The Choke Rod

preserving and restoring the Model A Ford since 1956

Volume 55, Issue 9  MAFCA Certificate of Merit 2005 through 2010  September 2011
San Francisco Bay Area Chapter  Model A Ford Club of America

Upcoming Tours

Saturday September 10 - Oktoberfest - Marin A’s
Friday-Sunday September 23-25 - Overnighter to Murphys
Saturday October 1 - Lumberjack Days - Calaveras County
Saturday October 15 - Jimmy’s Old Car Picnic - Golden Gate Park

San Francisco Old Firehouse Tour II
see pages 9 - 11
President’s Message

I apologize for missing the August meeting. A summer cold kept me away. I was a Zombie for three days. Thanks Gunard for filling in for me. I read the agenda and meeting notes and it looks like it was a productive meeting.

Unfortunately, the Palace of Fine Arts Tour had to be postponed. Parking and lunch arrangements will be easier when the kids are back in school and we are past the height of the tourist season. We are looking at dates in early October. We also have a date with the Marin A’s for their annual Octoberfest-SATURDAY September 10. Our members who went last year said they had a great time. Look for details in this issue of the Choke Rod.

September looks busy. We also have the overnighter to Ironstone. If you intend to register a car, do it soon - the deadline is September 1. More importantly, let us know if you need room accommodations. We have reserved rooms but most are spoken for. The dates are Friday - Sunday September 23 - 25. We also need to know if you are coming up with the group on Friday, or if you plan to arrive at Murphys on Saturday morning. Registration will get you into the show, lunch, and some additional perks. Those who do not register will need to buy an entry ticket for about $25. The show is a benefit so the cash goes to a good cause.

I will see you at the September meeting. I hope to bring a guest speaker and Bill Usedom’s Model A Picture Album. I can’t miss another meeting, some interloper will steal my job.

Barry Kinney
The Marin A’s have invited the Napa A’s, the Sonoma A’s, and the SF Bay Area Chapter to their 2011 Oktoberfest to be held on Saturday September 10th 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.

Meet at the San Francisco Rod & Gun club at 9:30 am for a running board breakfast (juice coffee, pastries) departing at 10 am for Marin.

Tour Leader: Barry Kinney
RSVP 415-282-2789

Overnighter to Murphys
Ironstone Concours d’Elegance
Friday - Sunday September 23 - 25

By popular demand, for a fifth 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.

Meet at the San Francisco Rod & Gun club at 9:30 am for a running board breakfast (juice coffee, pastries) departing at 10 am.

Tour Leader: Barry Kinney
RSVP 415-282-2789

Lumberjack Day Parade
Saturday October 1
West Point - Calaveras County

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

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

Jackson Rancheria Casino is about 10 miles away. Anyone who is interested should put this date on their calendar. For more information go to http://www.gocalaveras.com/lumberjack-days.

If you have questions, contact Jeanine Mahl at 415-664-2056.

Palace of Fine Arts Tour
postponed to October
date to be announced

Refreshments at the August meeting were provided by Walter Caplan

Stuart Fong
will provide refreshments at the September meeting.

Marin A’s Oktoberfest
Saturday September 10
Marin Rod & Gun Club - San Rafael

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Tour Leader: Barry Kinney
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Jimmy’s Old Car Picnic
Saturday October 15
Golden Gate Park
details in the October Choke Rod

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
1976

Rock purists will forever be arguing about where punk rock originated from, New York or London? 1975 saw the launch of the New York magazine Punk chronicle the new music, with Iggy Pop, The Ramones, and Richard Hell, coming out of clubs such as CBGB and Max’s Kansas City. It is arguably the British who were responsible for the clothing style that we now call punk. The purposely ripped clothing, provocative T-shirts, bondage trousers, Doc Marten boots, piercings and so on can be traced back to London, where Malcolm McLaren and Vivienne Westwood had a clothing shop called Sex.

Vivienne Westwood’s son, Joseph Corre, and Serena Rees opened the first Agent Provocateur in London’s Soho in 1994 amid a blaze of publicity. It was the first shop of its time to provide glamorous and tantalizing lingerie for the female form without shame or embarrassment. Agent Provocateur strongly believes in the absolute uniqueness of the feminine form. Their customers range from rock stars, supermodels and actresses and strippers, housewives, and businessmen. Signature pieces of underwear have been displayed in numerous international exhibitions, and in their controversial cinema commercials.

McClaren had been in New York managing the New York Dolls when she had to return to the UK to launch the Sex Pistols, the band most closely associated with the punk movement. Whereas hippies celebrated sex as free love, the UK punks used sex as an aggressive in-your-face kind of way to shock those around them. T-shirts often had suggestive slogans or even pictures of naked breasts, cowboys, or whatever. It wasn’t uncommon to see toplessness as part of a night-time costume and bondage-style bras, such as open-breasted styles, were often the sole piece of clothing a female punk would wear above the waist.

After years of natural fabric or shiny disco cloth the world was forced to see fashion in a very different way. The general public was introduced to a considerable amount of fetishwear, much of which was absorbed by the culture at large and incorporated into everyday lingerie, street fashion and eveningwear.

Rachelle Marquez

And We Have Multiple Bent Rod Winners

The Bent Rod Award has been passed around like a hot potato these days. Gunard Mahl, who had the trophy for having brake and tire problems at the Memorial Day Presidio tour, passed the award on to Walter Caplan who ran out of gas at the Palo Alto Concours. Walter then passed the award on to “The New Guy”, Dan Bowermaster, whose model A made it only 4 minutes into the firehouse tour. Dan would have been able to pass it on Charlie Kascal if only Charlie had attended the August meeting for his locked up starter at the end of the firehouse tour. Join our next tour. You too can be a winner!
Did you know?

Ford’s First Model A

Henry Ford manufactured his first Model A in 1903. Subsequent cars used many sequential letter designations up to Model T. When the “all new car” was designed for 1928 the lettering sequence started again with A and continued only to Model B.

The History of the Blue Oval

The Ford oval trademark was first introduced in 1907. The 1928 Model A was the first vehicle to sport an early version of the Ford script in the oval badge. The dark blue background of the oval is known to designers as Pantone 294C. The Ford script is credited to Childe Harold Wills, Ford’s first chief engineer and designer. He created a script in 1903 based on the one he used for his business cards. Today, the oval has evolved into a perfect oval with a width-to-height ratio of 8:3. The current Centennial Oval was introduced on June 17, 2003 as part of the 100th anniversary of Ford Motor Company.

In the very beginning there was a fairly complicated, oddly design that included a “Detroit - Mich.” tag and spelled out “Ford Motor Co.”

In 1912, the Ford logo made a complete change over to a very simplistic oval design.

The famous Blue Oval finally came around in 1928. It set the basic shape and color of future Ford logos, although it was much “fatter” than the current logo.

This next blue oval doesn't have an exact date of release, but it was used throughout the years leading up to the Centennial logo. It was basically a longer, shorter version of the logo from 1928.

This last logo is the blue oval that Ford released in 2003 in honor of the 100 years Ford Motor Company had been around. It was named the “Centennial Blue Oval.”
By the summer of 1942 there was some talk about drafting women into the labor force. Britain required its women to register to work. So did Russia. Several bills to establish a draft for women were introduced in the U.S. Congress. The American public seemed to support the idea. According to a Gallup poll, 68 percent of people surveyed answered yes to the question “Would you be in favor of starting now to draft single women between the ages of 21 and 35 to train them for wartime jobs?”

One of the arguments against a nationwide draft for women was the fear of intensifying the problems that were arising from the major migration of people that was under way. During the war, perhaps as many as twenty million people left their homes for one reason or another. Throughout America people were on the move, going to military camps or looking for work. Half the black agricultural workers in the rural South moved to urban areas in search of high-paying jobs. Within three and a half years more than seven million women changed their address to a different county.

“For my husband and I to both have jobs, we had to go to an industrial section of the nation, so we moved to East St. Louis, Missouri,” explains Frankie Copper, who got a job as a molder’s helper, “the dirtiest job anyone can imagine.”

People traveled any way they could- by train, bus, car, or hitching a ride. “In those days they had drivers’ cars who came back and forth. You’d pay something like ten dollars or fifteen dollars. There were six or seven passengers, and we were stacked on top of each other,” recalls Juanita Loveless.

As the migration continued, areas of the country with war plants were swamped with newcomers. The population soared in such boom cities as Seattle, Washington; Detroit, Michigan; Mobile, Alabama; and Buffalo, New York. In the first two years of the war, Burbank, California, grew from 12,000 to 60,000 people. In Mobile, Alabama, more than 80,000 workers arrived in 1942. Six communities were built in eighteen months to house shipyard workers in the Vancouver, Washington area. They were called Ogden Meadows, Burton Homes, Fruit Valley, McLaughlin Heights, Bagley Downs, and Harney Hills.

After the shipyard was built in Seneca, Illinois, the population went from 1,235 to 6,500 within a few months, and eventually grew to 27,000. The shipyards and aircraft plants in California attracted as many as 1.4 million people.

The huge influx of people to places such as these created enormous problems—housing shortages, overburdened schools, inefficient public transportation systems, and inadequate sanitation facilities. Under these circumstances, policymakers decided not to draft women but to recruit the ones who already lived in areas with labor shortages.

According to an August 15, 1942, report in Business week, “Between 44,000 and 60,000 additional workers will be needed in war industries in Seattle by the end of 1942. And the city wants to find as many as possible right at home, because its population has increased by more than 110,000 during the last two years, and the housing situation is acute.”

In August 1942, the United States employment Service (USES), which was supervised by the WMC, conducted voluntary registration drives as a strategy to get women war workers. The drives included carefully planned newspaper and radio publicly filled with patriotic messages. In Detroit, which needed 80,000 new women workers before November, the USES distributed 600,000 registration cards to households in the Detroit area. Women were asked to fill out the cards with information about their education, work experience, children, and job preference. The USES analyzed the information and assigned willing women to jobs or training programs. Other drives were held: in Seattle, Washington, 6,000 women signed up with the USES; in Oregon, 90,000 women registered to work, although they indicated that they would rather help harvest crops than work in a factory; and in Northampton, Massachusetts, a small town surrounded by defense plants, 4,215 women registered to do war work. While filling out their cards, some women wrote comments in the margins, including: “My husband is in Australia and I want to help make weapons for him and his buddies.” “I regard it as a duty to my country to do whatever will be helpful.” “I’ll do anything my country wants to help lick the Japs and Nazis.”
While registration drives for women workers were being held on the home front, soldiers were taking the offensive on the battlefront. On August 7, 1942, U.S. Mariners landed on Guadalcanal in the Solomon Islands in the Pacific Ocean and began the first offensive action in the war against Japan. On November 8, Allied forces invaded North Africa. On November 19, Russian troops launched a counterattack against German troops occupying Stalingrad. After months of fierce fighting, the Marines gained control of Guadalcanal and the German soldiers in Russia surrendered, as did the German army in Africa. By late 1942, Americans were beginning to feel that the Allies would win the war.

Japanese troops controlled a significant portion of Southeast Asia. German troops still controlled most of Europe and parts of Russia, and German U-boat activity had taken a heavy toll on merchant ships carrying foodstuffs, men, and war material that were headed for British and Russian ports.

Jackie Brock, who was a child during the war, remembers being at a picnic on a beach in Florida. “My father was looking through his binoculars and saw a German submarine. He told me and my mother to act normal because if he could see the submarine, the men on the submarine could see us.” After acting “normal” and eating their food, Jackie and her parents left. Her father reported the submarine to military authorities. Jackie later recalled, “I don’t know if it was the same sub, but the next day there was a report in the newspaper about a German sub being sunk off the Florida shore.”

Huge amounts of war material would be needed to continue the offensive and win the war. However, as 1943 approached, the labor shortage was beginning to slow down production. Drafting women workers was not an option, and registration drives had not recruited enough women. In addition, there were still employers who refused to hire women.

Faced with this labor emergency, the WMC and OWI decided to increase the propaganda campaign. Posters were produced with slogans such as: “Women in the war: We can’t win without them.” The OWI joined in and sent photographs of women war workers to magazines and newspapers. There were photographs of women riveting, working on airplane motors, and installing fixtures and assemblies to a tail fuselage section of a B-17 bomber.


Magazine articles were published to entice women to take war jobs. In November 1942 the very popular magazine Reader’s Digest reprinted an upbeat article, “Ma’s Making Bombers!” The author of the article, Elisabeth Meyer, wrote about single women, married women, mothers, and grandmothers doing everything from installing exhaust pipes in planes to riveting and finishing bomb doors. Meyer visited working women throughout America: “In low, vast airplane plants squatting in the wheat fields of Kansas or melting into the orange groves of California; in three-story factories in the East and Middle West and battered machine shops in New England; in the open-air clangor of the giant Pacific Coast shipyards, I saw the women working.” Also in 1942, a nationwide contest was held to select “Miss Victory, the Typical American War Worker.” Ann Vickery was one of the twelve sectional winners. “I’ve never been tardy or absent from work,” she declared during an interview.
Car Tunes

Radios are so much a part of the driving experience, it seems like cars have always had them. But they didn’t. Here’s part one the story.

SUNDOWN

One evening in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios – Lear had served as a radio operator in the U. S. Navy during World War I – and it wasn’t long before they were taking apart a home radio and trying to get it to work in a car. But it wasn’t as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

SIGNING ON

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a “battery eliminator” a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin’s factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker’s Packard. Good idea, but it didn’t work – half an hour after the installation, the banker’s Packard caught on fire. (They didn’t get the loan.)

Galvin didn’t give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioneers could hear it. That idea worked – he got enough orders to put the radio into production.

WHAT’S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix “ola” for their names – Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about $110 uninstalled, at a time when you could buy a brand-new car for $650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about $3,000 today.)

In 1930 it took two men several days to put in a car radio – the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

Steve Owsley

Reprinted from http://www.antiqueradiomuseum.org/thecarradio.htm
John Bettencourt’s San Francisco Firehouse Tour II

John Bettencourt’s San Francisco Old Firehouse Tour was the sequel to last year’s tour. This year the tour took us to the historic firehouses in the eastern part of the city and ended at Old Station 30 where we were treated to a Firehouse Celebration benefiting the Toys for Tots Foundation. The festivities included a rock band, car show, panoramic group picture and all the BBQ you could eat.

We started the tour at the Rod and Gun Club with a “Running Board Breakfast” complete with turnovers, scones, muffins, doughnuts, coffee, juice and yogurt. Following breakfast we visited Engine Company 33 at 117 Broad Street. Until last year it was privately owned by Robert and Marilyn Katzman. They had turned their firehouse into a living museum of Firehouse history and gave tours of San Francisco in their 1955 Mack fire engine. Sadly, the new owners no longer maintain the museum.

The Engine Company on Girard Street was one of the most interesting architecturally. The old portion of the building built in 1913 was built of brick and terra cotta but the new addition built in the fifties is a complete change in architecture with no effort to blend the styles. Their main engine had been seriously damaged in an accident. However, the fire fighters restored the engine in house with some help from city shops. Their restoration was first class and they saved the taxpayers the cost of a new truck.

We continued on to Chemical Engine 43 and Engine Company 47 and ended the morning at Craig’s Auto Repair on Phelps Street. Although the Craigs run a modern auto repair shop, most of the automobiles in for repair/restoration dated from the 20’s through the 50’s. It was interesting to see a Model A Ford up on jack stands, the drive train and brake parts ready for reassembly. The shop walls are decorated with radiator cowlings and the corners of the garage were filled with antique fenders, transmissions, and miscellaneous parts ready for use when the need arises. Stored and waiting restoration was an antique fire truck with a hose derrick that could be elevated to fight a second story fire. No need to climb a ladder. The derrick hose could be elevated and directed from the ground.

We traveled on to Vermont street, the crookedest street in San Francisco. Vermont is just as challenging as Lombard Street but lacks the colorful landscaping. It is an interesting and not well known San Francisco landmark worth the visit.

We had a few mishaps and a few of us took a shortcut but almost everyone found the BBQ at old Engine Company 30 at Mission Rock. This may be the last time we would be able to visit. The building is scheduled for demolition next year. John Bettencourt did a great job with the second installment of the Old Firehouse Tour. I am a little disappointed that the Firehouse Tours have come to an end. Our San Francisco Tours are always well attended. We certainly learn more about San Francisco history. Thanks to Walter Caplan and Kristine Zaback for putting together the directions and historical notes that make these San Francisco Tours so interesting.

Barry Kinney
I was fortunate enough to be born into a family of car lovers. Our great-grandpa was a service manager at a Chevy dealer, and after World War II, grandpa drove logging trucks and worked as a heavy-duty truck mechanic. Grandpa also had a few Model Ts (in parts) and a 1923 Chevrolet Touring Car.

Our dad bought his 1930 Ford Model A pickup from the original owner in 1973 – a house painter in Placerville who used the truck for his painting business. Dad did a frame-on restoration in our garage in 1974 and finished right before I was born. My brother, sister, and I each came home from the hospital as newborns in the Model A. Safety laws for kids in cars have definitely changed.

Throughout the 1970s and 1980s, Mom and Dad were active members of Model A Clubs in the Sacramento and Eureka areas. My siblings and I have many fond memories of club activities, especially the food and great people. Mom and Dad’s truck was a driver – we used it in club events, parades, birthday parties, or just errands around town. Once my siblings and I entered high school, the Model A-related activities tapered off, but it still got driven, including to senior prom.

Fast forward to November 2010. I purchased the Model A from my folks who were downsizing after purchasing a 1939 Buick Special. I hope to give the Model A a good home and create new memories as they did. I immediately joined the San Francisco Model A Club and am now doing some tinkering on the Model A. My first project is refinishing the oak wood strips in the bed. This column will follow my efforts.

Last month’s column detailed the iterative process of prepping the painted rear oak boards – basically removing the factory paint and decades of grime and debris. So I did some research on how to restore the 80-year-old oak boards. They weren’t perfect and especially the tongue-and-groove areas were quite damaged, but they were salvageable. I did some research online and talked some woodworkers. After spending hours – albeit quite enjoyable – removing the paint and dirt – it was finally time to make the boards shine.

One article I found online detailed a four step process to bringing out the natural beauty of the wood: sand — wipe with a tack cloth — varnish — let dry.
Seemed easy enough. The article recommended four different coats of varnish. And since each board has two sides, it was now a four step process repeated eight times, or a thirty two step process. It made such a difference compared to the original dark grimy wood. The varnish brought out the color and various imperfections in the wood. There certainly is no mistaking the oak boards for genuine faux wood seen in some modern cars. I am proud to say that the boards have been given three coats of varnish – front and back. Everything was going well. Too well.

One fine Saturday morning, my fiancée and I set off for the second half of the San Francisco Old Firehouse Tour with the club. We joined up with rest of the cars at the Rod and Gun Club. As we approached the club driving about 35 mph on Skyline, the engine suddenly lost power… as if it dropped two cylinders.

We were safely able to pull over. We had gas. We had spark. The choke was adjusted correctly. I restarted the engine and everything seemed okay. We drove the last half mile to the Rod and Gun Club without a hitch. I poked around under the hood for a while, and ran the idle up and down (with the transmission in neutral). No problems either. We left the Rod and Gun Club in the convoy and started up Brotherhood Way. The engine felt fine as the load changed, but when we started cruising at about a constant 35 mph approaching Alemany Boulevard, the engine lost power again.

We pulled over and the Good Samaritan Nick helped us out. The engine was getting spark. Nick also solved a mechanical interference problem between the throttle rod and the adjustment screw. Ultimately we were able to limp home under our own power… this month’s winners of the Bent Rod Award.

Editor’s Note: Not to worry, Dan. You only get to keep the Bent Rod Award long enough to pass it on. You weren’t the only one to have car trouble that day.

Dan Bowermaster
# 2011 SAN FRANCISCO BAY AREA MAFCA TOURS

It’s the Journey! Not the Destination!

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If you would like to lead a tour, please call Barry Kinney at 415-282-2789. 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

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<td>Dec 1-4</td>
<td>MAFCA Annual Membership Meeting &amp; Awards Banquet</td>
<td>Santa Rosa, CA - Host Sonoma A’s</td>
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The meeting was called to order at 7:45 pm by Vice President Gunard Mahl. Lauren Fong was the only guest. The minutes from the previous meeting were approved as written.

**Reports of Officers**

**President:** Gunard reported on the Palo Alto Concours. He said all who went had a nice time at the picnic in the grove. John Bettencourt reported on the firehouse tour. They dressed up Tom Escher’s Model A to look like a fire truck, John slid down a fire pole, and they toured Bob Craig’s shop, and ended with a wonderful BBQ at Old Firehouse # 30. Ironstone - it will be September 23-25. Deadline for reservations is September 1. Jimmy’s Picnic will be Saturday October the 27th. Walter will get the details from Barry. He will e-mail the information to everyone.

**Vice President:** Gunard reported that Al Thomas and Greg Martinez were in Bonneville. Gunard suggested that perhaps the club invest in some tools and maybe carry a parts box on the tours. Bob Faber moved that the club spend up to $200 on tools. The tour director would be responsible for the box.

**Treasurer:** Jeanine and Walter will meet next week to transfer the books and signatures. The club made $60 on Barry’s book sale.

**Secretary:** No report

**Editor:** There will be another article by our new member Dan Bowermaster in the next issue of the Choke Rod.

**Tour Director:** No report

**For The Good Of The Order:** Dan will put together a 2012 calendar for the club. It will be passed out at the Christmas dinner. Gunard wants to change the location of the Christmas party. Suggestions were Sharps Park or Val’s.

**Passage of the Bent Rod Award:** Gunard, who had the trophy for having brake and tire problems at the Memorial Day Presidio tour, passed the award on to Walter who ran out of gas at the Palo Alto Concours. Walter then passed the award on to “The New Guy”, Dan Bowermaster, whose Model A made it only four minutes into the firehouse tour. The award would have been passed on, once again, to Charlie Kascal if only he had been in attendance at the August meeting.

Walter Caplan brought the refreshments this month. Stuart Fong will bring them next month.

There was no further business and the meeting was adjourned at 8:40 pm.

The next monthly Meeting will be Thursday September 8, 2011 at the Monte Cristo Club at 7:30 pm.

Minutes respectfully submitted by

**Joan Peterson, Secretary**
in this

**Choke Rod**

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- The War Wears On ............ pages 6 & 7
- Tech ............................. page 8
- SF Old Firehouse Tour ........... pages 9 - 11
- The New Guy ..................... pages 12 & 13
- Tours & Schedule of Events ...... page 14
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Insert:
- Fashion Swap Meet – Placerville – October 8

SEPTEMBER MEETING
Thursday September 8, 2011
7:30 pm - Monte Cristo Club
136 Missouri Street (Potrero Hill)
San Francisco