

The Choke Rod

preserving and restoring the Model A Ford since 1956

Volume 56, Issue 6

MAFCA Certificate of Merit 2005 through 2010

June 2012

San Francisco Bay Area Chapter

Model A Ford Club of America



Photo by Barry Kinney

B-17

see pages 4 & 5

Upcoming Tours

Saturday June 16 - Fathers Day at St. Anne's Home - San Francisco

Sunday June 24 - 42nd Annual Pride Parade - San Francisco

Saturday July 7 - Cancer Awareness Recruitment Show - Campbell, CA

Friday-Sunday September 21-23 - Ironstone Concours D'Elegance - Murphys, 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: Gary Barrango
EDITORS: Walter Caplan
Scott Williams
TECH EDITOR: Steve Owsley
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President's Message

Summer means graduations, weddings, and car shows. By now Friendship Day is done and we are looking forward to Memorial Day at the Presidio and Fathers Day at St. Anne's Home. Put them on your calendar.



Jenny and Al have been working hard on the CARS, Cancer Awareness Recruitment Show on July 7, 2012. We will attend as a Club. Fill out the registration form you will see in this issue of **The Choke Rod** and send it with your \$25 to the American Cancer Society.

As you know, our Crab Feed is a fund raiser. In past years a large part of what we earn is donated to the Make A Wish Foundation. Make A Wish is a great cause but I believe that a local organization that provides cochlear implants for children born deaf is a more worthy cause. Club members who attended the May meeting seemed to agree. I will present additional information at the next meeting.

On Saturday May 12 three Club members, John Zuffi, Walter Caplan and I, met Mike Cunneen at the Hayward Airport. We admired Mike's home built plane and then took an exciting and somewhat emotional ride in a vintage B-17. Next year with the help of Mike and Gunard we will make one of the local air shows featuring vintage aircraft part of our tour schedule.

See you at the June 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

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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*.

42nd Annual Pride Parade Sunday June 24

It is the 42nd anniversary of this distinctly San Francisco experience. If interested in driving your "A" in the Pride Parade, then contact Walter Caplan for more information.

Tour Leader: **Walter Caplan**, RSVP 415-753-3280

Cancer Awareness Recruitment Show Saturday July 7 10 am – 2 pm

Please join the 6th annual C.A.R.S. Bring your friends, relatives, and neighbors to learn more about your American Cancer Society and its volunteer opportunities. Enjoy a showcase of classic, vintage, and muscle cars. Dine at gourmet food trucks presented by The Food Truck Mafia.

If you want to show you car, the registration fee is \$25 and the registration deadline is June 22. See the attached flier in this month's **Choke Rod**.

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

Refreshments at the May meeting were provided by
Paul De Martini

John Zuffi
will provide refreshments at the June meeting.



Birthdays & Anniversaries



Walter Caplan	June 2
John Fioresi	June 7
Paul DeMartini Jr.	June 12
Kenneth Wayne Patsel	June 19
Adam Rosenblatt M.D.	June 26
Rose Craig Jr.	June 29
Kevin Blaine Patsel	June 30
Adam & Colleen Rosenblatt	June 2
Steve & Mary Karr	June 10
Greg & Casey Martinez	June 17
Bob & Carol Costa	June 19
Paul & Maria DeMartini Jr.	June 25
Frank & Judy O'Brien	June 27
Donald & Linda Parsons	June 30

Father's Day at St. Anne's Home Saturday June 16 – 2 pm

This year marks our tenth Annual Father's Day Gathering at St. Anne's Home with the Little Sisters of the Poor. Be a part of our celebration with the residents and staff of St. Anne's Home. Assemble at the Home at 1:30 pm for the event. Located at 300 Lake Street between 4th and 5th Avenues. The residents at St. Anne's Home are eagerly anticipating our arrival on June 16th. It gives them great enjoyment to see and ride in our old cars. There will be an afternoon social with refreshments following the driving tours through the Presidio.

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

Overnighter to Murphys Ironstone Concours d'Elegance Friday - Sunday, September 21 - 23

By popular demand, for a sixth 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.

Tour Leader: **Barry Kinney**

Marin A's Octoberfest 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 2012 Octoberfest 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.

Last year we all had a great time.

Details to follow in upcoming **Choke Rods**.

B-17

This month three of our Model A Club members, John Zuffi, Walter Caplan, and Barry Kinney had the opportunity to take a ride in a vintage B-17 at the Hayward Air Show. Mike Cunneen posted the invitation at the Monte Cristo Club and made reservations for anyone wishing to take the flight.



Every flight the plane makes is in honor of the forty-six thousand airmen who lost their lives in these planes during World War II. Certainly, after the flight you have a much greater appreciation for those men who flew these planes to protect our freedom almost seventy years ago.



To fly you must buy a ticket, receive a boarding pass and follow any direct order given by the Crew Chief. There are a few other rules that are self explanatory: Don't touch the control cables, don't smoke or drink, don't sit on the ammo boxes, and buckle-up for take off and landing.



After a short discussion by the Crew Chief detailing the emergency exits (there are seven) and the procedure should one or more of the four 9-cylinder Curtis Wright engines fail, we sailed into the wild blue yonder.



Following take off, the plane was ours. We moved freely into the nose and looked down through the bomb site, checked out the radio room, the waist, belly, top turret guns. The only location that was not accessible was the tail gun. The twelve foot long tunnel to the gun was too narrow for the average size person to negotiate. It should be noted that this plane has been restored to original condition complete with bombs, guns and ammo, bomb site, radio, etc.

We flew out over Oakland. Our flight passed over Angel Island, the Golden Gate Bridge, San Francisco, Alameda and landed where the flight originated at the Hayward Airport. The views of San Francisco, the bridges, and the bay were spectacular.

The flight lasted for about an hour. This beautiful old plane soared slowly and smoothly over the bay. The engines roared. The Crew Chief had ear plugs for those who needed them. None of us did. Hearing the engines was part of the experience.



This plane is a window into history. You can't help thinking about the men who flew and died in them. Hopefully this aircraft will continue to fly for many years to come. If you have the opportunity to fly in this plane, do. You won't regret it.

For more information go to www.b17.org

Barry Kinney



The New Guy



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 mentioned that our Model A pickup is for sale. Why? At 6'7", I simply am too tall to safely drive. So despite all of the memories – both as a kid and now – we decided to put the truck up for sale. Here are some specifics:

- 1930 Ford Model A closed cab pickup truck
- Frame-on restoration in 1974; lovingly driven, meticulously maintained, and garaged ever since
- Freshly rebuilt Model B engine installed 5,300 miles ago (at 65,300 miles)
- Everything works (lights, wiper, gauges, horn, Wolf whistle)
- Includes Model A service and maintenance books
- Includes cloth (indoor) car cover
- Rock moss green
- Clear title
- Second owner family
- California blue plates
- 70,627 miles

Please contact me if you or someone you know is interested:

(650) 701-5099 or scramboleer@yahoo.com.



I still love cars and am going to stick with writing this column and hanging out with the club until you all kick me out. Maybe this month's column will help.

Plenty of home and car projects exist to keep me busy. Growing up, I've always loved clocks and instrument panels – as long as they weren't digital. When going through the boxes of Model A parts in the shop, an idea slowly formed: what if I used these old beat-up gauges and dinged up, twice painted gauge panel to make a clock? When I found an old clock at a local garage sale for a \$1, the idea crystallized: make a Model A clock. And I was off.

I first took inventory of what parts I had: one rusty, twice painted gauge face (1930 or newer), one 1929 oval speedometer with cracked glass, one ammeter (non-Ford script), one ignition with key (unknown if Ford Model A or not), and one ignition switch bezel, as beat up and pitted as the gauge face.



Problems? The oval speedometer did not fit the gauge face. Plus – assuming you could replace the cracked glass, I didn't want to waste an otherwise perfectly good speedometer on a wall clock. Also I was missing a fuel gauge/float. In addition, functional questions emerged: even if I had a speedometer and fuel gauge, how deep would the clock be? The depth of both the speedometer and fuel gauge would be significantly greater than the depth of the clock mechanicals, making a wall mount look pretty funny.

I then tore apart the \$1 garage sale clock. It came apart as easy as it likely went together. Using the smallest screwdriver in the cabinet, I pried the clear plastic faceplate from the main plastic clock housing. The hour, minute, and second hands were lightly pressure-fit onto the actual clock drive and came off easily as well. Then I could remove the cardboard background with the numbers embossed on it. Finally, I laid out all of the parts on the bench.

But wait, you may ask: what did you do about the missing round speedometer and fuel gauge? Well, unwilling to find or pay for a scrap one, I simply took a picture of the dash of my Model A pickup and printed out a color copy. Sharp-eyed readers may notice the paper cutouts are slightly larger than the actual missing gauges. You're right! Unfortunately the photo editing software doesn't let you reduce the size of the printed picture, so the 105% oversize will have to do for now.

The next step was to test the parts for fit, attach the pictures of the gauges and locate the hole for the hands. The clock mechanism tucked up nicely on the backside of the large metal gauge plate. Now it was time to prep the parts. The gauge plate got a coat of rust-preventing primer that was brushed on and left to sit overnight. Then the gauges received two coats of an aluminum-like spray paint as did



the ignition switch bezel. I cleaned up the ignition switch and ammeter with some Windex and a toothbrush and we were good to go.

I then sat down at our dining room table to begin the assembly. A hole was drilled in the gauge faceplate which allowed for

the driveshaft for the clock's hands to emerge from behind the faceplate. It took a half-dozen changes of the bit to work up the diameter of the hole to the right size, but the metal was pretty soft. The next step was to attach the pictures of the speedometer and fuel gauge. Since I intend to locate photo-shrinking software and size the pictures to the correct size, I didn't want to attach the larger ones permanently. What would anyone use for this job but duct tape?

Dan Bowermaster



In many ways, 1928 was the beginning of a new era – especially in the car field. Henry Ford has just come out with his exciting new models. Here, we are featuring a Sport Coupe which is completely changed from any of his previous styles. It boasts a soft top, rumble seat and roll up windows.

Along with the new car styles in 1928 there were also new creations in the fashion world. We would like to draw your attention to the pretty Miss wearing a Spring silk that features a long waist with the skirt made up of tiny pleats. The bow accents the simple bodice, while the embroidered cuffs set off the long sleeves. Her stylish cloche of soft felt in a neutral tone, allows only a few curls to peek out from under the narrow brim.

You will notice she is very interested in the conversation of the Ford salesman. It appears that he is pointing out the finer details of the new 21" wheel that is standard on the 1928 models. Incidentally, we would like to direct your attention

to the gentleman's worsted wool single-breasted suit, a most popular number for the businessman. His soft fedora hat compliments his medium-lapeled suit while the multi-colored tie adds just the right amount of color.



Reprinted from *The Restorer*, Mar-Apr 1975, Volume 19, Issue 6

Pacific Coast Dream Machines

What is the Pacific Coast Dream Machines? It's an annual springtime car, plane, motorcycle, tractor, military vehicle, and helicopter show held at the Half Moon Bay airport. It is quite impressive, not only for the variety of vehicles, but also for the feel: you can walk right up to nearly everything and stare at it from a few inches away, and are highly likely to talk to the owner. The only restricted access was to the runway – where the World War II planes were taking off, landing, and refueling. No problem – you could walk right up to the edge. Attendees could even go for a monster truck ride or a flight in a World War two fighter or bomber, the latter two would empty your pocket much more quickly than the former, but imagine the views!

My dad, brother, and I met up early and carpooled down from San Francisco. It was a gorgeous spring day – nary a cloud in the sky, perfect for a leisurely drive down Highway 1. We paused for coffee in Pacifica and continued down along Devil's Slide. The construction work with those tunnels and bridges is quite impressive. With barely any other traffic on the road, we arrived at the Half Moon Bay airport, easily parked, and entered the grounds.

Wow. The first row of vehicles weren't vehicles at all, but old one cylinder "hit-and-miss" engines. Their distinctive firing and exhaust sound gives them their name. The next set of vehicles was a group of motorcycles, including one that was fifteen feet tall. After clambering up the side of that monstrosity, the driver would sit perched high in the air; for some reason it reminded me of a childhood thought of what riding a Tyrannosaurus Rex might be like. We then walked down one of the runways and admired car after car. Most were immaculate restored with flawless paint, shiny chrome, and beautiful interiors, but there were a few originals, with decades of use and wear displayed in their patina. I wonder what would happen if cars and trucks could talk and share their history. That would make for quite a collection of stories.

The breadth of brands and models were impressive: Corvette, Mercury, Porsche, Impala, Mustang, Bentley, Camaro, Buick, Ford, Cadillac, Duesenberg, Packard... there was even a Ford F-100, a 1940s Chevy panel van, and an retro Ford van.

And then we turned to the flying machines. A helicopter, a 1920s biplane, and two World War II planes buzzed overhead (and landed). There on the tarmac were parked a myriad of flying machines: an olive green World War II bomber contrast with the shiny unpainted one. The world's smallest plane (~7 feet long) sat next to one of the largest helicopters I've ever seen. Originally used for logging in remote areas, the downturn in the logging industry led the helicopter owner to explore other markets, namely fire



fighting. The gigantic orange helicopter has fought fires in Greece, Malaysia, and all over Central and South America. It looked like it was strong enough to rip a house off of its foundation.

And there all in a row sat a series of World War II fighters, all brightly painted, with propellers angled up toward the sun. One of the more impressive planes was a French one from 1910s. The pilot steered the vintage plane by pulling on long cords attached to the wings – no flaps. YIKES. The pilot – dressed in period- correct flying uniform – explained that back in

the day, they were shipped on railroad flatcar to their destination and then flown locally by their courageous pilots.

All of a sudden it was noon, and we hadn't seen that many cars – more than half the show remained. We finished up hanging out with the flying machines and made our way back. In the middle of all the cars were two sets of interesting machines: military vehicles including Jeeps, a half track, and a deuce-and-a-half, and a bunch of crazy machines including a motorcycle with a semi-truck driveline and a 1930s speedster made on the chassis of a semi-truck. Call that the Mad Max section.

We made our way down to the West Coast Willys section, where more than a dozen Willys Wagons, Trucks, and Jeepsters sat parked all in a row. Equally important, one of the members was hosting a BBQ. We tossed our steaks on the grill and sat down on the tailgate to talk cars. After lunch we wandered back among all of the other cars: Buicks, Fiats, Camaros, Corvettes, Porsches, Mercedes, Nomads, F-100s, El Caminos, Power Wagons, VW Bugs, and yes – even a Model A. Suddenly it was time for the Demolition Derby! The entire day was simply spectacular.

Dan Bowermaster





Memorial Day at the Presidio

The 2012 Memorial Day Ceremony and Parade in the Presidio was much like the ones that came before it and just as wonderful. In the early morning the flag on the Parade Ground is first raised and then lowered to half mast.

We gathered in the parking lot near the flag and waited. Marching units from local military schools, a military band, and various veterans, all in full uniform, began to form into groups and were slowly ushered into their place by parade organizers.

By parade time there is a small gallery of onlookers, mostly veterans and their families. The band strikes up and we begin the short parade into the cemetery.

The cemetery is in full decoration. Flags of various sizes fly all 'round. We loop up through the cemetery and park our cars behind the spectators seating. Everyone seems to like the cars. We get a lot of thumbs-up gestures and photos. Old timers come by to swap stories about the fun they had riding in the rumble seat of the family Model A or to ask, "What year is it?"

The Ceremony begins. Prayers are offered, there are patriotic songs and speeches honoring the sacrifice of those who gave their lives for their country. Fortunately, political speeches by local politicians are kept to a minimum. The day is dedicated to celebrating our military and honoring our veterans, not a bunch of blustering politicians.

Following the twenty-one gun salute and closing remarks we journeyed up to the Presidio Golf Club for lunch and a little celebration of our own. It was a wonderful day. It was a day of remembrance. We were glad we came and played a part.

Barry Kinney



Photos by Steve Owsley



Before the 'A' - Three Ford Myths

Henry Ford's ambition was to build a car that was inexpensive enough to be affordable to the masses and after a few years of tweaking production practices, was able to see his dream turn into reality. When the Model T was introduced, roads were not paved and gas stations were as scarce as hen's teeth. That said, the Model T itself was an incredibly successful product. At its peak, half of all cars the world over were Model Ts!

MYTH ONE: Who hasn't heard the anecdote about Henry Ford's comment in which he allegedly stated, 'You can have a Model T in any color as long as it's black'? That statement has never been authenticated, however, and the fact is all Model Ts were NOT dressed in black as they rolled off Henry's Dearborn, Michigan assembly line – at least pre-1914 and post 1925. In fact, in their first year of production (1909), Model Ts weren't even available in black, but were painted Red, Blue, Gray and Brewster Green depending on body style. Henry Ford DID, however, nix the color palette in model year 1913, purportedly to minimize production cost. Multiple colors of Gunmetal Blue; Highland Green; Phoenix Brown; Fawn Gray; Double Deep Black; Deep Channel Green; Commercial Green and Royal Maroon returned for model year 1926 when the introduction of nitrocellulose lacquer made the process more affordable.

MYTH TWO: As far as Henry Ford 'inventing' the assembly line? **FACT** is, the assembly line is generally attributed to Ransom Eli Olds (of Oldsmobile and REO fame), founder of the Olds Motor Vehicle Company, who devised the 'sequential positioning of machines, men and materials' in a line to achieve more efficient production. Henry's contribution was automation of the assembly line process by adding a motorized drive system in order to move chassis' along within a specific time frame. By January of 1914, Ford's chassis production time had dropped from 12-1/2 hours to 1 hour, thirty-three minutes, giving credence to Henry's oft-declared title as the 'father of mass production'. Introduced at \$890.00, Henry's implementation of the mechanized assembly line brought the price of a 'Tin Lizzie' to a low of \$290.00 by 1914 where it would remain through model year 1926.

MYTH THREE: The Model T was Henry Ford's first automobile. Wrong. Henry designated his car models in succession starting with the 'Model A'. This, obviously, was not the Model A that most of us are familiar with – the totally new car introduced in 1928. The original Model A debuted in 1903 as a two seat runabout. Henry decided to revert back to the 'A' model designation for his 1928 automobile because it was a totally new car with much more modern design and mechanicals.

Standard equipment on 1925 Model Ts included three oil lamps – two on the side and one at the tail. Options included headlights, windshield, convertible top, horn, robe rails, top boots, tire chains, foot rests, bumpers, spare tire carriers, speedometer and balloon tires.

A total of nineteen million Model Ts were produced during their ten year reign – 1.9 million for model year 1925.

Model Ts are propelled by a four cylinder engine displacing 176.7 cubic inches... that's 2.9 liters for the generation X and Y folks in the audience. It produces a whopping 20 horsepower at 1,600 rpms, enough to motivate the Model T to speeds upwards of thirty miles per hour. Early Model Ts required hand cranking to get the engine up and running, a task requiring a bit of practice to get it right and avoid a possible broken thumb or wrist as a consequence. The electric starter would debut with the 1919 models as standard equipment on 'closed' cars – optional on 'open' (rag top) models. All Model T cars built after January, 1926 included electric start as standard equipment, however, the feature remained optional on truck models.

Steve Owsley

Source: article by Bruce Kunz published on St. Louis Today website on August 5, 2008. (www.stltoday.com)

Bruce Kunz is a member of the Society of Automotive Historians, the St. Louis Chapter of the Buick Club of America and the Monte Carlo Owners Association of America. He welcomes your comments and suggestions. To e-mail him, mailto:the_fin_man@msn.com.

The Monte Cristo Club (came to our rescue)

Several years ago our Club was forced out of our regular meeting place at the AAA Building on Van Ness Avenue. We floundered around meeting at several locations until our president, Gary Barrango, suggested that the Monte Cristo Club might make a suitable location for our meetings.

Making this move could not have been better for the Model A Club. Out of our association with the Monte Cristo Club grew a wonderful fund raising event, the Model A Club Crab Feed. In addition, we now have a comfortable location for our meetings.

The Monte Cristo Club began in 1906 at 17th and Arkansas Streets and most of the original members were Irish. In 1928 the building we now know at 136 Missouri was constructed. The cost to build was \$8,000.00. Over the years the Club surrendered it's Irish roots to the Italians. The Club has been modified over the years but has never lost its flavor.

The Club celebrates several rituals including monthly baccalà lunches. Club members and guests (all men) meet for good food and drink coupled with gestured conversation and camaraderie. Good Friday is another busy day at the Club. The Club is packed with over 300 members including women.

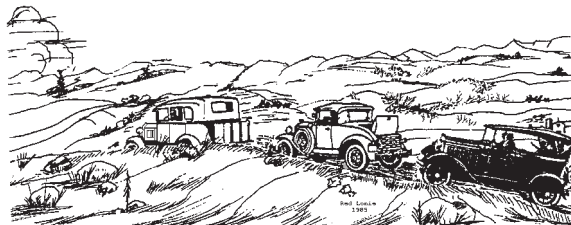
Over the years members met for bocci ball, card games, and great food. The Club has changed little since 1906 and with dedicated members like Anita Amderoli and Giacomo Mascone the Club will continue on unaltered into the next century.

Barry Kinney

Much of the detail in this article was taken from an article by Sergio Nibbi.

2012 SAN FRANCISCO BAY AREA MAFCA TOURS

It's THE JOURNEY! NOT THE DESTINATION!

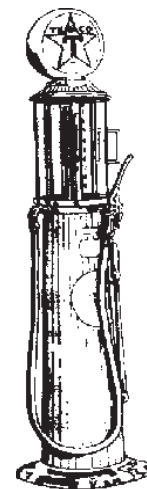


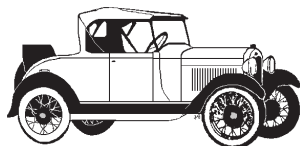
MONTH	DAY	TOUR LEADER	TOUR
JAN	29	BARRY KINNEY	PRESIDENT'S BRUNCH
MARCH	3 SATURDAY	SF MODEL A FORD CLUB	CRAB FEED - MONTE CRISTO CLUB
MARCH	17 SATURDAY	THUNDERBIRD CLUBS	A DAY AT THE RACES
MARCH	24 SATURDAY	KINNEY	GREEK CULTURAL FESTIVAL
APRIL	27-29	KINNEY	SPRING SPEED WEEKEND - AUBURN, CA
APRIL	28-29	SF MODEL A FORD CLUB	DREAM MACHINES - HALF MOON BAY
MAY	19 SATURDAY	THUNDERBIRD CLUBS	ANNUAL T'BIRD MIGRATION - RICHMOND
MAY	20	KINNEY	FRIENDSHIP DAY - CAÑADA COLLEGE
MAY	28 MONDAY	CAPLAN	MEMORIAL DAY OBSERVANCE - PRESIDIO
JUNE	16 SATURDAY	CAPLAN / OWSLEY	ST. ANNE'S HOME - FATHER'S DAY WEEKEND
JUNE	24	CAPLAN / OWSLEY	PRIDE PARADE - SAN FRANCISCO
JULY	TBA	TBA	TBA
AUG	TBA	TBA	TBA
SEPT	TBA	MARIN A'S	ANNUAL "OKTOBERFEST" CELEBRATION
SEPT	9	KINNEY	ANTIQUE AUTOS HISTORY PARK - SAN JOSE
SEPT	21-23	CAPLAN / OWSLEY / MACHADO	OVERNIGHTER MURPHYS-IRONSTONE CONCOURS
OCT	7	BARRANGO	COLUMBUS DAY PARADE
OCT	TBA	CAPLAN / OWSLEY	JIMMY'S OLD CAR PICNIC IN GOLDEN GATE PARK
NOV	TBA	GREG MARTINEZ	VETERAN'S DAY PARADE ON MARKET STREET
DEC	8 SATURDAY	SF MODEL A CLUB	CHRISTMAS BANQUET - TBA

If you would like to lead a tour, please call **Gary Barrango** at **415-821-2628**
We encourage Club Members to plan additional **driving tours** throughout the year.
There is room for more than one activity or tour per month.

Schedule of Events 2012

Jan 28-29	Turlock Swap Meet
Mar 22-25	Model A's are Swell in 2012 - Laughlin NV, Pomona Valley Model A Club
May 25-27	NCRG Roundup hosted by the Sonora A's - www.ncrgmafca.com
Jun 14-19	Northwest Regional Group Meet - Boise Idaho
Dec 9-12	MAFCA Annual Membership Meeting & Awards Banquet Charleston, SC - Host Palmetto A's





San Francisco Bay Area Chapter
Model A Ford Club of America
May 10, 2012

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

Reports of Officers

President: Barry thought we could donate to an organization that provides Cochlear implants to deaf children instead of make A Wish Foundation. Barry will check into this and make a report next meeting.

Vice President: No report

Treasurer: No report

Secretary: No report

Editor: Walter needs articles for **the Choke Rod**.

Tour Chair: May 19 Migration. A flier will be in **the Choke Rod** • Friendship Day May 20. Walter will bring his canopy. We will meet at the Rod and Gun Club. • Memorial Day Parade is Monday May 28. Meet at the Rod and Gun Club at 8:00 am. Lunch at the Golf Course at 1:00 • St. Anne's will be June 16. Walter will have an article in the next **Choke Rod** • The NCRG Round-Up will be May 25-27. Maybe we can do this in the future. • Cancer Society Show will be July 7. Jenny will have info in the Choke Rod and will talk about it at the next meeting

For The Good Of The Order: Dan's truck is still for sale • Bob Faber had a problem with his model A key. Milbrae Lock Company was able to fix it.

Barry brought a box from old tours. They had tour books, cancelled checks, and signatures of people who attended the tours.

Barry will bring slides next month. John Zuffi will bring the whizzer motor he is building.

Paul De Martini brought the snacks this month and John Zuffi will bring them next month.

There was no further business and the meeting was adjourned at 8:20 pm.

The next monthly Meeting will be Thursday June 14 at the Monte Cristo Club at 7:30 pm.

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, June 14, 2012

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

Please feel free to join us – 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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Attachment:

CARS: Cancer Awareness Recruitment Show



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

JUNE MEETING
Thursday June 14, 2012
7:30 pm - Monte Cristo Club
136 Missouri Street (Potrero Hill)
San Francisco