

The Choke Rod

preserving and restoring the Model A Ford since 1956

Volume 55, Issue 3

MAFCA Certificate of Merit 2005 through 2010

March 2011

San Francisco Bay Area Chapter

Model A Ford Club of America



Photo by Walter Caplan

President's Brunch

see page 6-7

Upcoming Tours

Saturday March 5 - annual benefit Crab Feed at the Monte Cristo Club
Friday April 29 - Sunday May 1 - Spring Speed Weekend - Auburn, CA
Sunday May 1 - Dream Machines - Half Moon Bay, CA

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.

TOUR CHAIR: Steve Pedone

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Scott Williams

FASHION EDITOR: Rachele Marquez

TECH EDITOR: Steve Owsley

MEMBERSHIP: Walter Caplan

President's Message

The President's Brunch is behind us and the weather is getting better and before long we will be celebrating another Christmas. Sometime between now and then I would like to have one tour specifically for new members. We have had several new members drop out because they are unsure of their cars or don't understand the rules of the road. The old guys like me tend to assume the new guys will know what to do when their car suddenly stops running in heavy traffic on, for example, Portola Drive.



If it wasn't for guys like Bill Tempone, Bob Ambrose, and Clifford Grutze, I would still be stuck at the Grand Canyon. The Grand Canyon was my first tour with the Club. I was invincible in those days. My wife thinks I was just plain stupid. I refuse to argue the point.

I would take a step further and ask that new members attend an orientation seminar with their car. This meeting could be half tech tour and half orientation. It would be by invitation to new members but open to all club members. Ideally we would start at nine with coffee and pastries and the Bob Craigs at Craig's Auto, and then take the new members to lunch at Joe's and party away the remainder of the afternoon.

I am now going to change the subject but let me know what you think of this idea. This great idea of mine will be on the agenda for discussion at the March meeting.

Getting old is no fun. I have had some minor problems with my health and for this reason I will not be leading the tour to Oregon Caves and Crater Lake this year. I want to apologize to everyone who changed vacation schedules to accommodate the Oregon Caves trip and to Club members who were looking forward to a California/Oregon coast adventure. I hope to lead the tour to Oregon Caves and Crater Lake next year.

See you at the meeting,

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*.

Pacific Coast Dream Machines Half Moon Bay Sunday May 1 - 10 am - 4 pm

It's the world's largest and most whimsical gathering of motorized marvels from throughout the twentieth century...a remarkable exhibit of 2000 driving, flying, and working machines, running the gamut of exotic automobiles, US Army tanks, and antique motorcycles to restored military aircraft, Model T fire engines, massive steam tractors, and tons more. Live music, kids amusements and food booths run by local non-profits round out the festivities.

Spring Speed Weekend Auburn CA Friday - Sunday April 29 - May 1

The Linden A's (Tom and Terry Machado) are again planning to go to the Spring Speed Weekend and may host a lunch on Sunday May 1 for Bay Area Chapter members who are attending. Details to follow by club e-mail. For more information call Barry Kinney at 415-282-2789.



BIRTHDAYS & ANNIVERSARIES



Dominic Marquez	March 1
Eve Patton	March 1
Al Thomas	March 5
Joan Peterson	March 7
Paula Escher	March 11
Laral Fioresi	March 13
Jennifer Grafelman	March 14
Allison Karr	March 14
Tom Escher	March 15
Robert Peterson	March 16
Josie Calabrese	March 19
Anabel Yuhas	March 23
Yafit Tuhas	March 27
Barry Kinney	March 31
Nick & Josie Calabrese	March 25

Crab Feed

at the Monte Cristo Club

Saturday March 5

Doors open at 5 pm

Dinner Service begins 6:30 pm

Raffle - 50/50 Raffle - No Host Bar

LIVE MUSIC

antipasto, salad, pasta, crab, French bread & butter,
dessert

See insert in the February **Choke Rod** for more information and to make reservations.

Friendship Day 2011 - Sunday May 15 at Cañada College in Redwood City Mid Peninsula Old Time Auto Club

Always a popular event, "Friendship Day" is sponsored by Mid-Peninsula Old Time Auto Club. This collector car show has been held for 37 years and is one of Northern California's biggest and friendliest events. It is mainly aimed at hobbyists who bring their collector vehicles to show and includes all kinds of collectible cars and trucks. No judging, no awards, no vendors, no pre-registration! Just pay at the gate, park your car, and walk and talk. Great BBQ lunch is available. Bob Craig, Sr. is volunteering at this event collecting gate fees, so be sure to say hello to him.

Tour Leader: Barry Kinney, RSVP 415-282-2789

The event is at the Canada College parking lot #3, 4200 Farm Hill Blvd., Redwood City: **8 am - 2 pm**. The site is just East of I-280 at the Farm Hill exit. Spectator fee: \$15/car (unlimited people), registration fee: \$15/car (unlimited people) for this event. Feel free to bring a picnic lunch if you wish as well as lawn chairs, but **don't forget to RSVP Barry Kinney at 415-282-2789**.

Tour Leader: Barry Kinney, RSVP 415-282-2789

Refreshments at the February meeting were provided by **Thelma Chun**

Walter Caplan will provide refreshments at the March meeting.

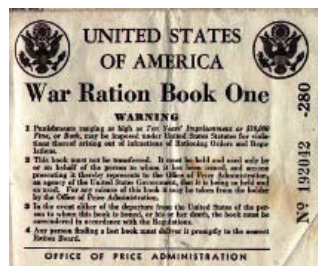


The Home Front

Everyday items such as sugar, rubber, gasoline, heating oil, and coffee were in short supply. No new bicycles were made for five years. Bicycles were on the list of “causalities among civilian finished goods and staples” published in Business Week four months after Pearl Harbor. According to Business Week, the list of items that would be no longer manufactured, ending the feeling of “life as usual” included electrical appliances such as toasters and waffle irons; flashlights and batteries; fasteners such as zippers and snaps; tea; toys and games; vacuum cleaners; and vending machines. The supply of gasoline was reduced by 20 percent on the East Coast. Chicle, the main ingredient in bubble gum, was no longer available and a synthetic rubber was used instead.

There were several reasons for the shortages. American ships that ordinarily brought goods such as coffee beans from South America were now carrying troops. America’s supply of rubber was cut off as Japan conquered countries in Southeast Asia. Silk produced in Japan was no longer available. In addition, metals-steel, zinc, nickel, tin-that had been used to make bicycles, flashlights, and vending machines were now needed to make tanks and armaments. Alcohol was needed to make explosives. Americans got used to seeing signs and posters with the words “Use it up/Wear it out/Make it do/Or do without.”

To keep prices from soaring because of the shortages, FDR set up the Office of Price Administration and Civilian Supply Management (soon simply called Office of Price Administration or OPA). The OPA set up a system of rationing, or controlling the amount of certain items that people could buy. During the war, the OPA rationed twenty essential items, including rubber, shoes, and butter. In May 1942 sugar was rationed. Nationwide rationing of gasoline began in September. In November coffee was added to the list of rationed items. For the duration, citizens were issued war ration books with pages of stamps that determined how many rationed items they could buy. Having money to buy a rationed item wasn’t enough. Shoppers frequently had to have the right amount in ration stamps.



Lunchboxes were made of fiberboard and stamped with the information that “Customary use of metal for your lunch kit has been forbidden...as steel is needed for war materials. This ‘Victory Kit’ is provided to take the place of your metal kit. Made of durable fiberboard, it is sturdily constructed to give you good service....Because of the nature of the material, this kit should not be left or stored in damp or wet locations.”

Americans were also asked to save and salvage scrap metal, newspapers, waste fat, aluminum and tin cans, rubber, nylon and silk stockings. One pound of waste fat-bacon grease, meat drippings, frying fat-contained enough glycerin to manufacture a pound of black powder that could

be used in bullets. Nylon and silk stockings were made into parachutes and towropes for glider planes. One old shovel contained enough iron to make four hand grenades. One 2,000 pound bomb could be made from 12,000 razor blades.

Massive drives were sponsored by the War Production Board (WPB). Created by FDR in January 1942, the WPB had the power to decide which scarce material went to which factory and how many civilian goods, such as refrigerators, were going to be made during the war, if any were to be made at all. There were official fat-collecting stations, scrap-metal drives, newspaper drives, and a national aluminum drive. Abandoned trolley tracks were dug up and donated to the war effort. The city of Griffin, Georgia, donated antique fire engines. Students at the City College of New York collected the tinfoil wrappers from sticks of chewing gum and cigarette packages. In June 1942 a nationwide rubber drive was held. FDR asked people to collect “old tires, old rubber raincoats, old garden hoses, bathing caps, gloves-whatever you have that is made of rubber.”

The government asked Americans to plant victory gardens. At one point there were nearly twenty million victory gardens in America that were producing a third of all the vegetables grown in the country. To help pay



for the staggering costs of the war the government asked Americans to buy war bonds for \$18.75 each. In ten years, each bond would be worth \$25. Americans could also buy stamps for ten cents or more and paste them into a book until they added up to \$18.75. During the war, eight huge war-bond drives were held. Advertisements for bonds appeared everywhere, on billboards and the sides of railroad cars. Hundreds of posters advertised war bonds. Clowns at the Barnum and Bailey Circus, movie stars, comedians, and politicians pushed war bonds. There were bond booths at movie theaters and grocery stores. People regularly used part of each paycheck to buy bonds.

Americans listened to a radio series called This is War. Movies had war themes. Popular songs, often written at the request of the government, promoted everything from salvage drives and war bonds to victory gardens and civil defense. Catchy tunes were written with titles such as “Get Out and Dig, Dig, Dig (Your Victory Garden),” “Junk Ain’t Junk No More (Save and Salvage),” “Get Aboard the Bond Wagon,” “Shhh! It’s a Military Secret,” “When the Air Raid Siren Sounds,” and “Remember Pearl Harbor.” Kate Smith’s rousing rendition of Irving Berlin’s song “God Bless America” became an unofficial national anthem.

Rachelle Marquez

On the Road Again

We have a great '29 Roadster pickup which we bought from Mike Cunneen in 2003. Mike and his friend Don Hinemann dragged it out of a garage in San Carlos in March of 1991. (See photos below.) Before that it was in storage in pieces elsewhere in California. The restoration was a joint effort of Mike and Don.



This car is really a driver. Mike drove it nearly every weekend (except rainy days, of course) for many years. Every time we went with him, we told him if he ever sold it we had first dibs (About 5 years before we actually bought it.) When Mike finished restoring his '32 Phaeton, he sold the '29

to us. This made Mike happy as it is "still in the family" as we are longtime friends.

I consider the '29 to be my car, and I asked Gunard to install an emergency brake that would hold the car while it was running in neutral. He started the job by ordering replacement parts. After the parts were exchanged, he discovered that replacement parts didn't fit! The parts we exchanged were "AR" and the parts we received weren't! This meant nothing to me except that the brake job went south, and the car sat in its trailer for at least 3 years or more.

Finally, with the help of Darryl Coe, we got the name of a very nice man in Ripon, CA, (Hank Welsh) who had an AR rear end. We rented a truck, went to Ripon, collected Hank (after looking at the world's largest

Model A parts collection) and drove to his place in Sonora to get the parts. It made for a nice day trip!

The parts were under a tree down the hill from Hank's house on the outskirts of Sonora. He dragged them up the hill to our truck with a Model A tractor. We ended up getting the rear end and the front end as Hank didn't want to sell them separately, but we felt we were getting a good deal. It started to rain just about the time we got the parts into the truck! (Both parts, minus the brake assembly, are now residing in my driveway.)

Gunard pulled the parts he needed for my Model A, and they sat in the basement for a while. Finally, they ended up with Don H. who cleaned them up and got them ready to be installed. Thanks so much, Don.

We had to move our car trailers off the rod and gun club grounds, so the trailer with the Model A in it sat in front of our house for several weeks while Gunard worked on the brakes on and off. Three street cleaning tickets later, the brake job was finally finished!

On the way to the new storage place for the trailer, the '29 finally saw the light of day again at the Sonoma Valley Airport where it was rolled out of the trailer, took a short run around the hangar area, and ran out of gas part way into our hangar. (Gunard was already in the driver's seat so I had to push!) Gunard bought enough gas to get to a gas station and then drove it to the station for a fill up.

The first drive with me in the driver's seat was from the hangar, to Sonoma, around the square, and back to the hangar. Now, all we have to do is to get our garage empty enough for the truck to return to San Francisco to live. I can't wait to start driving it to the grocery store, etc., again.



Jeanine Mahl

President's Brunch Colma - Daly City Tour



The weather was a little cool and wet but we still had two Model A's and 4 modern rods on a short history tour of Colma/Daly City. After coffee and pastries we left the Pacific Rod and Gun Club and headed for the Daly City History Museum. The museum is housed in an old Art Deco styled building at "Top of the Hill" Daly City. We were met outside by Dana Smith, the Museum Director. The museum



is not normally open on Sunday but Dana was kind enough to open and give us a tour of the facility. She was decked-out in era fashion with small hand made fabric cows on the brim of her large stylish hat. The cows were there to celebrate the history of the dairy industry in Daly City. The museum building is near John Daly Dairy Farm where refugees fled the 1906 earthquake. This unique building was the only library in Daly City for more than 41 years. The museum includes ever changing exhibits and artifacts from the Ohlone Indian villages and early pioneers who ranched and raised dairy cows and produce for sale in San Francisco. The museum is free and open Tuesday and Thursday from noon to 3 pm .

The next stop was the last resting place of the famous law man Wyatt Berry Stapp Earp. Wyatt died at home in Los Angeles at the age of 80. Western actors William S. Hart and Tom Mix were pallbearers at his funeral. Wyatt Earp's wife, Josephine Sarah Marcus had Earp's body cremated and buried in the Marcus family plot at the Hills of Eternity Memorial Park in Colma.



After driving by the grave site of Emperor Norton and through the Italian Cemetery we returned to Lake Merced and the Harding Park Golf Course Club House for lunch. All present were treated to a large piece of cake suitably presented to honor the President and to celebrate the beginning of a new year. Kristine Zaback and Walter Caplan deserve a big hurrah for their work; planning the tour and arranging for the museum, brunch and cake.



Photos by Walter Caplan

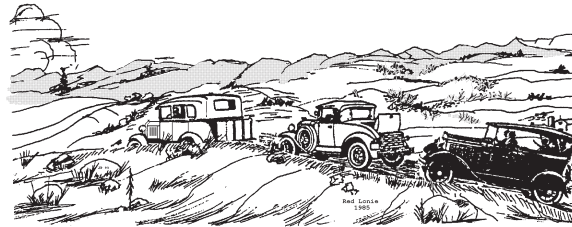
The President's Brunch has been a time to acknowledge the transfer of duties from the outgoing president to the new incoming president. It is a time for passing the gavel and to reflect on the accomplishments of the past president and hear the goals and aspirations of the new incoming president. Unfortunately, we have had only two presidents in the last eight years. Because we transfer the awesome presidential power so infrequently we begin to lose sight of why we have the brunch in the first place.

Nevertheless, we had a wonderful time telling stories and reflecting on the history of the Club and the people and Club members we have shared a common interest with over the years. It was good to be together with friends and family. We are anticipating a wonderful year ahead. See you at the meeting.

Barry Kinney

2011 SAN FRANCISCO BAY AREA MAFCA TOURS

It's THE JOURNEY! NOT THE DESTINATION!



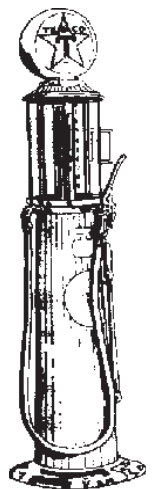
MONTH	DAY	TOUR LEADER	TOUR
JAN	30	BARRY KINNEY	PRESIDENT'S BRUNCH
MARCH	5 SATURDAY	SF MODEL A FORD CLUB	CRAB FEED - MONTE CRISTO CLUB
APRIL	TBA	KINNEY	GREEK CULTURAL PARADE & CELEBRATION
APRIL-MAY	29-1	KINNEY	SPRING SPEED WEEKEND - AUBURN, CA
MAY	1	SF MODEL A FORD CLUB	DREAM MACHINES - HALF MOON BAY
MAY	15	KINNEY	FRIENDSHIP DAY - CAÑADA COLLEGE
MAY	30 MONDAY	CAPLAN	MEMORIAL DAY OBSERVANCE - PRESIDIO
JUNE	18 SATURDAY	CAPLAN / OWSLEY	ST. ANNE'S HOME - FATHER'S DAY WEEKEND
JUNE	26	CAPLAN / OWSLEY	PRIDE PARADE & PICNIC LUNCH
JUNE	26	PETERSON / JUMP / THOMAS	PALO ALTO CONCOURS AT STANFORD
JULY	TBA	BETTENCOURT	FIREHOUSE TOUR - SAN FRANCISCO
SEPT	11	KINNEY	ANTIQUE AUTOS HISTORY PARK - SAN JOSE
SEPT	22-25	CAPLAN / OWSLEY / MACHADO	OVERNIGHTER-MURPHYS-IRONSTONE CONCOURS
OCT	TBA	CAPLAN / OWSLEY	JIMMY'S OLD CAR PICNIC IN GOLDEN GATE PARK
NOV	13	GREG MARTINEZ	VETERAN'S DAY PARADE ON MARKET STREET
DEC	10 SATURDAY	SF MODEL A CLUB	CHRISTMAS BANQUET - BASQUE CULTURAL CTR.

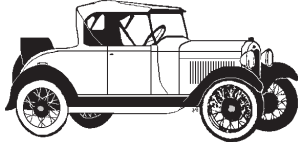
If you would like to lead a tour, please call **Steve Pedone** at **408-749-0469**
We encourage Club Members to plan additional **driving tours** throughout the year.
There is room for more than one activity or tour per month.

2011 Schedule of Events

Jan 29-30
May 27-29
Aug 1-6
Dec 1-4

Turlock Swap Meet
NCRG Round-Up in Dan Foley Pary, Vallejo, CA www.ncrgmafca.com
Northwest Regional Group Meet.
MAFCA Annual Membership Meeting & Awards Banquet
Santa Rosa, CA - Host Sonoma A's





**San Francisco Bay Area Chapter
Model A Ford Club of America
February 10, 2011**

The meeting was called to order at 7:40 pm by Club President Barry Kinney. The minutes from the previous meeting were approved as written. There were no guests present.

Reports of Officers

President: The President's Brunch was fun and was preceded by a very nice tour. We toured the Daly City History Museum and viewed Wyatt Earp's grave followed by lunch at Harding Park.

- John Zuffi talked about the upcoming Crab Feed to be held on Saturday March 5th at the Monte Cristo Club. We have more people registered than we can seat in the main dining area. We will seat the overflow upstairs

Vice President: No Report

Treasurer: Twenty four members have renewed their membership and paid their 2011 dues so far.

Secretary: No report.

Editor: Walter always wants articles for the Choke Rod.

Tour Director: Barry will talk with the tour guide who conducts tours of the Palace of Fine Arts to see about setting up a tour for the club in late March or April.

For The Good Of The Order: Casey Martinez let us know that Holy Angels School sent a letter about their car show. Casey will send the information to the Pedones who will distribute it to club members.

Thelma Chun brought Valentine's Day treats to the meeting. Walter Caplan will bring refreshments to the March meeting.

Kathy Pedone reported on the raffle prizes that have been donated so far for the Crab Feed.

Barry Kinney brought a display of marbles from the Model A era which come from his personal collection, and gave a very interesting detailed talk about the history of marbles. There's a lot more to marbles than we ever knew. Following the presentation we were shown a video of the 1960 MAFCA National Convention held in San Francisco's Golden Gate Park.

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

The next monthly Meeting will be Thursday March 10, 2011 at the Monte Cristo Club at 7:30 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, March 10, 2011

A number of club members gather together for dinner before the monthly meeting at 6 pm.

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

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



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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

Crab Feed - Saturday March 5

Benefiting
MAKE-A-WISH

MARCH MEETING
Thursday March 10, 2011
7:30 pm - Monte Cristo Club
136 Missouri Street (Potrero Hill)
San Francisco