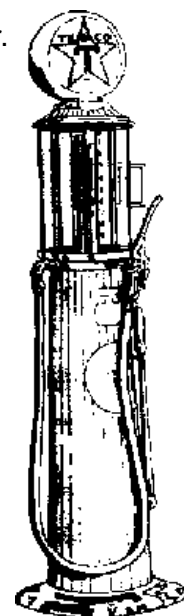


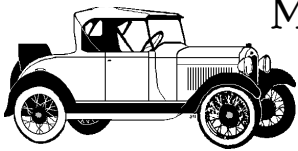
MONTH	DAY	TOUR LEADER	TOUR
JAN	28	GREG MARTINEZ	PRESIDENT'S BRUNCH - HARDING PARK
FEB	16,17,18	SF MODEL A FORD CLUB	CLASSIC CAR SHOW AT FISHERMAN'S WHARF
MAR	10	THE BOB CRAIGS	TECH SEMINAR AT CRAIG'S AUTO
MAR	17	JEANINE & GUNARD MAHL	BILL ROSE'S MODEL A CRAB & STEAK FEED
APRIL	8	JEANINE & GUNARD MAHL	EASTER AT PACIFIC ROD & GUN CLUB
MAY	19	OWSLEY/CAPLAN	"A" DAY AT THE RANCH - CAMPO SECO, CA
MAY	20	KINNEY	FRIENDSHIP DAY - CANADA COLLEGE
JUNE	7	RICHARD C. WEBSTER	LAW ENFORCEMENT TORCH RUN
JUNE	16	CAPLAN / OWSLEY	ST. ANNE'S HOME - FATHER'S DAY WEEKEND
JUNE	24	CAPLAN / OWSLEY	PRIDE PARADE & PICNIC LUNCH AT CRISSYFIELD
JULY		OPEN	OPEN
AUG	12	GREG MARTINEZ	SWAP MEET AT PACIFIC ROD & GUN CLUB
SEPT	9	KINNEY	ANTIQUE AUTOS HISTORY PARK - SAN JOSE
SEPT	21-23	CAPLAN / OWSLEY / MACHADO	OVERNIGHTER-MURPHYS-IRONSTONECONCOURS
OCT		GREG AND CASEY MARTINEZ	JIMMY'S OLD CAR PICNIC IN GOLDEN GATE PARK
NOV		KINNEY / CAPLAN	THE ANNUAL SAN FRANCISCO CITY TOUR
DEC	8	SF MODEL A CLUB	CHRISTMAS BANQUET

If you would like to lead a tour, please call **Jeanine Mahl 415-664-2056**
We encourage Club Members to plan additional **driving tours** throughout the year.
There is room for more than one activity or tour per month.

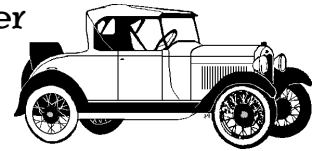
2007 Schedule of Events

January 27-28	Turlock Swap Meet (41st Annual): Stanislaus County Fairgrounds. Sponsor: Modesto Area A's; Sat 7 am to 5 pm, Sun: 7 am to 3pm; \$5 admission
February 25	Hayward Swap Meet & Car Show, Host: Bay Area Horseless Cariage Club 510-835-6069 or www.BAHCC.org
March 17	Model A Crab and Steak Feed 10am-5pm, Livermore, Info: Bill Rose (925) 216-9920
April 13-14	Monterey Rock & Rod Festival, Monterey County Fairgrounds www.montereyrockrod.com (Oldies Music / Classic Car Show)
April 27-29	CCRG Jamboree, Yosemite Tenaya Lodge, Fishcamp, CA, Host: Blossom Trail A's, Info: Ken Wall (559)638-4746
April 29	Dream Machines - Half Moon Bay - 10 am - 4 pm
May 4-6	Lake County A's Annual Spring Opener, Lakeport, CA Info: Peggy Choate 707-998-1496
May 31-June 3	NCRG Roundup, Sacramento, Sponsored by Modesto Area A's Call Holiday Inn (Madison & I-80) 916-338-5800 for reservations, www.ncrgmafca.com
July 24-29	NWRG Round-up, Pendleton, OR. Host: Blue Mountain A's Info: Pat Kennedy 800-863-9358
Sept 1-3	Stuck in Lodi, Labor Day 2007, Host Tokay A's
Sept 30	Placerville Jazz Jubilee, Car Display
Dec 5-9	MAFCA Annual Membership Meeting, Southern California. Host: SCRG
June 22-27, 2008	MARC/MAFCA World Model A Ford Meet





Minutes of the San Francisco Bay Area Chapter
Model A Ford Club of America
February 8, 2007



President, Greg Martinez, called the meeting to order at 8:00 P.M. The minutes of January 11, 2007, were approved as corrected: Bob Marquez moved that the dollar amount of the Port Lease for 2008 be by a vote of the Club membership.

Introduction of Guests: Tony Hobbs granddaughter, Dominique Hobbs was our guest for the evening.

Reports of Officers

President: The Club has arranged to return to the Basque Cultural Center for the 2007 Christmas Party/Annual Meeting. Gunard Mahl will research an alternative location and report back his findings at the next meeting. The Club will continue to have their pre-meeting dinner at Goat Hill Pizza.

Vice-president: The President's Brunch at Harding Park Golf Course was a success with 47 members and guests attending.

Treasurer: Members who have not paid their dues will be notified by mail prior to the March meeting. The Club continues to maintain sufficient funds in all accounts to pay outstanding debts.

Secretary: The Secretary has prepared sign-up sheets for those members who plan to help setup and tear-down the Car Show. Correspondence was received from MAFCA requesting a listing of all Club activities for year 2007 including insurance requirements for each event.

Editor: It was moved and seconded (Cunneen/Kinney) that potential Club members are eligible to receive a complimentary copy of **The Choke Rod** for a maximum of three months. The Motion passed. Members who would prefer to receive **The Choke Rod** electronically should notify the Editor by phone or email. The Editor will need your name and email address.

Tour Chair: Tour for March includes the Tech Tour and the Bill Rose Crab Feed. This year the Crab Feed will be adults only. Gunard and Jeanine Mahl will lead the Tour. See page 3 of the February **Choke Rod** for details. Barry Kinney will review the July Tour to Oregon Caves at the March meeting.

For the Good of the Order: Last year the Club voted to pay the membership fees (dues) to ACCC for the Club representative, Franz Von Uckerman. Franz suggested that he would pay his dues to ACCC if the San Francisco Model A Club would wave his dues to the Club. The Club voted to continue to pay dues to ACCC on Franz Von Uckermann's behalf for year 2007.

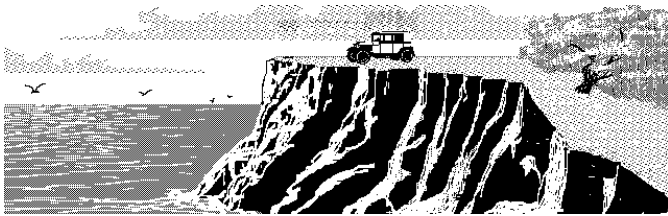
Bent Rod: Two candidates are eligible to receive the Bent Rod Award. They will be awarded the trophy based on merit at the next regular meeting in March.

The meeting was adjourned at 9:30 P.M. The next regular meeting will be on March 8, 2007

Minutes respectfully submitted by **Barry Kinney**, Secretary

SF Model A Club Monthly Meetings: The meetings continue to be held monthly, the second Thursday of each month at 8 pm. 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 8 pm on Thursday, March 8, 2007
A number of club members gather for dinner before the monthly meetings at 6 pm
Please feel free to join us -- March dinner location will be at Goat Hill Pizza at 18th & Connecticut.



The **Choke Rod** is available online
www.sfmodelaclub.org



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Choke Rod

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Insert - Classic Car Show 2007



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

MARCH MEETING
Thursday March 8, 2007
8 PM - Monte Cristo Club
136 Missouri Street (Potrero Hill)
San Francisco