

# The Choke Rod

preserving and restoring the Model A Ford since 1956

Volume 54, Issue 10

MAFCA Certificate of Merit 2005 - 2006 - 2007 - 2008 - 2009

October 2010

San Francisco Bay Area Chapter

Model A Ford Club of America



Photo by Bryan Jolly

## Oktoberfest with the Marin A's (see page 7)

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### Upcoming Tours

Sunday October 10 - Columbus Day Parade - North Beach, SF

Saturday October 16 - 28<sup>th</sup> Avenue Block Party, San Francisco

Saturday October 16 - Jimmy's Old Car Picnic in Golden Gate Park

Sunday November 7 - Veterans Day Parade - Market Street, SF

Sunday December 12 - Christmas Banquet - Basque Cultural Center, SSF

Official Publication of the  
San Francisco Bay Area Chapter  
MAFCA

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Barry Kinney

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Gunard Mahl

Greg Martinez

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### TREASURER

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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: modela@pacbell.net or mailed to Walter Caplan at 157 Warren Drive, San Francisco, CA 94131.

TOUR CHAIR: Steve Pedone

EDITORS: Walter Caplan  
Scott Williams

FASHION EDITOR: Rachele Marquez

TECH EDITOR: Steve Owsley

MEMBERSHIP: Walter Caplan

# President's Message

I know of no other Club whose members do so much for themselves, our Club, and the Model A hobby. Let me just mention a few.

**Greg Martinez** recently broke the world land speed record at Bonneville for a flat head four cylinder Model A block averaging speeds in excess of 150 miles per hour. He did it with a cracked head and blown head gasket. With a few modifications he will break his own record next year.

**Rachele Marquez** regularly contributes outstanding articles for our newsletter on women's fashion and sports. At Club events she wears some very attractive era fashion clothing.

**Joan Peterson, Jenny Jump and Al Thomas, and Steve and Kathy Pedone** have developed the most outstanding Concours in California, and they do it for charity. Without them Lions Club Charities and support of Stanford Athletic Programs would surely suffer.

**Mike Cunneen**, in his spare time, built an airplane from components purchased from an airplane manufacturer and has successfully flown the plane for several hundred hours. He recently described his experiences building and testing the plane prior to flight at one of our Club meetings.

**Franz von Uckermann** represents the Club at ACCC meeting in Sacramento. Franz has for many years had an interest in political issues that affect the car hobby generally.

**Gunard Mahl** has broken a few records for flights in glider aircraft and currently pilots a plane that will keep him aloft as long as the sun shines, up to twelve hours.

**Tom and Terry Machado** introduced the Club to the Ironstone Car Show and help plan events during our stay in Murphys. In addition, they graciously host a lunch for Club members at the Hill Climb in Auburn each year.

**Gary Barrango, John Zuffi** and family organize and sponsor the Club Crab Feed each year. They secure the location (Monte Cristo Club), plan the menu, and purchase and prepare the food. Other Club members pitch in and help, but John and the Barrango family do most of the heavy lifting.

**Walter Caplan** does a masterful job with the **Choke Rod**. The newsletter is the glue that holds the Club together. Our first newsletters were primitive cut and paste affairs. Walter, **Steve Owsley**, and **Scott Williams** have merged the technology, computer, and printer together to produce an award winning newsletter.

And most recently **John Bettencourt** led a tour to many of San Francisco's old firehouses, the SFFD Pioneer Museum, and then followed the tour with a fantastic BBQ he prepared himself.

Every Club member has contributed in some way to the success of our Club and everyone's ongoing efforts make the San Francisco Model A Club outstanding.

See you at Ironstone.

*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.

250 South Cypress Street

La Habra CA 90631

[www.mafca.com](http://www.mafca.com)

562-697-2712



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*.



## Saturday October 16 (7am to 4pm)

It's just \$40 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. In the past, the money raised benefited the SF Park & Recreation's Adaptive Recreation program. 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. Admission is limited to vehicles 1980 and older. [www.jimmypicnic.com](http://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 1980 will not be allowed on the lawn. The 5 Fulton Muni bus stops on 30th Ave and Fulton. The Club will attempt to have a canopy set up this year - as we have done in past years. You are welcome to bring your own picnic or BBQ if you plan to attend, and you are urged to bring something to sit on – a chair of some type or blanket.. **Please note this event is on Saturday, NOT Sunday, as in past years.**



## Sunday October 10 Columbus Day Celebration 2010 Italian Heritage Parade

Gary Barrango is seeking a whole bunch of classic cars to participate in this annual event. Last year the Club drove a number of cars in the parade. We will meet at a designated location about 10 am and the parade will start at 12 noon. Last year we drove by Fisherman's Wharf and up to North Beach where a local restaurateur served everyone a glass of wine as the parade ended. The parade should take only about one hour and then we are free to enjoy all the festivities in North Beach. If you are interested in being part of our contingent, contact Gary at 650-572-1142 or 415-821-2628.

**Time is of the essence so don't delay.** The organizers of this event wanted our information prior to now but we're operating on Italian time, so late should suffice.

## Saturday, October 16 Old-Fashioned San Francisco Neighborhood Block Party

Gunard and Jeanine Mahl invite SF Model A members to their 28<sup>th</sup> annual block party on 28<sup>th</sup> Avenue between Lincoln & Irving. The street is blocked off about 9 am, but we can park Model A's on 28<sup>th</sup> 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 at 415.664.2056

### Refreshments

at the September meeting were provided by **Joan Peterson and Jeanine Mahl**

**John Zuffi** will provide refreshments at the October meeting.



# 1923

After the trauma of World War I, young women wanted to be childish, outrageous and irresponsible. Fashion radiated this mood smoothing out the curvy shape of the breasts, hips, bottoms, thighs, and bellies. The gawky adolescent look was the chic look. Curves were out and angles were in, requiring a new type of underwear.

They were the "It" girls of their day; defined by their bobbed hair, plucked eyebrows and heavy, deliberate make-up. Their behavior was shocking and fashion ludicrous. They smoked, drank, spoke when they wanted to, used slang and went out unchaperoned. They looked amazing, knew it, and had fun.

Flapper girls were a product of the war. Women were allowed to work and have their own disposable income. They realized they no longer needed to stay home and look pretty. Refusing to retreat back into the kitchen when their men returned from war, the new women drove cars, rode bicycles, and beat their men at tennis and golf. With bras replacing corsets women were able to work and play with finesse.

Revue girls, showgirls, had to have radically different costumes to support the new style of dance. Daring outfits displaying bare midriffs meant the corset was no longer practical. The Charleston was a dance that was first fashionable among the black population of South Carolina and became a dance displayed anytime, anywhere. With this dance sweeping the world the embroidered, knee length flapper dress became essential wear. Attractive undergarments were made to wear underneath in pretty, feminine colors.

Flapper girls needed underwear to complement their distinct style of dressing. Bras needed to stop at the waist, or above it, to allow a



girl to don her scandalous new trousers. Under dance dresses women wore a cylindrical one-piece attached with suspenders that flattened the breasts, hips and smoothed out the waist. The thin straps of the dance dresses were so thin a need for the strapless bra arose and became widely sold in 1926. These were known as "the no-shoulder-strap brassiere." Many flappers hoped to create the illusion that they are naked beneath their clothing.

Throughout the 1920's a variety of bras emerged, from those that covered the entire torso to the skimpy strapless bra. With dance and sports becoming popular the need for a sports bra was necessary. With the corset a woman could not bend at the waist. To remedy this situation the "corselette" was created first, and was a mix between a corset and bra. It was

a start for freedom of movement. By the end of the 1920's women had many more options in apparel that allowed them to move their body easily.



For the first time western women were displaying large areas of flesh. The heaving cleavages of the earlier centuries were no longer exposed as such, but the arms and legs were now seeing the light of day. Women who had been sex symbols were now considered fat. Bras were used to minimize and flattened breasts and sometimes thick tape was used to bind them as close to the body as possible. The fashion of the day was to flatten the breasts, hips, and waists as much as possible to create an androgynous figure. Special garments were available, claiming to make the flesh "positively disappear."

Because most flappers were so young they has small, firm breasts, untested by pregnancy, maturity, breast-feeding, or gravity. These women were

able to wear the popular bandeau style bra that was often made at home from a Butterick pattern. The more endowed woman leaned more toward the reducing bra, such as the Symington Side Lacer. The Symington reinforced flattening a woman's bosoms and featured lacing at both sides to be able to pull it as tight as necessary to smooth away the breasts.

It amazes me to hear and witness to this day the lengths women and men go to change our natural being, our natural look as if it is something to be ashamed of. Advertising through its magazines, movies, models, singers and more display the image that we, as people, are not good enough with what we were born with. I disagree on so many levels and am disturbed by the

methods we come to use that ultimately led to our demise. The amount of products and chemicals we use on our bodies leads to many diseases such as cancer, and the lengths of cosmetic surgery we partake in often leads to death or lifelong complications. As much as I love make-up and dressing "to the nines" I will not put chemicals on my body nor distort it for any unhealthy length of time. I urge everyone, but young girls especially, to love who you are and do not listen to anyone who has anything negative to say about whom you are. You are beautiful!

*Rachelle Marquez*

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## Betty Robinson

Amsterdam 1928; Berlin 1936

United States

Five track and field events for women introduced at the 1928 Amsterdam Games – the 100 meters, 800 meters, 4 x 100 relay, discus and high jump. The first women's track event scheduled was the 100 meters. Three Canadian, two German and one American made it to the final. The lone American was sixteen-year-old Betty Robinson, a high school student from Illinois. The field was cut down to four when two women, one Canadian and one German, were disqualified for two false starts. Nevertheless Fanny Rosenfeld of Canada was still in the race and she was still the overwhelming favorite.

Betty Robinson was given little chance. How she got here would read like pure fiction if it had not been documented as fact.

"I was running for the train that took me to school one day," recalled Robinson. "The coach of the track team watched out of the window of the train as I caught up to it and suggested that I should develop my talent. Till then I didn't even know there were women's races."

History was made on July 31, 1928, when Betty was declared the winner over Fanny Rosenfeld in a close finish. A few days later Betty ran the anchor leg on the 4 x 100 relay team that came in second behind the Canadians. In two events Betty Robinson had won a gold and a silver medal. She now looked forward to competing in the 1932 Games when, at age 20, she would be in her prime.



The year before the 1932 Games tragedy struck. Betty was in an airplane accident and was unconscious for almost two months, suffering severe injuries to her arm, leg and head. She of course missed the 1932 Olympics. Though she could bend her knee down "on the mark," Betty continued her rehabilitation and two years after the accident was back running. Incredibly, she was named to run on the United States 4 x 100 relay team that was going to compete in the 1936 Berlin Olympics.

The overwhelming favorite to win was the star-studded German team that set a world record in a preliminary heat. The German team was ten meters faster than the American team, and the most the Americans could logically hope for was the silver medal.

Betty Robinson was assigned the third leg and would hand the baton off to Helen Stephens, the 100 meter gold medal winner. "The Germans were about ten meters ahead when I was about to pass the baton to Helen," said Robinson, "but then I saw the German girl throw her arms to her head and break down crying. She had dropped the baton." Helen Stephens went on to win the gold medal and Betty Robinson had won her second gold medal.

*Rachelle Marquez*

# Flywheel Housing Alignment

The flywheel housing on the Model A is a mundane component on the car and is often overlooked as far as drive train alignment is concerned. Minor or major vibration can occur if the flywheel housing is warped or alignment shims are not installed behind the two ears on the top of the housing. With these two shims which are .010" thick, installed it is advisable to bolt, or attach with a magnetic base, and a dial indicator to the crankshaft flange, and check the variation around the circumference of the flywheel housing where the bell housing bolts up. If there is more than .006" variation around the perimeter, discard the housing and try another. See page 218 of the Ford service bulletins, dated, Feb, 1928. Ford knew early in Model A production that misalignment could cause excess vibration. Some flywheel housings are badly warped and are a cause of engine vibration and/or trans-mission growl, or even jumping out of gear in extreme cases. If it isn't warped too badly, you can sometimes add different thickness shims at the top two ears to reduce some of the warping. This should be checked again after the flywheel is bolted to the crank flange.

If a warped flywheel housing is bolted up to the bell housing, the main shaft and transmission will be out of alignment. The ideal is to have straight alignment from the main transmission shaft all the way to drive shaft.

Case history: I had read this theory many years ago but didn't pay much attention. Then I removed the engine from my phaeton for a rebuild. This engine had very little vibration. The re-builder at that time went all out to balance the engine which included the installation of counterweights on the crankshaft, re-balancing the flywheel and even welded weights on the pressure plate. Before I reinstalled the engine I noticed that one of the protrusions for the perimeter bolts was missing a small chunk of the flywheel housing. So, I found another housing in an iron pile. I sandblasted it, checked for cracks, painted and installed it.

After breaking in the engine for a couple hundred miles, I went out on the highway and accelerated to 45mph and experienced major vibration. What a disappointment! After a few months and a lot of head scratching, I took the engine back out and checked the flywheel housing for warping. I found this unit to be out of spec. as much as .012". I then discarded the—iron pile housing and found another. I spent a lot of time measuring the perimeter of the latest housing and experimented with various thicknesses of shims until I had it close to .006". Engine re-installed and back on the road, the vibration was gone.

In conclusion: Don't under-estimate the importance of drive line alignment.

If you engage in this procedure with dial indicator, be aware that you will have to turn the engine backwards, because of a void area for the starter. You need to have the front pulley really tight or the nut will unscrew. The K R Wilson tool issued to mechanics for this procedure included a device to turn the engine from the rear and therefore not use the front pulley.

A dial indicator and magnetic base can be purchased from, Harbor Freight for \$20-\$25, depending on sale prices.

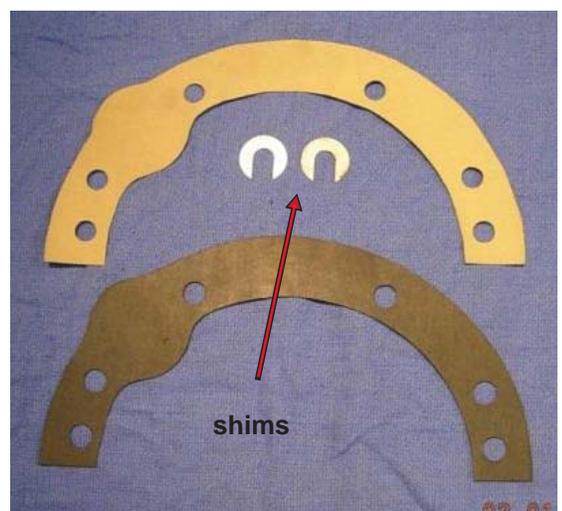
Thanks to John Stone for the props, pictures and technical tips to support this article. RG

*Steve Owsley*



Dial indicator and magnetic base installed on a Model A crankshaft

Original .010" horseshoe style shims must go here. (shims)



.010" Shims compensate for camshaft gasket. Thinner supplemental shims may "tweak" alignment, usually on one side or the other, but not both.

## Oktoberfest in September with the Marin A's



Photo by Bob Johnson

On the morning of September 11, 2010, Model A Fords were seen on the major highways of the Bay Area. All were heading for the Marin Rod & Gun Club, located at the south end of San Rafael near the approach to the Richmond/San Rafael Bridge behind San Quentin.

They rendezvoused here at the invitation of the Marin A's to celebrate Oktoberfest. That's right, Oktoberfest in September.

Members from the Marin A's welcomed guests from the Napa A's, Sonoma A's and the Bay Area Chapter of the Model A Ford Club of America. In all, over thirty Model A Fords of all descriptions, colors and conditions lined up with the San Francisco Bay as the backdrop. The weather was fabulous, the company delightful, and the food divine. Where else but Marin County would you have barbecued Italian Sausage for an Oktoberfest?



Photo by Bryan Jolly

The numerous homegrown salads were colorful and crisp, and the bean pot had just enough punch, but didn't light your mouth on fire. The dessert table would make Betty Crocker envious. The hit of the day was the sugar cookie in the shape of a Model A hub cap – right down to the embossed Ford script.

The event was free to all attendees. There was a wide selection of items on the raffle table. In all, over one thousand dollars (\$1000) was raised from the raffle. All the proceeds went to the San Bruno Fire Victims.

The Marin A's deserve a very large round of applause for arranging, planning and executing this wonderful event.



Photo by Bryan Jolly



Photo by Bryan Jolly

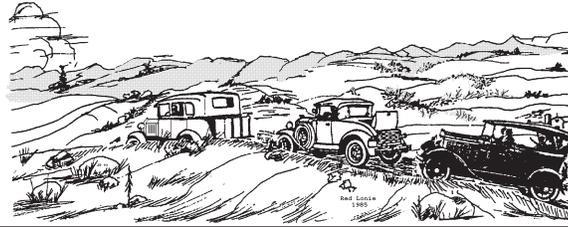


Photo by Bryan Jolly

*Dave & Marilyn Chiotti*

## 2010 SAN FRANCISCO BAY AREA MAFCA TOURS

### IT'S THE JOURNEY! NOT THE DESTINATION!

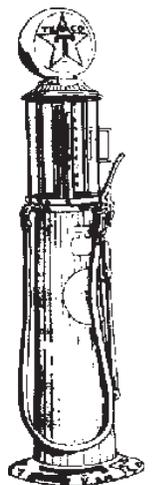


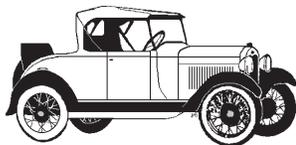
MONTH	DAY	TOUR LEADER	TOUR
JAN	31	BARRY KINNEY	PRESIDENT'S BRUNCH
FEB	20	SF MODEL A FORD CLUB	CRAB FEED - MONTE CRISTO CLUB
MARCH	14	JEANINE & GUNARD MAHL	BILL ROSE'S MODEL A CRAB & STEAK FEED
APRIL	4	JEANINE & GUNARD MAHL	EASTER AT PACIFIC ROD & GUN CLUB
APRIL	10	KINNEY	GREEK CULTURAL PARADE & CELEBRATION
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	11 (SATURDAY)	MARIN A's	OCTOBERFEST AT MARIN ROD & GUN CLUB
SEPT	12	KINNEY	ANTIQUE AUTOS HISTORY PARK - SAN JOSE
SEPT	24-26	CAPLAN / OWSLEY / MACHADO	OVERNIGHTER-MURPHYS-IRONSTONE CONCOURS
OCT	16 (SATURDAY)	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 <sup>th</sup> Anniversary "A Golden Day for our Model A's"
May 21-23	NCRG Round-Up in Jackson, CA <a href="http://www.ncrgmafca.com">www.ncrgmafca.com</a>
Aug 1-6	MAFCA National Convention, Vancouver British Columbia, International Meet
Sep 20-26	Silicon Valley MARC-MAFCA Hub Tour - Santa Cruz - <a href="http://www.svmarc.com">www.svmarc.com</a>
Dec 8-11	MAFCA Annual Membership Meeting, Colorado Springs, CO





## San Francisco Bay Area Chapter Model A Ford Club of America September 9, 2010

The meeting was called to order at 7:40 pm by Vice President Gunnard Mahl. President Barry Kinney will be on vacation until September 20th. No guests were present. The minutes from the previous meeting were approved as written.

### Reports of Officers

**President:** No report

**Vice President:** Acting President Mahl: Greg Martinez won the world's speed record in his class at Bonneville this year. He went 157.6 miles per hour. There will be pictures for the newsletter and MAFCA.

Oktoberfest with the Marin A's will be Saturday September 11th. We will meet at the Pacific Rod and Gun Club at 10 am. Antique Autos at Kelley Park in San Jose will be Sunday September 12th. We need a leader for this event. Our President guaranteed them three cars.

Murphy's/Ironstone Concours will be Friday September 24 – Sunday September 26. We will meet at the Rod and Gun Club. The contact person will be Walter Caplan.

Saturday October 16th will be the Mahls' neighborhood block party. It is pot luck.

The Columbus Day Parade will be Sunday October 10th. The club receives a donation for our participation. Gary Barrango will send out an e-mail. Al Thomas reported on the Palo Alto Concours.

**Secretary:** No report

**Treasurer:** There have been no changes since last month.

**Editor:** Walter says we need members to help with the **Choke Rod**. We will try to get a speaker for next month. The Christmas party will be at the Basque Cultural Center in South San Francisco on **Sunday** December 12th. It was suggested that we could bring toys for the SF Fire Department Toys for Tots Program, or deliver them directly to the firehouse.

**Tour Chair:** No report

**Entertainment:** No report

**For the Good of the Order:** No report

Joan Peterson and Jeanine Mahl provided the refreshments for the September meeting. John Zuffi will bring them next month.

There was no further business and the meeting was adjourned at 8:30 pm.

Minutes respectfully submitted by

*Joan Peterson, Secretary*



### BIRTHDAYS & ANNIVERSARIES



Scott Williams	October 11
Bob Costa	October 18
Springer Teich	October 26
Carol Costa	October 27
Bill & Juanita Tempone	October 2
Lester & Jean Kling	October 26

### 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, October 14, 2010

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

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



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### Inserts:

National Model A Ford Museum Fact Sheet  
Model A Ford Museum Fund Drive  
End-of-Season Cruise 2010  
Sunday October 24, Lodi, CA



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

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San Francisco, CA 94131-0387  
415-621-0500

**OCTOBER MEETING**  
Thursday October 14, 2010  
7:30 pm - Monte Cristo Club  
136 Missouri Street (Potrero Hill)  
San Francisco