

The Choke Rod

preserving and restoring the Model A Ford since 1956

Volume 54, Issue 7 MAFCA Certificate of Merit 2005 - 2006 - 2007 - 2008 - 2009 July 2010

San Francisco Bay Area Chapter

Model A Ford Club of America



Chronicle / Lance Iversen

San Francisco Old Firehouse Tour

see page 3

Pre-registration is mandatory - see insert for registration form

Upcoming Tours

Sunday July 18 - Old Firehouse Tour - San Francisco

Sunday September 12 - Gatsby Afternoon - Dunsmuir Estate Oakland

Sunday September 12 - Antique Autos History Park - San Jose

Friday-Sunday September 24-26 - Overnighter Murphys Ironstone Concours

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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Scott Williams

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PHOTO EDITOR: Kerry Fehlberg

TECH EDITOR: Steve Owsley

MEMBERSHIP: Walter Caplan

President's Message

Summer is here and things are heating up. We covered a lot of ground at our June meeting. Up coming events include Father's Day at St. Anne's Home and the Concours at Stanford.

We were all sorry to hear of Kerry's passing. An upcoming newsletter will be dedicated to his memory. Send a picture, short note, or remembrance to our editor and it will be included in that issue of the Choke Rod.

This month Mike Cunneen spoke about the fabrication and test flight of his experimental plane. We have talented members who have interests that, while not directly related to the Model A, employ techniques and talent that can be applied to car restoration and maintenance.

Next month Gunard will discuss the intricacies of keeping an airplane with no motor flying. I will have a display of a Model A front axle and give a short description of how it goes together.

I would like to keep calling on our members to speak at our meetings. If you have something you would like to talk about, as long as it is not political or religious in nature, by all means let me know and we will make time in the agenda.

We are on our summer schedule. Meetings start at 7:30 pm.

See you at the July meeting, Thursday July 8th.

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

Model A Ford Club of America, Inc.

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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*.

Overnighter to Murphys Ironstone Concours d'Elegance Friday - Sunday, September 24 - 26

By popular demand, for a fourth year the Club is planning another weekend tour to the gold country with stops along the way, group dinners, and a fantastic car show on the beautifully landscaped grounds of the Ironstone Winery in Murphys. A limited number of hotel rooms have been reserved by Barry Kinney for club members.

Accommodations are limited and will be on a "first come - first served" basis. Call Barry at 415-282-2789 to reserve a room.

See insert for Concours information and registration form.

Tour Leader: Barry Kinney

10th Annual Antique Autos in Kelley Park, San Jose Sunday September 12

This event features Antique Exhibits, a Dixieland Band, Food from Peggy Sue's, Antique Motorcycles, Glass Sculpturing, Ceramics, Quilting, Beading, Wood Carving, Fly Tying, a Working Blacksmith Shop, a Working Trolley and much more.

The event is free to all participants. To bring a vehicle on the grounds it must have been in use from 1945 and earlier.

Meet at Pacific Rod & Gun Club at 7:30 am. Leave at 8 am. We will stop again at the junction of 92 and 280 and again at Woodside Road at 8:30 to pick up anyone who lives south of SF and would like to join the tour.

Tour Leader: Barry Kinney

Gatsby Summer Afternoon Dunsmuir Estate, Oakland Sunday September 12

A Gala Celebration Featuring Your Vintage Automobiles! If you own a vintage auto built between 1919 and 1942, you should take part in one of the most exciting and memorable events around. The Gatsby Summer Afternoon on September 12. For the past 26 years the Art Deco Society of California has been entertaining art deco enthusiasts with this extravaganza of a picnic in the secluded grounds of the Dunsmuir Historic Estate in the Oakland Hills, **where everyone dresses in period style.**

For further information and application and registration form go to www.artdecosociety.org/gatsby

San Francisco Old Firehouse Tour Sunday July 18

John Bettencourt has planned a very special tour. We will tour thirteen of San Francisco's historic fire houses and the SFFD Pioneer Museum. This will be followed by a firehouse BBQ at the Pacific Rod and Gun Club at Lake Merced.

We will meet at the Rod and Gun Club at 8:30 am for a running board breakfast - juice, coffee, and pastries.

There will be a cost of \$20 per person - kids are free, bring 'em along.

**You will be required to buy a ticket in advance.
You must RSVP John to participate in this tour.**

If you fail to purchase an advance ticket you will not be permitted on the tour nor will you be able to participate in the BBQ at Rod and Gun Club.

See Insert for mandatory pre-registration form.

Tour Leader: **John Bettencourt**

RSVP 415-585-8163 - johnbettencourt@sbcglobal.net

Refreshments

at the June meeting
were provided by
Nell Richmond

Victoria Acosta will provide
refreshments
at the July meeting.



BIRTHDAYS & ANNIVERSARIES



James Young	July 6
Leonel Jones Young	July 6
Jonathan Mahl	July 9
Ursula Mahl	July 9
Ryan Barrango	July 14
Cheryl Barrango	July 16
Will Tempone	July 16
Rachelle Marquez	July 17
Nick Karr	July 20
Jennifer Karr	July 24
Ken Zander	July 25

Ken Zander & Tim Taylor	July 10
Bob & Pauline Marquez	July 24

1914

The Great War produced great shortages and sacrifices. It was considered vulgar for women to wear jewelry and lavish clothing. The hair style became shorter and dresses became shorter as well, due to the lack of fabric. Women from the upper classes took on voluntary philanthropic work; many of them enrolling in the Red Cross as nurses. This was an intermingling of classes that was unthinkable for the times.

When war broke out and all able-bodied men went into the armed forces, women went to work, taking over the traditionally male roles to keep their country going. For the first time women were working in factories making munitions, taking administrative roles in offices, driving trams, delivering post and lighting lamps. Underwear at this time needed to allow easy movement and be comfortable to wear during a long working day. Lightweight materials that were soft against the skin replaced the heavy corset-weight fabric used by early bra makers.

Constricting corsets became impractical and were replaced with shorter, more pliable versions, eventually switching to the girdle. As the girdle was used only to slim the waist and hips women needed to turn the bra for upper body support. Florence Nightingale had banned her nurses from wearing corsets, as they made it difficult to perform even the simplest task. Red Cross volunteers in WWI followed her example.

Bra manufacturers had difficulty surviving the effects of the war and the shortages of raw materials; and many businesses failed. Those that survived streamlined their production system and simplified their designs steadying them for the end of the war. After making do, during the war, with bras made of handkerchiefs and scraps of material, women were ready to enjoy ready-made, off the shelf bras.

Although women joined the military in WWI the roles they carried were mainly "women's work". They cooked, cleaned, did clerical work and some driving. It was during WWII women first worked as mechanics and fired anti-aircraft guns. Women doing men's work was a very temporary arrangement. Female personnel wore uniforms of their male comrades, with simple lines and solemn colors (colored dyes were prohibitively

expensive). To conserve fabric garments were cut closer to the body, hems shorter, and undergarments skimpier.

The earliest reference to bra cups was in two different U.S. patents issued in 1916. Before this time most brassieres had no separation for the breasts. That did refer to the division as "pockets" rather than cups.

America had a struggle in conscience with the question of whether it should enter the war. Many American women, along with objectors from all nations, focused on winning the peace. The Women's Peace Party (WPP) grew out of the women's suffrage movement to address the causes of war and find a peaceful solution. In 1915, the WPP held an International Conference of Women (from both sides of the war) in Hague, the Netherlands, to call for mediation.

On April 6, 1917, despite strong protests from the American public, President Woodrow Wilson declared war on Germany. The need to make vast quantities of munitions put metals in short supply. The U.S. War Industries Board called on women to stop buying corsets, which contained steel support. This freed up 28,000 tons of metal (enough to build two battleships) and encouraged those few full-corset wearing holdouts to try the bra.

Once America entered the war over 25,000 American women headed for Europe. They helped the wounded, provided food and other supplies to the military, and served as telephone operators, and entertained their troops. Thirteen thousand American women enlisted in the U.S. Navy, mostly performing clerical duties, but they were the first women in U.S. history to be admitted to full military status. The army also hired female nurses and operators to work overseas as civilian employees, despite the fact that they wore uniforms.

Public support was crucial to U.S. involvement in the war. The U.S. government used posters to ask for its people to "wake up" and recognize the "threat to civilization", calling upon all citizens to do their part.



Rachelle Marquez

Memorial Day at the Presidio



Photo by Jeanine Mahl

Memorial Day this year saw only two cars at the Presidio – Walter Caplan’s 1930 Model A sedan and John Bettencourt’s 1932 roadster. The weather was better than some years, but the wind was quite brisk.

Scott Williams and I rode with Walter in his Model A, and Gunard rode with John in his '32. (Gunard and Jeanine didn't bring a car because it was locked up in the trailer and the keys were in the Lincoln at the service center in San Leandro. One more dead car in the Mahl family!) Franz von Uckermann and his lady friend, Pat, were there, too – but without a car.



Photo by Scott Williams

As those of you who have taken part in the ceremonies in the past know, the parade isn't long. However, it is heartwarming to see the number of people there with their children – smiling and waving hands and flags. It is nice to know there are still Americans who respect our veterans and our flag. It is also fun to see all the folks wearing uniforms from the past.



Photo by Jeanine Mahl

I was sad to note that there always seems to be fewer men and women each year from WWII. This year was a special tribute to the Korean Conflict.

It is always very humbling for me to stand in the cemetery at the Presidio and look out over the graves of all the men and women who served and sacrificed for our freedom. I first started taking part in the Presidio Memorial Day ceremonies when I came out with our son, Jonathan, and his Boy Scout troop to place flags on each of the graves. I am proud to still be able to take part with our club each year.

After the ceremonies, the seven of us went to the Presidio Golf Club for lunch. We spoke to two of the men who were dressed in uniforms from the Revolutionary War. They are at the Presidio ceremonies each year. I certainly hope that I, and more members of our club, will be taking part again next year.



Photo by Scott Williams

Jeanine Mahl

The War Against Rust

Another Hidden Quality of the Model A

By Peter Winnewisser

The Model A Ford is, arguably, the most durable car ever manufactured. Two of the many reasons which back up that statement are the quality of the steel used in the cars and the painting process.

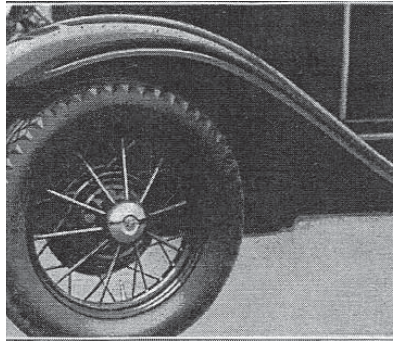
In *Know The Ford*, Murray Fahnestock, Technical Editor of *Ford Dealer and Service Field* magazine writes, "Forty kinds of steel and other expensive metals give enduring strength to the Ford." He also says that in the Model A, ninety percent of the steel parts are drop forgings which are stronger and more reliable than castings. Fahnestock discusses at length the quality steel in the Model A in his book which was published in September 1930.

It is a complete analysis of engineering and leading sales features of the Model A. The main focus of this article is the use of Bonderite to provide a firm foundation to hold the paint or enamel to the bright surface to which it was applied. One of the chief reasons so many more Model A Fords have survived is the chemical treatment involved in applying the Bonderite to steel surfaces of the car.

Bonderizing was used in preparing the surface of various Model A parts such as fenders, hoods, wheels, valve springs, miscellaneous sheet metal parts such as instrument panels, fender shields, arm rests, tail lamps and brackets, miscellaneous stampings, bodies of Station Wagons and truck cabs.

Ford Facts, a 1931 publication of the Ford Motor Company lists ten reasons why the Model A Ford was

a "Value Far Above The Price." They are: Performance, Safety, Beauty, Comfort, Reliability, Economy, Long Life, Materials, Precision-Made, and Universal Service. In three of these categories, Bonderizing is mentioned as an important element.

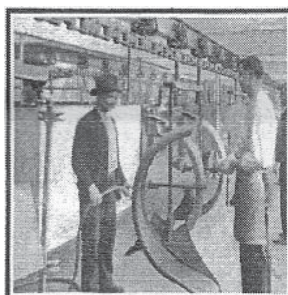


According to *Ford Facts*, "Fenders, splash guards and steel-spoke wheels are Bonderized before the enamel is applied, Bonderizing cleans the metal chemically, removes all rust, and forms a base to which the enamel

holds tightly. If the enamel is scratched, rust will not spread and loosen the remaining enamel. Thus these parts are protected against everything but mechanical injury, lessening the cost of preserving their beauty and strength."

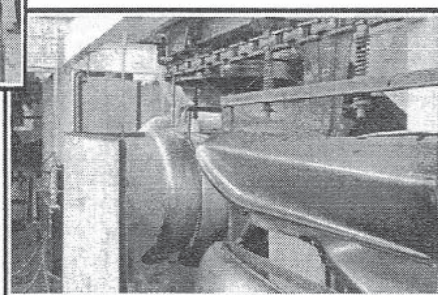
Ford's in-house publication, *Ford News*, tweaks that description a bit as follows. "Not only does the process cleanse the metal chemically, freeing it from microscopic rust, but it also produces a surface said to be part of the metal itself. This makes a remarkably effective base for the enamel because it is slightly absorbent. The enamel is held to the steel so tenaciously that jars on rough roads, or the eroding action of wind, rain and mud, will not cause the finish to crack, chip or peel. The rust cannot spread."

In an article in a 1967 issue of *The Restorer*, Murray Fahnestock reviews how Bonderite protects the Ford



Left: Inspecting Bonderized fenders after they have passed through the process.

Right: Sheet metal parts entering tank to undergo process.



Two microscopic photographs of a piece of cold-rolled steel appear above. That at the bottom shows the steel before it has been treated to the Bonderite process. That at the top shows how it appears after it has been treated for ten minutes.

The War Against Rust (continued)

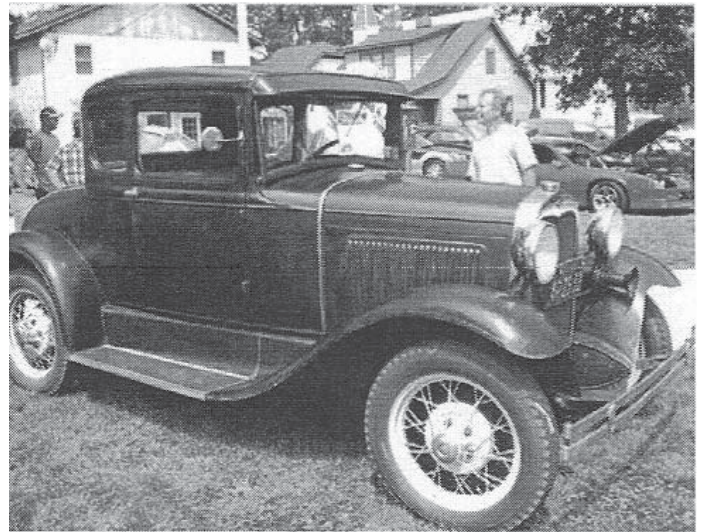
finish. "Bonderite is a chemical solution which reacts quickly upon the iron or steel converting the surface to a 'non-metallic' coating that is an actual part of the metal."

"When treated with Bonderite, the metal assumes a velvety light gray color with the surface of such a character as to set up a certain 'capillary attraction' (like a lamp-wick) so that, when the enamel is applied, a perfect and lasting bond is formed between the metal and the enamel finish. The chemical reaction converts the surface of the steel into a complex zinc phosphate, which provides an idle base and improved adhesion for the final enamel finish."

The use of Bonderite was so important to the Model A that by 1931, Ford had the largest Bonderizing installation in the world located in the north end of the Pressed Steel building at the Rouge plant. It held more than 150,000 gallons of the solution and was traversed by a 1,845 feet [sic] long conveyor that carried the parts throughout the processing operation. Also in the Rouge there was an installation with a capacity of rust-proofing sixty tons of small parts every twenty-four hours.

Exhaustive tests of the process involved treating fenders with severe salt spray. This showed that Bonderite treated fenders endure about 500 hours under this treatment. Untreated fenders with the same enamel finish showed signs of corrosion and peeling in 80 hours.

In *The Restorer* article, Fahenstock notes that the process was still used by Ford in the manufacture of "modern 1967 automobiles." He has some suggestions for restorers of Model A Fords pointing out that sandblasting usually removes the old Bonderite as well as the old paint or enamel. Although it is more than forty years later, it would seem that if you are restoring a Model A today, what he has to say is at least worth considering.



Reprinted from *The 'A' Preserver*, Model A Ford Foundation, Inc., Volume XXI, Number 2, June 2010

Father's Day at St. Anne's Home

St. Anne's home is one of the most gratifying events our Club sponsors. With few exceptions our passengers were eighty or more years old. Most required a little pulling and pushing to get in and out of our close fitting A's.

Mrs. Margaret Walsh was one of my passengers. She is ninety nine years old; born in Topeka Kansas; met her husband on a train; and has two sons in the SFFD. She let me know that she "was not born yesterday." Walter got her into a Bear-Hug to get her out of my car. She looked over his shoulder, winked, and said, "This is the part I like the best."

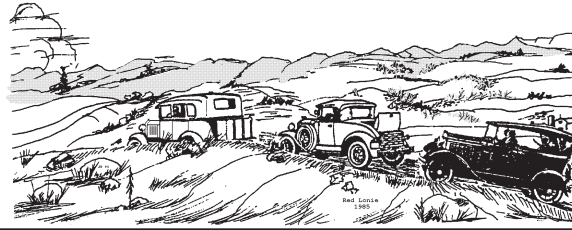
We ferried all of our passengers through the Arguello Gate into the Presidio. I asked an old gentleman if he had been in the service. He replied, "Yep. I was in the 87th Infantry Division. We fought in the Battle of the Bulge. I was in Europe for two years." He was quiet for a minute. We talked about the weather for the remainder of the ride. Some things don't make for good conversation on Father's Day.

John Bettencourt, John Zuffi, Walter Caplan and I treated about fifteen people to rides around the Presidio. Our efforts were rewarded with a fantastic light buffet lunch of cold cuts, sweets, and several kinds of beverage. We all agreed that there is a certain satisfaction you take away from this event. I think it is seeing the pleasure these old folks derive from a short adventure in an old car on Father's Day.

Barry Kinney

2010 SAN FRANCISCO BAY AREA MAFCA TOURS

IT'S THE JOURNEY! NOT THE DESTINATION!

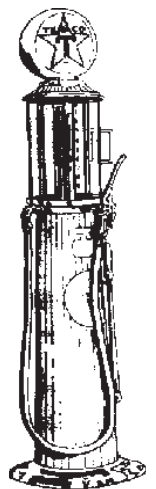


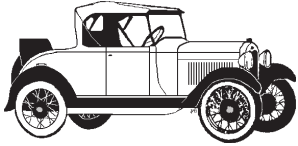
MONTH	DAY	TOUR LEADER	TOUR
JAN	31	BARRY KINNEY	PRESIDENT'S BRUNCH
FEB	20	SF MODEL A FORD CLUB	CRAB FEED - MONTE CRISTO CLUB
MARCH	14	JEANINE & GUNARD MAHL	BILL ROSE'S MODEL A CRAB & STEAK FEED
APRIL	4	JEANINE & GUNARD MAHL	EASTER AT PACIFIC ROD & GUN CLUB
APRIL	10	KINNEY	GREEK CULTURAL PARADE & CELEBRATION
APRIL	25	BOB MARQUEZ	DREAM MACHINES - HALF MOON BAY
APRIL-MAY	30-2	KINNEY	SPRING SPEED WEEKEND - AUBURN, CA
MAY	16	KINNEY	FRIENDSHIP DAY - CAÑADA COLLEGE
MAY	31	CAPLAN	MEMORIAL DAY OBSERVANCE - PRESIDIO
JUNE	19	CAPLAN / OWSLEY	ST. ANNE'S HOME - FATHER'S DAY WEEKEND
JUNE	27	CAPLAN / OWSLEY	PRIDE PARADE & PICNIC LUNCH
JUNE	27	PEDONE / PETERSON	PALO ALTO CONCOURS AT STANFORD
JULY	18	BETTENCOURT	FIREHOUSE TOUR - SAN FRANCISCO
SEPT	12	SF MODEL A CLUB	GATSBY AFTERNOON - DUNSMUIR ESTATE OAKLAND
SEPT	12	KINNEY	ANTIQUE AUTOS HISTORY PARK - SAN JOSE
SEPT	24-26	CAPLAN / OWSLEY / MACHADO	OVERNIGHTER-MURPHYS-IRONSTONE CONCOURS
OCT	TBA	CAPLAN/OWSLEY	JIMMY'S OLD CAR PICNIC IN GOLDEN GATE PARK
NOV	7	GREG MARTINEZ	VETERAN'S DAY PARADE ON MARKET STREET
DEC	12 (SUNDAY)	SF MODEL A CLUB	CHRISTMAS BANQUET - BASQUE CULTURAL CTR.

If you would like to lead a tour, please call **Steve Pedone** at **408-749-0469**
We encourage Club Members to plan additional **driving tours** throughout the year.
There is room for more than one activity or tour per month.

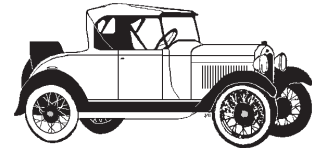
2010 Schedule of Events

Jan 30-31	Turlock Swap Meet
May 2	Santa Clara Valley Chapter's 50 th Anniversary "A Golden Day for our Model A's"
May 21-23	NCRG Round-Up in Jackson, CA www.ncrgmafca.com
Aug 1-6	MAFCA National Convention, Vancouver British Columbia, International Meet
Sep 20-26	Silicon Valley MARC-MAFCA Hub Tour - Santa Cruz - www.svmarc.com
Dec 8-11	MAFCA Annual Membership Meeting, Colorado Springs, CO





**San Francisco Bay Area Chapter
Model A Ford Club of America
June 10, 2010**



The meeting was called to order at 7:35 by President Barry Kinney. There were no guests. The minutes from the previous meeting were approved as written.

Reports of Officers

President: The audit Committee will meet in July. We need a budget and perhaps have a reserve. The Father's Day run to St. Anne's will be Saturday June 19th. We will meet at the Rod and Gun Club at 1 pm to be at St. Anne's at 2 pm.

Vice President: No report.

Treasurer: Walter reported on the status of the bank accounts. We will send \$1,000 to the Make-a-Wish Foundation. There is \$498 in the swap meet account. It was decided that we would donate it to the Special Olympics.

Secretary: No report.

Editor: Walter stated that we need articles for the Choke Rod. An upcoming Choke Rod will be dedicated to Kerry. Walter will try to get Barry and Casey Martinez to write articles. He would also like everyone to write a little something about Kerry. It was also suggested that we could have a tree planted in Kerry's name. Someone suggested everyone could send in a baby picture so people could guess who is who.

Tour Chair: The Fire House Tour will be Sunday July 18th. John Bettencourt will have maps at the next meeting for those going on the tour. The cost will be \$20 for the tour and BBQ at the Rod and Gun Club afterwards. You must pay ahead of time. The deadline is July 8th. Walter will make up a form and put it in the July Choke Rod. You can e-mail John Bettencourt at johnbettencourt@sbcglobal.net.

The Pride Parade will be Sunday June 27th.

The Palo Alto Concours will be Sunday June 27th. There is still room for cars in the corral. Contact Al Thomas.

Entertainment: No report.

The next meeting will be Thursday July 8, 2010 at 7:30 pm at the Monte Cristo Club.

Mike Cunneen talked about his new airplane. Many of us saw it last year when it was under construction. He talked about the various stages of its restoration and had pictures of the various stages. The plane is now operational, and he is flying it. Gunard Mahl will be the speaker next month.

Nell Richmond brought refreshments. Victoria Acosta will bring them next month.

Paul DeMartini has a Model A roadster for sale. There was no further business and the meeting was adjourned at 8:55 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, July 8, 2010

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

The Choke Rod
is available online in color
www.sfmodelaclub.org



Photo by Kerry Fehlberg



in this Choke Rod

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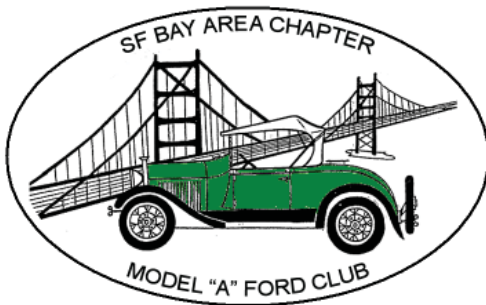
Inserts:

San Francisco Old Firehouse Tour

Mandatory Registration Form

Hillsborough Concours D'Elegance

Ironstone Concours - September 25th



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

JULY MEETING
Thursday July 8, 2010
7:30 pm - Monte Cristo Club
136 Missouri Street (Potrero Hill)
San Francisco