

The Choke Rod

preserving and restoring the Model A Ford since 1956

Volume 51, Issue 10

MAFCA Certificate of Merit 2005 & 2006

October 2007

San Francisco Bay Area Chapter

Model A Ford Club of America

Bonneville Salt Flats International Speedway

Greg Martinez and Kerry Fehlberg's Pilgrimage

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October Tours

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A Day on the Bay ~ Benefiting Special Olympics ~ see page 3

Upcoming Tours

Sunday, November 11~ Annual City Tour ~ The Presidio of San Francisco

Saturday, December 8 ~ Christmas Banquet

Official Publication of the
San Francisco Bay Area Chapter
MAFCA

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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 before the 25th of the month for publication in the next month's issue of The Choke Rod. 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 enthusiast,

Hope all is well in your garage. It's been a very good month for shows and events, so many to choose from.

In the first part of the month we attended San Jose's Kelley Park History Day with several cars from the club, and we had a great potluck lunch! Man this club loves to eat! Our own Casey Martinez won a raffle prize at the end and I got to pick what she wanted, perfect choice.

Then there was Murphy's Ironstone vineyards. All one can say about the event is that it's 1st class all the way. Except for a little rain it was almost perfect (we lost 1 engine). There were many high end cars, good friends, old and new, and once again lots of eating. It doesn't get much better! (exception = Christmas dinner — more eating).

Well that's it for this month. I'll miss all the healthy debating we have been having at the past 2 meetings, they usually don't go this way, so to anyone who was offended let me apologize. I personally would like to see more fun and less politics because people join clubs for fun - not more grief. Let's keep that in mind, more fun.

By the time you read this I'll be in Hershey, Pennsylvania, the mecca of chocolate and car parts, with rows and fields of fun - rusty old junk, yabba dabba.

remember, the cars are the stars,

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.
250 South Cypress Street
La Habra CA 90631

www.mafca.com

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*.



2007 Ironstone Tour Recap

This was our second year at the Ironstone Concours and the first time we had more than tow cars entered. The Tempone family, Ed and Irma, Bill and Juanita entered their T-Bird and newly restored Dodge Charger. The Martinez family was there with their A-400. Bob and Pauline Marquez and our newest member Springer entered their Model A Coupes. Tom and Terry Machado from the Linden A's (adopted members of our Club) showed their Cadillac Hearse and their Merk. The Charger, Cadillac and the A-400 were winners in their classes. Congratulations!



We started our tour with breakfast at Bakers Square in Castro Valley. After breakfast, we journeyed up 580 to the old Altamont Pass Road, a flat two line model a road around the mountain and up Grant Line Road through Tracey. We stopped in Escalon for a short tour of an antique car museum and then traveled on to Knights Ferry for a picnic lunch.

We arrived in Murphys around 4:30, had our traditional celebratory party and those of us who had not signed-up for dinner at the Winery, adjourned to a small restaurant near the motel for dinner.

Saturday, show day, it rained. You can't help admiring car enthusiasts who will drive and show their cars in the rain. Some of these cars were one-of-a-kind and worth a few dollars wet or dry. In spite of the rain, the show was spectacular.

Saturday night we enjoyed a sumptuous dinner at the old gold rush era Murphys Hotel. Ask Nick about the free taxi service offered by the city of Murphys - it's a good story. Most Saturday nights the taxi stand is located in front of Murphys Hotel.

On Sunday Tom and Terry Machado led the tour to Jamestown for an excellent brunch at the historic Jamestown Hotel. Following brunch members browsed the antique shops along Main Street.

Unfortunately, one of our cars failed to return under its own power. This could mean that the Bent Rod will have a new home? Come to the October meeting for all the details.

Article submitted by **Barry Kinney**

Sunday, October 7 Old-Fashioned San Francisco Neighborhood Block Party

Gunard and Jeanine Mahl invite SF Model A members to our 25th + annual block party. On 28th Avenue between Lincoln & Irving. The street is blocked off about 9 in the morning, but we can park model A's on 28th at the Lincoln Way end of the street on the west side. We need to keep them close together, backed in to the curb starting close to the barricades.

It is a potluck lunch with food served around noon. You are asked to bring something to share. Some beer and soda will be available, but if you are really thirsty, bring something. We have games for adults and kids. Prizes for best food.

For those hardy souls who stay till after dark, there will be a "bonfire" in the Mahl's driveway in our copper fire bowl. Bring chairs. Hope to see you there. For more information, call Jeanine @ 415.664.2056

Sunday, November 3 Mobsters Ball

The San Francisco Mobsters Ball will be held Saturday November 3rd. Our newest member Springer Teich has invited Club members to participate. See Mobsters Ball insert for details. A Car Show Vehicle Entry Form is included for those interested in displaying their Model A's at the event. Following the Ball on Sunday November 4th there will be a caravan to the Alameda Antique Faire, and then a picnic.

For more information contact **Springer Teich**:
springerteich@pacbell.net or call her at 415-407-3576

Saturday, October 20 Cable Car Pull & Bay Plunge

Once again the fine officers of the SFPD have invited us to join with them for "A Day on the Bay", Saturday October 20th, in an effort to raise money for Special Olympics Northern California. Beginning at 8 am, events include Tip-A-Cop, Pull-A-Cable Car, and Plunge-into-the-Bay. This is an opportunity for the SF Model A Club to participate and to showcase our vehicles. See insert for details. Assemble in front of City Hall on Polk Street at 7:30.

**Tour Leaders: Richard Webster and Steve Owsley,
RSVP 415-563-7130**

Model 'A' Ignition Timing ~ Making It Right

Adapted from **Marco Tahtaras** article on Dick & Sabina Burton's website - www.170amodela.com, where the article can be viewed in its entirety

Timing the Model 'A' Ford is a subject frequently covered over the years. Every version I've read is either more complex than necessary, or too inaccurate. The following method is not only quick and simple, but probably more accurate than Ford expected.

Before adjusting the timing some basic distributor checks are in order. With everything assembled check the travel of the spark advance relative to the opening in the side of the distributor body. The protruding lever should be against one wall of the opening with the lever down and against the other wall with the lever up. Adjust or bend the linkages as required. This will insure full use of the advance for maximum performance.

Prepare to adjust the points by removing the distributor cap, body, and rotor. Grasp the distributor cam with your thumb and forefinger, and attempt to rock or move the shaft back and forth. There should be no discernible movement laterally. Any movement indicates worn bushings and/or shaft. The distributor will still function, but the point gap will vary by a corresponding amount. Keep in mind the recommended point gap is .018"-.022", not .013"-.027"!

Perform a similar check of the upper "Breaker" plate. Grasp the plate by the protruding arm. Move the plate fore and aft. Again, the point gap will fluctuate by a corresponding amount. Add the two amounts together and see the potential problem! Any play can generally be corrected at this time without replacement of the breaker plate. See Rebuilding the Model 'A' Distributor

The last check is for cam uniformity. Turn the engine with the hand crank and position one of the cam lobes under the point rubbing block to open the points fully. Carefully measure the point gap and adjust to .020". Now rotate the engine 180° with the crank, rotating the cam to the next lobe. Carefully measure the point gap and note and variance from your original setting. Repeat the process twice more until all four lobes have been checked. They should all be identical but often vary. If they vary, readjust the points to average .020" until proper repairs can be made.

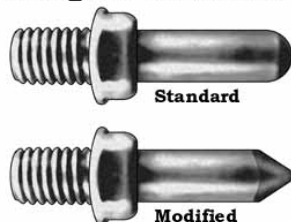
Be certain the point contacts are properly aligned and square. Remove the breaker plate and adjust if required.

Timing Pin and Timing Gear

One problem often encountered is difficulty locating TDC (top dead center) of piston number one by use of the timing pin. This is due to modern replacement timing gears having a small dimple unlike the one shown below. Any time prior to engine assembly this can be corrected carefully with a 1/4" twist drill.



Timing Pin Modification



© 1999 Marco Tahtaras

Drill just deep enough to enlarge the depression to 1/4" diameter.

If your engine rebuilder was too rushed to take care of this problem the timing pin can be modified. Assuming you don't have a lathe in your garage you can chuck the threaded end of the pin into a 3/8" drill. While running the drill, shape the end of the timing pin by lightly grinding with a running bench grinder. Position the drill so the rotation of the pin is approximately 90° to the rotation of the grinding wheel. Don't rush it or it will not retain its center. The tip should not be so sharp as to scribe the timing gear while locating the mark.

Adjusting the breaker points

If you've followed the guidelines above you are ready to move on. If not, adjust the points now. The points must always be adjusted prior to the ignition timing! Reducing the point gap subsequent to timing adjustment (or any other time) retards the timing. Conversely, enlarging the gap will advance the timing.

Setting the Timing

Finally to the heart of the matter!

1. Use the timing pin to locate TDC of number one. This is the only accurate method short of a long drawn out process with a dial indicator. Other methods will only get you within 5-10 degrees without some extra luck.

2. With the distributor body installed, raise or retard the spark lever on the steering column to the top of its travel. This is done in case the distributor body limits the rotation of the breaker plate.

3. Loosen the cam screw and rotate the cam into position ready to open the points for #1 as shown in the following illustration. If the cam seems excessively sticky on the shaft then use the rotor to turn it.

4. Begin tightening the screw. This removes the backlash in the system and the cam should remain as close to touching the rubbing block on the points as possible without opening the points. This may require multiple efforts to get it ideally positioned.

5. The final check is to simply turn on the ignition switch. Using the screwdriver at the cam screw, turn it clockwise as if tightening the screw. The SLIGHTEST movement of the screwdriver and cam in the opposite (counter clockwise) direction should clearly spark the points. If the points won't spark the setting is too tight and too advanced and the points aren't closing. If there is any noticeable movement of the cam before the spark then the setting is too far retarded. Don't forget to turn off the ignition. Leaving it on with the points closed may result in a dead battery or burned out coil!

The actual timing sequence is short and simple. With a little practice the points can be changed and set, and the timing set accurately in two to five minutes.

Homes Without Modern Bathrooms

In the 20's, having a complete indoor bathroom was a rarity for



many families, especially for those who lived in the country. You probably had a claw-foot or tin bathtub, but no indoor plumbing. The water for your Saturday night bath was hauled in from a well, hand pump, or cistern, and was heated on the kitchen stove.

ASSOCIATION OF CALIFORNIA CAR CLUBS, INC.

September 7, 2007

San Francisco Bay Area Chapter
Model A Ford Club of America
PO Box 31387
San Francisco, CA 94131
Attn: Choke Rod Editor

Re: Club Membership in ACCC

Walter,

Thank you for contacting me about the ACCC.

I would like to impress upon you and your club members why it is of the utmost importance that the ACCC increase our membership. Not only do we need more clubs across the state of California, but it is most important that we have all clubs join our association. Model A and T clubs and other antique or historical vehicle clubs think that they will not be affected because they are vehicles that are not driven much or driven to shows and do not have any emission controls that require them to go through a smog check program. There are currently bills in the legislature that are targeting ANY older vehicles, ie: AB 468, which is a vehicle abatement bill that will allow regulators to confiscate ANY vehicle that appears to be not in use (cob webs, flat tires, etc.)

There are also new regulations in place today that will require ANY vehicle that is caught in the remote sensing web to be sent to a referee station and if the referee determines that the vehicle is polluting, it can be taken off the road. The California Air Resources Board (CARB) does not care if the car is a restored model A or T. their goal is to meet air standards and for every vehicle they can get off the road it is a plus for them. In order to fight these unfair laws it is important that we get all clubs and car enthusiasts in California to join our organization. We are the ONLY organized group in the State that is actively involved in saving our cars.

Please try to encourage your club to join us and also have the members join as an individual member. The small amount of dues to join will make a big difference as all of our dues go to paying our lobbyist at the Capitol and the printing of our newsletter. All of our Directors are not paid and are active car enthusiasts that want to save your cars. Remember that the legislators and regulators have to be reminded that we pay their salaries, and it takes numbers to convince them to listen to us...

Please join us so we can make these numbers count.

Thank you

Bob Stearns
President ACCC

ACCC information at www.acccdefender.org

the current issue of the ACCC newsletter deFENDER
can be found on our website on the newsletters page:
October 2007 **Choke Rod** insert

Pilgrimage to Bonneville

Story and photos by **Kerry Fehlberg**

Greg and I left the City about 6 am and made good time to Reno, and Winnemucca. Stopped there, noticed a new hotrod garage and museum along the end of town going east. We quickly stopped and took some pics; it is opening very soon and will be worth a visit, as some very interesting pieces were



in the window on display. As we drove east on I-80 we passed many cars on their way home going west. For them, their race was over till next year, as many disappointments awaited them on the salt. We drove over the hill into Wendover in the middle of the afternoon, after setting some landspeed records ourselves on I-80. Sadly, Chevy pickups won't go over 98 mph, but we certainly tried for more. Once



you turn off the freeway, it suddenly opens up into a flat white sparse environment that levels all men alike—temperatures peak in the average at 100 degrees, sunblock and water are priorities.

Racing starts at 7 am and goes to 6 pm every day. The record breakers from the previous day take up the early morning session from 7-9.

Their cars go into impound, and are checked, fuel changed and sealed. Then you go out first up to back up your time from the day before, SCTA, the governing body, has it down to a fine art. The



biggest holdups were from racers themselves, and not the SCTA. Parts and pieces from cars, DZUS fasteners letting go, tires shredding, all this adds to holdups on the start line. If you're in your car suited up and waiting to start, it can get really hot in there.



We hung out with Team Fiorese. Ray had 2 cars there, the '32 roadster, and the sprint-car with a crisp-hot V8 flat head that went on to a record. Sadly the '32 only did 2 runs, and then expired from an unknown illness in the top of the Howell twin cam head, We then met up with Gus, a friend of Greg's who pitted for an old gent who hadn't missed a Bonneville in 55 years, he was running a B block in a '28 Roadster, (car no. 32) and they were averaging 110 mph twice a day all week. Greg got all excited to see this happening, he was in Nirvana. He had arrived — this was what he was born for, the heat, the sunburn, the salt — it all waned away as he heard banger after banger fire up and charge down the track. Bring it on!



Sadly, we saw a banger that was frying the pistons. All the work they did was in vain if you don't get the air/fuel mixtures correct. So, after 3 days on the salt we were hooked, we got the bug and will be there next time. Was also my privilege to hook up with another team from So Cal running a '28 Roadster with a stock motor, with a \$40 blower on top. It was built from all the throwaway parts from a rod shop. The most expensive part was the scatter shield, \$50 worth on the bellhousing. They went out every day and ran 105 average. His wife drove the '28 and she had a blast. It was fun watching her. We'd push her to 60 mph in the push car; she'd then bang it into top gear and run the banger through the 2 mile at 105. When we picked her up on the salt, the little '28 was all hot and gurgely, boiling and spitting rusty water out on the salt. Some things never change,



All good things come to an end
As we headed west I realized
that this had been one off the
best experiences that I'd had in
the 4 quick years of living in the
USA. The salt has a way of
humbling men and their
expectations. The friendships
and camaraderie amongst
teams and people alike was
amazing. No bitching and
whining. I then realized these
are my kinda people!



BONNEVILLE SALT FLATS INTERNATIONAL SPEEDWAY
The salt flats were formed as ancient Lake Bonneville slowly evaporated and deposited concentrations of salt onto this playa. Shorelines carved into the mountainsides are visible to the north along the Silver Island range and extend to the Salt Lake Valley. Named after Captain B. L. Bonneville, an early military explorer of the West, the Salt Flats measure over 4,400 acres and are primarily Public Land. Historically the flats have impeded man's movement westward. Early traders like Jedediah Smith and John Fremont crossed the vast saline plain only to return with awesome stories of the salt's harshness. In 1846, the Donner Reed Party lost animals, wagons and valuable time on the salt. These losses contributed to their late arrival and subsequent disaster in the snowy Sierra-Nevada Mountains. The Flats' potential for racing was first recognized in 1896 by W. D. Rishel, who attempted to organize a carriage and bike race. He convinced Ferg Johnson to test drive his Packard here in 1911. In 1914, Teddy Tetzalaff reached 141 mph in his "Blitzen Benz". Succeeding years saw many attempts to set faster records. In 1940 Ab Jenkins set 81 new speed records in his "Mormon Meteor III", including a 24-hour endurance record of 161 mph. Jet and rocket cars appeared in the 1960s and exceeded the 500 and 600 mph marks. The speedway, 80 feet wide and 10 miles long, is prepared by the Bureau of Land Management in the early summer. Speed trials are scheduled throughout the summer and fall. They end when rains cover the area with water.





SPEEDWAY MEADOW • GOLDEN GATE PARK
SAN FRANCISCO
SUNDAY, OCTOBER 14, 2007
SUNRISE TO SUNSET

It's just \$20 to park your vehicle on the Meadow's lawn. You will get a packet that includes a raffle ticket and other goodies and a chance for your car to win a People's Choice award. The money we raise benefits the SF Park & Recreation's Adaptive Recreation program. This is a wonderful program dedicated to assisting people with Down's Syndrome and other developmental disabilities. What kind of cars show up? Everything imaginable! Cars from all eras, motorcycles, scooters, bikes, giant red wagons, motorized barstools-- vehicles ranging from clunkers to perfect restorations...www.jimmypicnic.com

Speedway Meadow is located within Golden Gate Park in San Francisco. It's near 30th Avenue, on John F. Kennedy Drive, west of Crossover/Transverse Drive.
PLEASE NOTE: Vehicles MUST enter the Meadow coming east from Ocean Beach, on JFK Drive. OR enter the Park at 30th Avenue from Fulton, then turn LEFT onto JFK Drive.

If you aren't planning to bring an old car to the Picnic, please remember that parking will be tough. You will need to park outside and walk in. Cars later than 1972 will not be allowed on the lawn. The 5 Fulton Muni bus stops on 30th Ave and Fulton. We will have the Club canopy set up. You are welcome to bring your own picnic or BBQ. Club members should bring something to sit on -- a chair of some type or blanket.



BIRTHDAYS & ANNIVERSARIES



October Birthdays

Springer Teich **October 26**

October Anniversaries

Fred & Jennifer Grafelman **October 4**
Lester & Jean Kling **October 25**
Bill & Juanita Tempone **October 26**

Refreshments



at the September meeting were provided by **Jeanine Mahl**

Walter Caplan will provide refreshments at the October meeting

Lumberjack Day Parade West Point (Calaveras County) Saturday, October 6



An American Horseman sanctioned parade, "downtown" car show and lumberjack contests (such as bucking, cross cut sawing, tug-of-war).

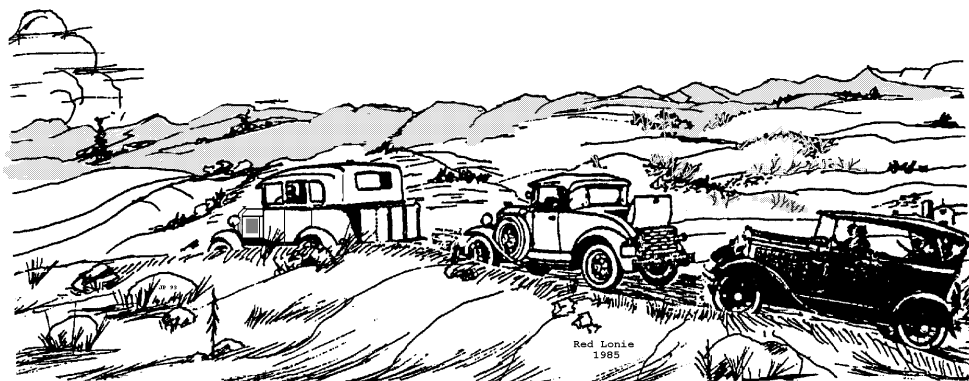
This parade was started in the early 1970's by three West Point elementary school teachers, one of whom was our own Jeanine Mahl. It has grown every year since. Now it raises money for scholarships for local kids. It is lots of fun!

Jackson Rancheria Casino is about 10 miles away. Anyone who is interested should put this date on their calendar. For more information and registration form, go to the club website www.sfmodelclub.org: Newsletters Page.

If you have questions, call **Jeanine Mahl**

2007 SAN FRANCISCO BAY AREA MAFCA TOURS

IT'S THE JOURNEY! NOT THE DESTINATION!



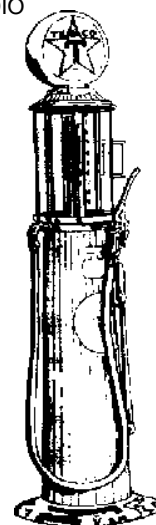
| MONTH | DAY | TOUR LEADER | TOUR |
|-------|----------|---------------------------|--|
| JAN | 28 | GREG MARTINEZ | PRESIDENT'S BRUNCH - HARDING PARK |
| FEB | 16,17,18 | SF MODEL A FORD CLUB | CLASSIC CAR SHOW AT FISHERMAN'S WHARF |
| MAR | 10 | THE BOB CRAIGS | TECH SEMINAR AT CRAIG'S AUTO |
| MAR | 17 | JEANINE & GUNARD MAHL | BILL ROSE'S MODEL A CRAB & STEAK FEED |
| APRIL | 8 | JEANINE & GUNARD MAHL | EASTER AT PACIFIC ROD & GUN CLUB |
| APRIL | 29 | BARRY KINNEY | DREAM MACHINES - HALF MOON BAY AIRPORT |
| MAY | 12 | WALTER CAPLAN | CRUISE TO SANTA CRUZ |
| 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 | 15 - 21 | KINNEY | NO. CALIFORNIA / SOUTHERN OREGON TOUR |
| JULY | 25 | WEBSTER | LAW ENFORCEMENT APPRECIATION AT ATT PARK |
| 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 | 7 | THE MAHLS | 28TH AVENUE BLOCK PARTY - SAN FRANCISCO |
| OCT | 14 | CAPLAN / OWSLEY | JIMMY'S OLD CAR PICNIC IN GOLDEN GATE PARK |
| OCT | 20 | WEBSTER / OWSLEY | A DAY ON THE BAY - BENEFITS SPECIAL OLYMPICS |
| NOV | 11 | KINNEY / CAPLAN | ANNUAL CITY TOUR -- THE PRESIDIO |
| DEC | 8 | SF MODEL A CLUB | CHRISTMAS BANQUET |

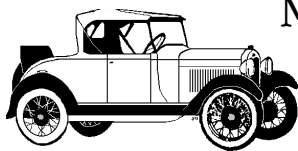
If you would like to lead a tour, please call **Jeanine Mahl 415-664-2056**
We encourage Club Members to plan additional **driving tours** throughout the year.

There is room for more than one activity or tour per month.
If you plan to attend a tour, please RSVP the tour leader.

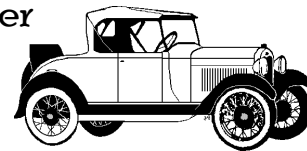
2007 Schedule of Events 2008

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|------------------|---|
| Sept 1-3 | Stuck in Lodi, Labor Day 2007, Host - Tokay A's |
| Sept 30 | Placerville Jazz Jubilee, Car Display |
| Oct 6 | Lumberjack Day Parade - West Point (Calaveras County) |
| Dec 5-9 | MAFCA Annual Membership Meeting, Southern California, Host SCRG |
| June 22-27, 2008 | 3rd MARC / MAFCA World Modal 'A' Ford Meet, Addison TX, Host - Dallas Model A Ford Club |
| Aug 4-8, 2008 | Northwest Regional Meet, Medford, Oregon, Host - Rogue Valley A's |





Minutes of the San Francisco Bay Area Chapter Model A Ford Club of America September 13, 2007



The meeting was called to order at 8:05 PM by President Greg Martinez. Minutes of the August 2007 meeting were approved as written.

REPORTS OF OFFICERS

President: A Motion was made by Greg Martinez to give the Pacific Rod and Gun Club \$250 from Swap Meet profits as a consideration for the use of Rod and Gun Club facilities on Lake Merced for the Swap Meet sponsored by the San Francisco Model A Ford Club. After a short discussion the Motion passed.

A Motion was made by Greg Martinez to donate \$400 to the Special Olympic Athletes. The \$400 would be come from the Swap Meet Fund. The Motion passed without objection.

A Motion was made at the August meeting asking that the Club consider joining ACCC. The Motion was tabled until the September meeting. The Motion read: The San Francisco Model A Ford Club has elected to join or become a club member of the Association of California Car Clubs and to fund membership in ACCC with a dues increase of four dollars per SF Model A Ford Club member.

After a lengthy discussion, which included the reading of correspondence from Bob Stearns, President of ACCC, the following amendment to the Motion was made: The San Francisco Model A Ford Club has elected to join, as a club member, the Association of California Car Clubs. (see Bob Stearns letter to the SF Model A Club, to be published in the October issue of the **Choke Rod**)

The Motion, as amended, passed by a vote of ten to five.

The President then informed those present that he had conducted a limited telephone poll prior to the meeting, and had secured the proxies of six non-present members, all of whom opposed the club's joining ACCC. The Editor then informed those present that he held the proxies of three non-present members, all of whom supported joining ACCC.

After further lively discussion, Kev Enderby reminded the members that the motion the join ACCC which passed had not addressed the question of how the Club would pay for dues required for Club membership in ACCC. The funding issue will be left to further discussion and to a vote at a future meeting.

Secretary: The Secretary has drafted a letter thanking the Pacific Rod and Gun Club for the use of their facilities on Lake Merced for the San Francisco Swap Meet.

After a short discussion the Motion was made to allow the expenditure of up to \$800.00 by the Club Secretary for the purpose of securing liability insurance to protect Club officers and directors in the event of a lawsuit. The Motion passed.

Treasurer: The President presented a comprehensive profit and loss statement detailing income and expense for the San Francisco Swap Meet.

Tour Chair: Several members had positive comments regarding the Kelly Park Tour. The Tour to Ironstone is next, to be followed by Jimmy's Picnic and the Mahls' block party in October.

Editor: The Editor presented information form MAFCA regarding changes in liability insurance coverage for MAFCA Component Clubs.

Swap Meets and Car Shows will no longer be covered. Club events must be limited to members only and Club events must be approved by MAFCA 45 days prior to the event.

The Secretary was asked to investigate the possibility of securing liability insurance for Club events not covered by MAFCA.

Refreshments: Jeanine Mahl provided refreshments for the meeting. Walter Caplan will bring refreshments to the October meeting.

For the Good of the Order: Barry Kinney brought several examples of Model A Carburetors for "Show and Tell".

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, October 11 2007

A number of club members gather for dinner before the monthly meetings at 6 pm

Please feel free to join us -- October dinner location will be at Goat Hill Pizza at 18th & Connecticut.



Happy Hallowe'en

graphics by Pauline Marquez



www.sfmodelaclub.org

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Model A Ford Club of America
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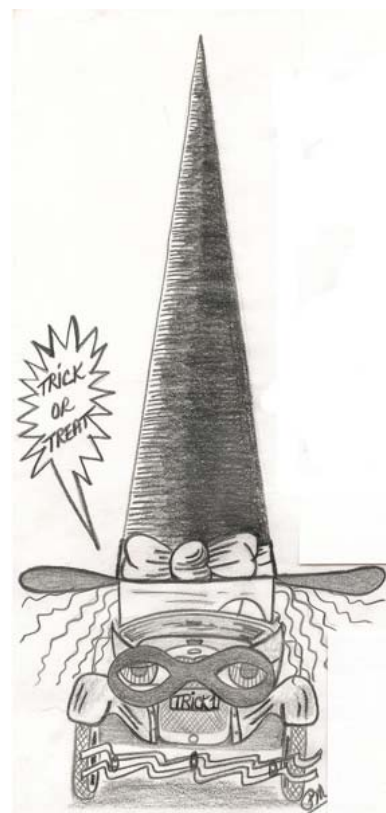
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The Choke Rod is available online

www.sfmodelaclub.org

Inserts are available online at

www.sfmodelaclub.org on the Newsletters page



OCTOBER MEETING

Thursday October 11, 2007

8 PM - Monte Cristo Club

136 Missouri Street (Potrero Hill)

San Francisco