

The Choke Rod

preserving and restoring the Model A Ford since 1956

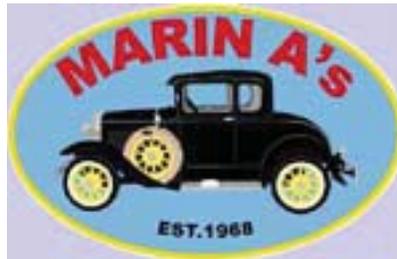
Volume 54, Issue 9

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

September 2010

San Francisco Bay Area Chapter

Model A Ford Club of America



are hosting



2010



Napa Valley A's

Upcoming Tours

Saturday September 11 - Oktoberfest with the Marin A's - San Rafael

Sunday September 12 - Antique Autos History Park - San Jose

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

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

Official Publication of the
San Francisco Bay Area Chapter
MAFCA

OFFICERS

PRESIDENT

Barry Kinney

VICE PRESIDENTS

Tom Escher

Gunard Mahl

Greg Martinez

SECRETARY

Joan Peterson

TREASURER

Steve Owsley

PAST PRESIDENT

Gary Barrango

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 get to write three more of these and I'm done. We are fast approaching the end of the year. Now is the time to start thinking about a new set of officers. It's not rocket science. Step-up and throw your name in the hat.

Barbara Casey, our featured speaking at the August meeting, did a great job outlining the history of the Palace of Fine Arts and the 1915 World's Fair. The Club might take advantage of her tour guide skills next time we do a San Francisco Tour.

I think having a speaker at each of our meetings has worked well this year. If you know someone who might make a "good fit" for one of our meetings please invite them for a visit. There is no money in it but we are good for dinner at Goat Hill Pizza. I think we might feature a display and discussion of Model A era quilts and Akro Agate Marbles (1910-1950). Who do we know with an interest in quilts?

We have half dozen people expressing an interest in the Crater Lake Tour. If you would like to be included, let me know **before September 20, 2010**. I need time to plan and make reservations. Call me and leave a message with Linda or on my message machine at the office. The number is (415)-647-7077.

I need to sign off now. I'm working on my third Anchor Steam and my thoughts are becoming politically incorrect – heaven forbid! I will be on vacation in September but Gunard will guide you through the meeting.

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
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*.

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



BIRTHDAYS & ANNIVERSARIES



Kevin Richardson	September 11
Judy O'Brien	September 13
Victoria A. Costa	September 15
Jenny Jump	September 16
Ken Kling	September 22
Christina DeMartini Reyes	September 22
Robert Marquez	September 28
James & Daisy Young	September 18
Robert & Nina Petersen	September 28

Marin A's Octoberfest Saturday September 11 Marin Rod & Gun Club - San Rafael

The Marin A's have invited the Napa A's, the Sonoma A's, and the SF Bay Area Chapter to their 2010 Octoberfest to be held on Saturday September 11th beginning at 11 am at the Marin Rod and Gun Club in San Rafael.

The Marin A's request you bring your Model A (if possible), hat, sunscreen, sweater (could be warm, could be foggy), camera, and any adult drinks you may want.

Food and drink (water and soda) provided by the Marin A's. There is no cost - we are guests of the Marin A's.

See the green insert in the August **Choke Rod** for more information.

Please RSVP Walter Caplan at 415-753-3280 or whcaplan@comcast.net by Friday August 27th if you plan to attend .

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

Refreshments
at the August meeting
were provided by
John Zuffi



Joan Peterson and Jeanine Mahl
will provide refreshments
at the September meeting.

Our friend Dee Farina has reluctantly decided to part with her 1928 Ford Model A Special Coupe. Dee and her husband Bob first invited our club to St. Anne's Home for Fathers Day back in 2003.



1928 Ford Model "A" Special Coupe with rumble seat; all stock; completely restored; very nice condition; a "driver"; including extra running engine; also included near complete collection of "Restorer Magazine." \$15,500 Firm.

If interested call Bob Farina at (530) 873-1009.



Liberation of the Bra

1917

Margaretha Zelle was born in Leuwarden, Holland and was the daughter of a Dutch milliner and a homemaker. At age 13 her father lost his fortune and deserted his family. At 15 her mother went mad and died leaving Margaretha and her four brothers parentless. After bouncing between relatives Margaretha answered a personal ad from a Dutch naval officer seeking marriage. They were married in 1885. Her husband was a drunk and womanizer who raped and beat his wife. They divorced in 1900.

Without a way to support herself, Margaretha went to Paris, changed her name to Mata Hari (meaning 'eye of the dawn') and became an exotic dancer. Mata was self-conscious about displaying her small breasts and undergarment designer Codille created a nude colored body stocking to cover her hair and a jeweled brassiere. The sparkling bra was never removed and Mata stuffed it with cotton to exaggerate her assets.



Mata was more than a European sensation. Men vied for her attention and she became a well loved courtesan. Supported and pampered by her male admirers she enjoyed a succession of lovers from Europe's various military forces. It was said that even during intercourse she would not remove her brassiere. When asked to remove it she refused saying she was attacked by an animal or some other horror story. She became as famous for her gorgeous bras as she was for her dancing.

1920-1939

This period was the most liberating of all for women and their bras. As they began to lead more active lives women continued to discard their restricting corsets in favor of the bra. In the 1920's the flapper girls created a vogue for bandeaux and minimizing bras, but in the 1930's voluptuous breasts bounced back, with Hollywood stars promoting the new Sweater Girl look. Despite the deprivation in the early 1930's bra sales were strong as women reveled in the freedom of their new underwear.

1920

Two years earlier in Britain, after the suffragettes' long struggle, women had finally been given the vote. Women in Australia, New Zealand and most of Canada had also been granted voting rights. The U.S. realized it was going to have to follow suit. Emancipation of women was finally a reality.

Ironically, while women were finally achieving empowerment politically, they were still struggling to find comfortable undergarments. As the feminist movement burgeoned, the corset was seen as an unnecessary evil hampering female emancipation. For early feminists the corset perpetuated the myth of the helpless female, prone to fainting fits and hysteria at the slightest provocation. The corset served the same purpose in Western Europe and North America as the binding of feet did in China. It made a woman less physically capable and more dependent on the men in her life.



Although in later years the bra became labeled a symbol of oppression, in the 1910's and 1920's it was a symbol of freedom. The bra enabled women to run, play sports, dance and drive. Women today have a debt of gratitude to the feminists of this era.

Rachelle Marquez

Babe Didrikson

Los Angeles, 1932

On July 16, 1932, the women's AAU track and field championships were held at Northwestern University. The national championships had a dual purpose. They would also serve as the Olympic trials that would select the women's team that would compete at the Los Angeles Olympic Games less than a month away. Twenty-one year old Mildred "Babe" Didrikson entered the championships as the only team member.

When the competition was over, Didrikson won five individual events—the high jump, shot put, javelin, 80 meter hurdles and a now obscure event, the baseball throw. Olympic rules at the time permitted her to compete in only three events. Didrikson chose the javelin, 80 meter hurdles and high jump. "I could have won a medal in five events if they'd let me," Didrikson would say before, during and after the Games.



On the first day of competition in Los Angeles, Babe won the javelin with her first toss. It was ten feet short of the world record of her teammate Nan Gindele, who came in fifth. "I could have thrown it a lot farther if it hadn't slipped in my hand," Didrikson told reporters afterward. "At least ten feet farther, which would have given me the world record."

Four days later she was a finalist in the 80 meter hurdles. She became the favorite after tying the world record in her opening heat. In the final her main opposition was expected to come from her teammate Evelyn Hall of Chicago. The two ran neck and neck to the finish line

and it was many minutes before the judges decided that Babe had won the race by two inches. Evelyn Hall never accepted the decision. For days afterward she would point to a red mark on her neck indicating the bruise was caused when she broke the tape.



The high jump was Babe's third and final event. Her main threat was teammate Jean Shiley, who tied Babe for first place in the Olympic trials. They both cleared the world record height of 5 feet 5 ¾ inches, but the judges intervened with a strange decision. They declared that Babe's style of jumping was illegal, because her head preceded her body and legs over the bar. In those days the standard high jump technique required that the competitor's body goes over the bar before the head. The gold medal was awarded to Shiley and the silver to Didrikson.

"The judges were crazy," declared Babe afterward. "That's the way I jumped during the whole competition.

If I was illegal on my last jump I was illegal on my first jump. So if they were right, I should have been disqualified from the beginning."



From her Olympic triumphs Babe went on to become one of the out-standing woman golfers of all time, and in 1950 was voted by the Associated Press the greatest woman athlete of the first half century.

Rachelle Marquez

Barney Oldfield

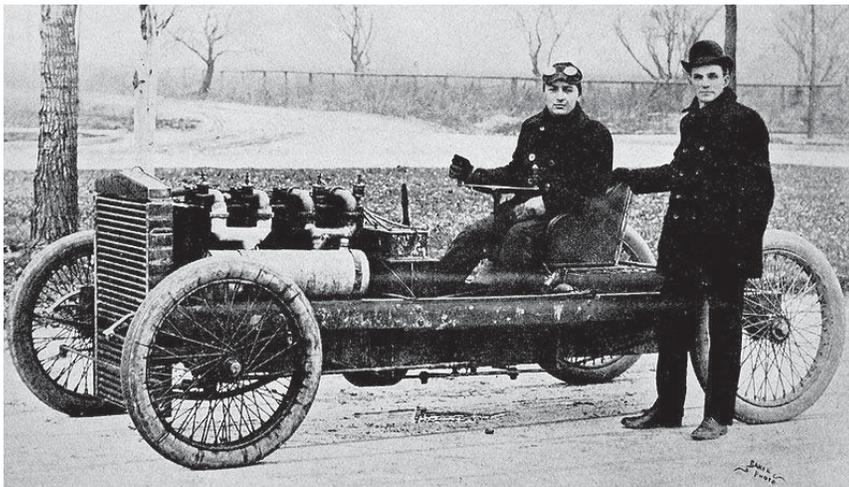
1878 - 1946

Bern Eli Oldfield didn't mind that so much of his racing career was fact entangled with fiction. The consummate showman and master self-promoter was pleased. It suited his robust, outgoing personality and style.

But one thing is certain: Barney Oldfield was one of the greatest, if not the greatest, race drivers of all time. His name is so meshed with racing that even those who don't follow the sport recognize it.

He was born June 3, 1878 in Wauseon, Ohio. His first love was bicycling and by 1894 he had won silver medals and a gold watch from bike races. In 1896, he was being paid handsomely by the Stearns bicycle factory to race on its amateur team. Six years later, a man lent him a gasoline-powered bicycle to race in salt Lake City, where Oldfield had emigrated.

This association led to a meeting with Henry Ford, who had prepared two race cars in 1902. Oldfield was asked if he would like to drive one and he agreed, heading East on his own money. When he got to Grosse Point, Mich., to test the cars, neither would start. Ford sold both to Oldfield and Tom Cooper, his partner, for \$800.



After much work, the car - "No.999" - was driven for the first time in the Manufacturer's Challenge Cup, where Oldfield beat defending champion Alexander Winton by a half mile. It was Oldfield's first-ever experience in auto racing.

On Memorial Day in 1903 in New York, Oldfield drove a mile in a minute flat in another match-race victory.

Two months later, he powered the car to a mile run in 0:55.8 and that was enough for Winton to hire Oldfield, complete with salary, expenses and free cars.

Oldfield's career then spiraled upward. He criss-crossed the country in a series of match races and speed runs. In one year, driving for Peerless, he competed on 20 different tracks in 18 weeks. He made four exhibition runs and won 16 straight match races.

His showmanship came to the forefront. Oldfield delighted fair-goers with interminable record-breaking. He even appeared on stage in a play about racing in which he portrayed a poor mechanic who saves the day.

In 1910, Oldfield bought a Benz with which he broke all existing speed records for the mile, two miles and the kilometer in special runs at Ormond Beach, Fla. After that, he was able to charge a whopping \$4,000 for personal appearances, something he didn't mind at all.

Once suspended by the American Automobile Association, the sanctioning body of the day, because of his "outlaw" racing activities, much of Oldfield's legitimate racing career was lost during his prime. However, he competed at Indianapolis after being reinstated and his best finishes were fifth in 1914 and 1916. Additionally, he ran the first 100 miles per hour lap in Indianapolis history.

But speed records, match races and exhibitions made up most of Oldfield's career. The cigar-chomping speed merchant was such a star he was in almost constant demand. He knew how to make use of his position, as well. He helped put Firestone on the map with the Oldfield Tire, which became the cornerstone of the company's racing division.

He retired in 1918. But he didn't drop out of sight. He toured, made movies and tended to racing business. His legacy was such that even today, his name conjures up the image of a fearless, brash individual who is the absolute master of speed.

Glenn Mullin

Tour To Crater Lake National Monument June 11 ~ 19, 2011

Time is right for another long tour to an out-of-state destination. The Tour will go up the coast through the Redwood National Park, and Oregon Caves National Monument to Crater Lake National Monument. After visiting Crater Lake the tour will turn south to Lava Beds National Park.

Our first day will take us to Mendocino and Fort Bragg. We will spend the night in Fort Bragg and visit local sites including the Skunk Train Depot and the unique town of Mendocino.

Day two will take us through the redwoods, down the Avenue of the Giants, and finally into Eureka where we will spend the night. We will visit Old Town Eureka and supper at the Samoa Cook House and finish off the night at the Lost Coast Brewery.

Day three will take us up the coast to Crescent City by way of Trinidad where we will visit the Pacific Coast Marine Research Station and Marine World.

Day four will take us through the Six Rivers National Forest and up the Smith River George to the Great Cat Preserve and Oregon Caves National Monument.

Day five is a day of rest. Time to visit the caves, tune-up and clean-out the car and relax in the lodge.

Day six we travel on the Crater Lakes National Park through Grants Pass and if time allows we will visit the Bob Drake Factory. We will travel on up Hwy. 62 past the Lost Creek Res. At this point we will need to call Crater Lake Information to find out which roads up to the lake are open and snow free.

Day seven we drive the Lake Rim Road and then travel on to Klamath Falls for the night.

Day eight will find us at Tulelake and then in the Lava Beds National Monument and then on to Redding for the night.

After breakfast and a look at Sundial Bridge we will race home down I-5 with a stop in Colusa to visit the Mitchell Manufacturing Plant. For those of us who are not in a hurry to get home, Colusa may be an extra night on the road. For those of us who need to get home on Sunday, Colusa may be a lunch stop before heading on home. We will play-it-by-ear.

Please let me know if you would like to come on this one by September 20, 2010. This will be a hard and fast deadline. Reservations for the park lodges need to be made six to eight months prior to the tour and I will need to know your accommodation preferences. I estimate the cost/car or/couple to be about \$1,500.00. Some of our accommodations will require a cash deposit. I will let you know when I need your money.

Call me at 415-282-2789 if you're interested.

Barry Kinney

**MARK A
PLACE
for your
MUSEUM**
By supporting:

CAR RAFFLE



1930 TUDOR
with 500 Miles on a 1990
restoration - \$10/ticket
~~~~~

**BRICKS**

To honor or remember  
someone special, buy an  
engraved 4"x 8" brick for the  
entrance walkway of the  
museum  
~~~~~

MEMORIALS

A memorial gift certificate
is sent to the family of the
deceased and to the donor.
For this gift, a permanent
entry is made in The
Memorial Book.
~~~~~

**HOLIDAY GIFT**

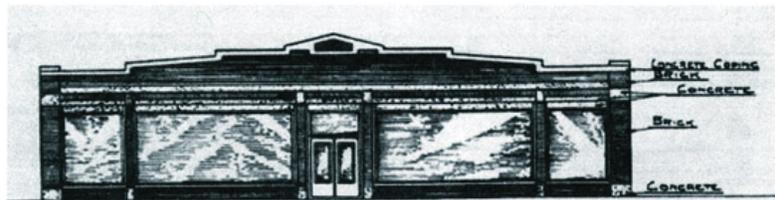
A tax-deductible donation will  
support the Museum funds.  
~~~~~

Email: fordsong@msn.com
Website: www.maffi.org
Mail: P.O. Box 95151
Nonantum, MA 02495

MODEL A MUSEUM

being coordinated by

Model A Ford
Foundation, Inc
(MAFFI)

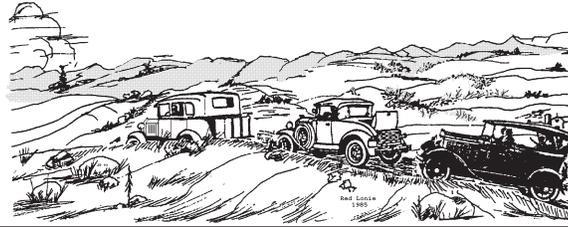


1929 FORD DEALERSHIP

*to be built at the
Gilmore Car
Museum
Hickory Corners
Michigan*

2010 SAN FRANCISCO BAY AREA MAFCA TOURS

IT'S THE JOURNEY! NOT THE DESTINATION!

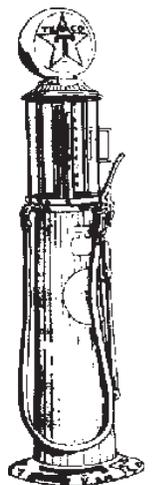


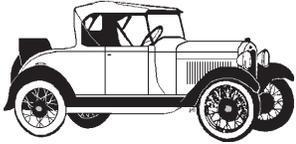
MONTH	DAY	TOUR LEADER	TOUR
JAN	31	BARRY KINNEY	PRESIDENT'S BRUNCH
FEB	20	SF MODEL A FORD CLUB	CRAB FEED - MONTE CRISTO CLUB
MARCH	14	JEANINE & GUNARD MAHL	BILL ROSE'S MODEL A CRAB & STEAK FEED
APRIL	4	JEANINE & GUNARD MAHL	EASTER AT PACIFIC ROD & GUN CLUB
APRIL	10	KINNEY	GREEK CULTURAL PARADE & CELEBRATION
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.

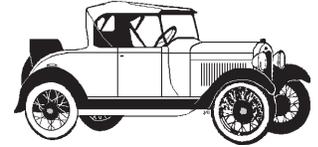
2010 Schedule of Events

Jan 30-31	Turlock Swap Meet
May 2	Santa Clara Valley Chapter's 50 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
August 12, 2010**



The meeting was called to order at 7:40 pm by President Barry Kinney. Barry introduced his guest, Barbara Casey. The minutes from the previous meeting were approved as written.

Reports of Officers

President: The Marin A's Oktoberfest will be Saturday September 11. The Kelley Park car show will be Sunday September 12. Ironstone will be Friday-Sunday September 24-26. The Mahls' block party will be Saturday October 16. It will be on 28th Avenue between Irving and Lincoln. If you bring an old car you can park on the street and must enter 28th Avenue from Lincoln Way. It will be a pot luck. Jimmy's Old Car Picnic will be Saturday October 16. The cost is \$40.

Vice President: Vice President Mahl will preside over the September meeting.

Treasurer: We made money on the Firehouse tour. The Rod and Gun Club gave us a really good deal. We are doing better financially this year than last year. We spend about \$150 a month as opposed to almost \$300 last year.

Secretary: No report.

Editor: No report

Tour Chair: John Bettencourt reported on the Firehouse Tour. Barbara Casey, our guest, gave a talk about City Guide tours. She volunteers for them and has been doing this for about 16 years. She guides the SFFD Pioneer Museum tour, the Palace of Fine Arts tour, and the Nob Hill tour. It was suggested that we do a tour of the Palace of Fine Arts. Barbara brought along some interesting memorabilia for us to look at, and suggested we read "S.F Invites the World" by Don Ewald and Peter Clote. The Crater Lake Tour will be June 11-19, 2011. Barry needs to know by September 20 if you plan to go.

Entertainment: No report.

For the Good of the Order: No report

Darryl Coe went to the MAFCA National Convention in Vancouver and gave us a report. He brought some pictures from his trip. He reported that the Model A museum will be in Hickory Corners Michigan, which is near Detroit. They are trying to have it open by 2012. The National convention will be held there in 2012.

John Zuffi brought the refreshments this month. Joan Peterson and Jeanine Mahl will bring them next month.

There was no further business and the meeting was adjourned at 8:45 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, September 9, 2010

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

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



in this

Choke Rod

President's Message (page 2)

Club News (pages 3)

Fashion (page 4)

Sports (page 5)

Tech (pages 6)

Crater Lake Tour (page 7)

Model A Museum (page 7)

Tours & Schedule of Events (page 8)

Meeting Minutes (page 9)

Insert:

National Model A Ford Museum Raffle



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

SEPTEMBER MEETING

Thursday September 9, 2010

7:30 pm - Monte Cristo Club

136 Missouri Street (Potrero Hill)

San Francisco