

The Choke Rod

preserving and restoring the Model A Ford since 1956

Volume 56, Issue 3

MAFCA Certificate of Merit 2005 through 2010

March 2012

San Francisco Bay Area Chapter

Model A Ford Club of America



Colma Mystery Tour & President's Brunch

See Pages 4 & 5

Upcoming Tours

Saturday March 3 - Crab Feed - Monte Cristo Club - San Francisco

Saturday March 17 - A Day at the Races - Golden Gate Fields

Saturday March 24 - Greek Cultural Parade - San Francisco

Friday-Sunday April 27-29 - Spring Speed Weekend - Auburn

Saturday & Sunday April 28 & 29 - Pacific Coast Dream Machines - Half Moon Bay

Official Publication of the
San Francisco Bay Area Chapter
MAFCA

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The Choke Rod is published once each month by the San Francisco Bay Area Chapter of the Model A Ford Club of America. It is mailed free to each member in good standing and mailed to other antique car clubs in exchange for their publications. The Choke Rod takes no responsibility for the accuracy of materials, dates, places, prices, etc of its contents. Permission to reproduce is hereby granted provided credit is given to The Choke Rod. The Choke Rod welcomes articles, art work, ideas, suggestions, etc.

Please submit any and all material to the editor by the last Monday of each month. Articles and photos may be submitted to: modela@pacbell.net or mailed to Walter Caplan at 157 Warren Drive, San Francisco, CA 94131.

TOUR CHAIR: Gary Barrango

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MEMBERSHIP: Walter Caplan

President's Message

The 2012 Crab Feed is a sellout! We can't squeeze any more tables into the Monte Cristo Club even if we tried. Now all we need to do is everything else. So, lend a hand. We need your help on Friday and on Saturday morning. We will meet you at the Monte Cristo Club on Friday around 10 am and around the same time Saturday. The dates are March second and third. The feed, of course, is on Saturday the third.



The New Guy, Dan has produced a Calendar. His copies sold out but I am sure he will be willing to make a few more. He is doing a great job with the articles on his truck restoration.

Our tool set is taking shape. Nell Richmond donated a socket wrench. Wrenches are a good place to start. If no one has anything to donate, we will buy what we need and keep it in my garage. I can think of a few tools that are in short supply around my house. We will buy after the Crab Feed when we have a little cash in the bank.

We showed the slides of Club activities from the seventies at our last meeting. Very interesting. In those days we looked younger and we had more cars on the tours and we wore bell bottoms. We will continue to show slides at some of our future meetings. We may begin to recognize more club members when we get into the eighties and nineties.

Thanks to everyone who attended the Presidents /MysteryBrunch.

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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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*.

Pacific Coast Dream Machines Half Moon Bay Saturday-Sunday April 28-29

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.

A Day at the Races Golden Gate Fields Saturday March 17

We've been invited to join with the local Thunderbird clubs on St. Patrick's Day, Saturday March 17 for a Day at the Races at Golden Gate Fields. There will be comfortable turf club seating with a grand view of the track, all you care to eat "prime rib buffet", valet parking (special parking for Model A's), and official racing program, and more.

We'll meet at the track between 10:30 and 11 am, special parking will be reserved for those bringing their Model A's. The cost of this outing is \$35 per person.

If interested you must sign up before March 1.

Please respond to:

Mike Press, 124 Hollyhock Ct., Hercules, CA 94547.

(510) 799-0556, mjprgp@infionline.net

Please make checks payable to Norcal-VTCA.

Driving and meet instructions will be mailed or emailed to those attending.

Refreshments at the February meeting were provided by **Bob Faber & Thelma Chun**

Jenny Jump & Al Thomas will provide refreshments at the March meeting.



Crab Feed

at the Monte Cristo Club
Saturday March 3, 2012

Doors open at 5 pm
Dinner Service begins 6:30 pm
Raffle - 50/50 Raffle - No Host Bar
antipasto, salad, pasta, crab,
French bread & butter, dessert

Greek Cultural Parade Has been cancelled this year Saturday March 24

We have been informed by the organizers of the annual Greek Cultural Parade that they have cancelled this year's parade. Because the financial and economic crisis in Greece is so severe they have decided to donate the funds they would have spent on the parade to help those impacted by the crisis.

There will be a festival, however, on Saturday March 24 in Bill Graham Civic Auditorium from 2 to 6 pm. For a donation of \$20 you can enjoy the festival and partake in Greek cuisine.



Birthdays & Anniversaries



Dominic Marquez	March 1
Eve Patton	March 1
Al Thomas	March 5
Joan Peterson	March 7
Paula Escher	March 11
Jennifer Grafelman	March 14
Allison Karr	March 14
Tom Escher	March 15
Robert Peterson	March 16
Josie Calabrese	March 19
Barry Kinney	March 31
Nick & Josie Calabrese	March 25

The Shape of Things to Come

A few short years into the new millennium bras start to represent form, function, and fun. There are shape-shifting minimizers, padded push-ups, tough athletic bras, cleavage enhancing bras and confections in all manners of fabrics, color and cuts.

2001

Director Baz Luhrmann's musical extravaganza is a sumptuous celebration of 20th century music in the dazzling setting of Paris and Montemartre, in France's most notorious nightclub the Moulin Rouge. The song and dance is breathtaking and exuberant but it is the gorgeous color and costumes that really steal the show.

The movie proved that although Hollywood may have had its golden age a long time ago, it can still have a huge influence on fashion. Inspired by the sexy bodice Nicole Kidman wore as the star Satine in the blockbuster movie, bra manufacturers rolled out new lines of wasp-waisted one-pieces that would not have looked out of place on a poster by the diminutive French artist Toulouse Lautrec

(who loves to hang out at the Moulin Rouge and paint the dancing girls sipping absinthe). Lingerie fashion at the turn of the 21st century was barely discernable from lingerie fashion at the turn of the 20th century.

The names of the new lines mimicked the theme: Cabaret, Montemarte, Belle Epoque and Moulin Rouge. The French lingerie company Barbara led the way, manufacturing elegant Swiss-embroidered corsets decorated with starry polka dots. Gossard released its Ultrabra Cancan, a black Chantilly lace number decorated with red satin bows. Although embarking on a bygone era the products were designed with the modern woman in mind, using lightweight fabrics. A spokeswoman for Gossard offered, "The Moulin Rouge is a clear inspiration for the collection. We are looking back to a time of mythic cabaret, the exuberance and, of course, the look created by Nicole Kidman. The inspiration is historical but the line we have created is thoroughly modern."

Rachelle Marquez

The Colma Mystery Tour

The Presidents Brunch/Mystery Tour was more of a surprise than a mystery. We visited the Colma Museum; a place we have all driven by a thousand times but never noticed. It sits on Hillside Boulevard next to the cemeteries and just down the road from the Lucky Chance Casino. It looks historic but so do many of the buildings sitting near on cemetery grounds. So my conclusion when driving by was that it had something to do with the cemetery. In fact that perception is not completely wrong. The museum and most of the exhibits are in what was once the Olivet Cemetery office. The old two room Colma Train Depot has been moved onto the site. In addition to these two buildings, there is a blacksmith shop and a cargo office complete with scales. The entire museum is maintained by the Colma Historical Association. Their motto is "It is Great to be Alive in Colma". They provide a number of historic walks or tours including a three hour tour of the cemeteries. After a few pictures we departed for the Harding Park Golf Course where we enjoyed a very nice lunch with friends and club members.



Barry Kinney



Photo above and left by Fred Grafelman



Photos by Scott Williams except where noted



HEADLAMP *focusing & alignment*

**DO YOUR OWN HEADLAMP ADJUSTMENT BUT DO IT
LIKE THE BOYS AT FORD DID!**

While Model A headlamp focusing and adjusting is thoroughly covered in the Ford Service Bulletins, little real emphasis seems to have been placed there on the proper positioning of the car in relation to the wall against which the beams will be thrown. The photo on the opposite page shows the Ford assembly plant headlamp focusing fixture in use in 1931 as well as the wheel guide for positioning the car. As the Bulletins point out –it isn't absolutely necessary to build a wheel guide ... marks painted on the floor will suffice. What is important is that the center line of the car line up with the wall at a 90 degree angle and that the car is empty of occupants when the beams are adjusted.

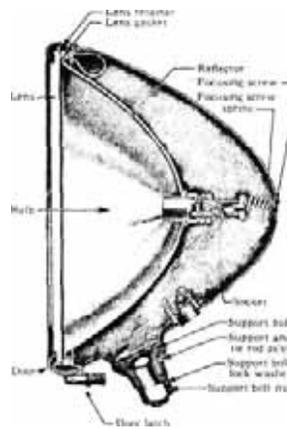
Using the wall diagrams below for the early or late headlamps, mark off lines on a 4 X 8' piece of plywood and place against your garage rear wall. Hopefully your driveway is level and you can use this to measure off the marks for car positioning. Normally the garage will be dark enough in the day-time to provide the contrast necessary for precise focusing— otherwise it may be necessary to hang some material over the outside windows. Make sure the plywood fixture is vertical to the floor and that the horizontal mark is adjusted for the drop between the driveway and garage floor elevations.

Follow the detailed instructions opposite and as outlined in the Ford Service Bulletins for focusing and aligning taking into consideration that your car has the proper size tires and that there are no sags in the body due to chassis fatigue etc. With all of these precautions considered and with good bulbs, reflectors, gaskets and lenses you will get the best possible lighting from your car to make those night tours far more safe and enjoyable.

FOCUS

Align and focus headlamps with empty car standing on a level surface positioned as shown in the lower diagrams. The focus wall must be in semidarkness. Turn on bright lights and focus

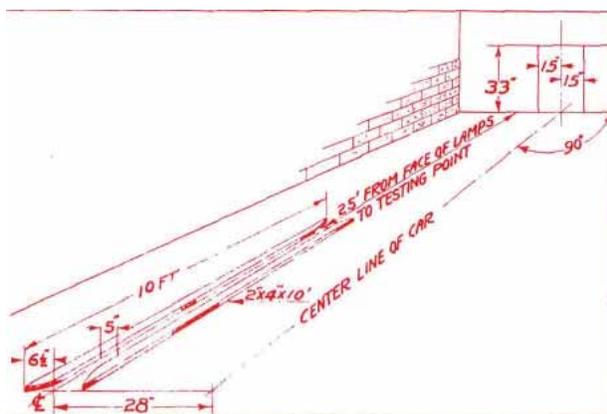
by means of a screw at the back of the lamps, first one lamp and then the other, adjusting the bulb filament at the focal center of the reflector to obtain an elongated elliptical spot of light on the wall, with its long axis horizontal. In focusing, adjust the bulb to obtain a good contrast and as well defined cut-off across the top of the spot of light as possible.



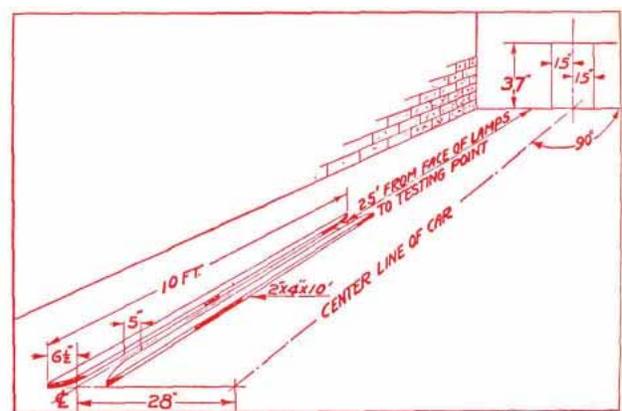
ALIGNMENT

Headlamps are aligned by moving lamps after nut at bottom of bracket has been slightly loosened. Move the tops of the bright spots up to the

horizontal line as shown in the diagrams. The beam of light from each headlamp is to extend straight forward; that is, the centers of the elliptical spots of light must be 30 inches apart. The two vertical lines as shown in the layout are used for centering the space between the beams of light. Proper alignment of car relative to marks on the wall is essential before any attempt is made to adjust the Model A headlamps.



Early (1928) focusing layout.



Late (1929-31 two-bulb) focusing layout.

Facts & Figures About Women War Workers

- Between 1940 and 1944, the number of employed women increased from 12 million to 18.2 million. In 1947, two years after World War II ended, the number of employed women was 15.8 million, a higher number than in 1940 but lower than in 1944.
- Of all women age 14 and up, 27.4 percent were in the labor force in 1940, compared to 35 percent in 1944 and 29.8 percent in 1947.
- Before World War II, women in the labor force were generally young and single. By the end of the war, women in the labor force were generally married and over 35 years old.
- Of the women who entered the labor force for the first time during the war, 60 percent were over the age of 35, 17.3 percent were between the ages of 14 and 19, 22.2 percent were between the ages of 20 and 24, and one-half of one percent were between the ages of 25 and 34.
- During World War II, the number of wives working doubled.
- Wives of servicemen who were away from home were three times as likely to work as wives whose husbands were not away from home.
- Of the women who worked during World War II, two million were clerical workers and one million worked for the federal government.
- During World War II, the number of women journalists in Washington, D.C., jumped from 30 to 98.
- During World War II, corporate profits increased from \$6.4 billion to \$10.8 billion.
- Of the women who were working in March 1944, 2,690,000 were employed as factory workers. Of the women factory workers, 49 percent of them had not been in the labor force before the war, 31 percent had been housewives, 16 percent had been students, and 2 percent had been involved in other activities.
- In Detroit, Michigan, 44,064 women were employed in manufacturing in 1940 compared to: 71,000 in 1942, 269,000 in November 1943, 124,000 after V-E Day in 1945, 66,900 after V-J Day in 1945, 63,300 in February 1946.
- Because of a shortage of waitresses, one-third of the restaurants in Detroit were closed by late 1943.
- During World War II, the number of black women who were poorly paid domestic workers declined from 72 percent to 40 percent. The proportion of black women who were better-paid factory workers increased from 7.3 percent to 18.6 percent.
- In April 1941, the proportion of women in the aircraft industry (excluding aircraft-engine manufacturing) was 1 percent, compared to 39 percent in June 1943.
- By the end of 1942, 11,300 women were working in three Kaiser shipyards in Oregon: 34 percent held traditionally female jobs, while 66 percent held traditionally male jobs.
- In 1943, over three million women belonged to labor unions, compared to 800,000 in 1939. Despite the increase in female membership, men continued to hold most of the significant positions at both the local and national level.
- The widely read weekly magazine, the Saturday Evening Post, had 20 stories in 1943 that featured women doing war work, compared to no stories in 1941 and one story in 1946.
- In a survey, 81 percent of the women employed at the Springfield Arsenal in Springfield, Massachusetts, said they hoped to continue working after the war. Within one week of V-J Day, every woman had been fired.
- In Detroit, a survey found that 72 percent of women workers who had been laid off after the war wanted to work, but they couldn't find any jobs.
- A year after World War II ended, three and a half million women had voluntarily, or involuntarily, left the labor force.

Rachelle Marquez

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 took a look at the final installation of the restored oak bed boards and new mounting hardware. Well guess what? The Model A still wasn't running. In fact, my "trouble shooting" had made the problem go from bad to worse, or so it seemed. Instead of just having low power, bucking and sputtering, now the Model A would only idle for a few seconds and then the engine would die. That's called backwards progress.

Now let's see if we can solve the problem.

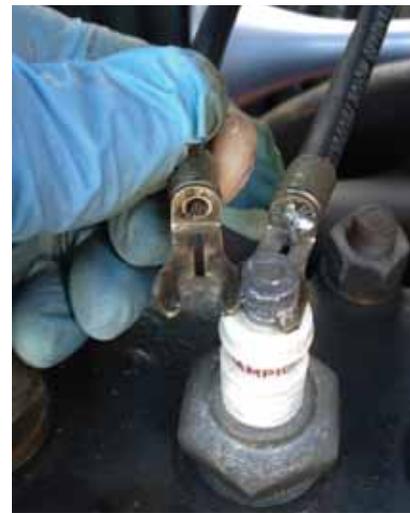
And by we, I mean you all. One of the many great things about car clubs is the collective knowledge and wisdom of everyone. After talking with many of you, I listed 17 different possible causes to the original low power/rough running issue:

1. Timing: distributor body dirty (long arms front and rear)
2. Timing: stripped timing gear
3. Timing: short in yellow wire from points to shield to coil
4. Timing: wear on lobes on points cam
5. Timing: loose screen on points cam
6. Timing: points cam lost serrated edge at bottom where contacts with distributor shaft
7. Spark: short inside distributor
8. Spark: corroded ends of wires

9. Spark: bad coil
10. Spark: bad condenser
11. Air: air inlet holes on gas cap plugged
12. Fuel: carb compensator jet restricted
13. Fuel: carb lower casting comp jet passage restricted
14. Fuel: carb gas adjusting valve blocked
15. Fuel: carb lower casting bowl passage restricted
16. Fuel: crud in fuel line
17. Fuel: crud in fuel tank, plugging inlet to shut-off valve

Guess which one was the problem?

Model As are simple: add fuel, spark, air, and proper timing. Does a Model A have a fuel pump? It's called gravity. Did it



have gas? Yes. A fully charged battery? Yes. Air? Yes. Okay, so let's get into specifics.

I checked nearly all of the aforementioned possible causes of the problem. My dad and I adjusted the points, even though they weren't out of spec. I checked, lightly sanded, and cleaned all of the electrical connections in the engine compartment I could find. I did find one spark plug wire

that had separated from the connector, but that wasn't the source of the problem either. I replaced the condenser. I



installed and tested three different coils. I even removed my Tillotson carb and installed it on a friend's 1929 Model A sedan. The result of that test? His Model A ran better with my carb on it. So after checking all of the fuel and spark-related causes, I finally decided to drain my tank, remove, inspect, and clean the interior fuel lines on the cab-side of the firewall. With hindsight, I should have done that a long time ago.



Unable to move under its own power, I pushed the Model A out of the garage and into the driveway. I turned off the fuel and drained the lines. Removing the internal lines was easy. I ran a thin long wire through each section of fuel line. No debris

appeared; the lines were perfectly clean. So out came five gallons of fuel from the tank, one bowlful at a time. At today's prices, that's \$20. And at the very end of draining the tank, what should appear, but large pieces of crud – dirt, metal flakes, and other debris!



With the tank finally empty, I was able to remove the shut-off valve and check it for obstructions. It seemed to be fine, but I ran the wire through it anyway just to make sure. I then used the air compressor to blow out the inside of the tank. Don't worry. The open bottom outlet and open fuel inlet insured no chance of explosion. Next I flushed the tank with a bowl of gasoline, and repeated this 20 times. Initially, these flushes brought more debris into the collector bowl below. By the 15th flush, very little debris appeared, but I

ran another five bowls through the tank, just to make sure. I then taped a shop towel onto a long screwdriver and ran it down through the gas filler along the bottom and sides of the tank to see what would appear on the light blue shop towel. As you can see by the pictures, not much solid debris remained. Finally I strained the bits of debris out of the five gallons of gas.

Now it was time for reassembly. With the threads wrapped in plumber's tape, I reinstalled the shut-off valve in the cab. Then I reinstalled in the interior fuel lines. Finally, I poured the five gallons of gasoline back in the tank and checked for leaks.



With no leaks or other apparent problems to be found, it was judgment day. The question was: did this fuel tank work fix the problem? Open the shut-off valve. Check. Turn on ignition. Check. Advance hand

throttle. Check. Set emergency brake. Check. Shift into neutral. Check. Press starter with toe...

The Model A turned over, fired immediately to life, and settled into the familiar, slightly lumpy idle. I couldn't believe it. The engine sounded and felt so good.

The Model A idled in the driveway with nary a miss or a sputter as I checked for fuel leaks at any of the many joints. Finding none, it was time for a test drive. I backed up out of the driveway and headed down the block. I couldn't believe the power. Driving up hills had exaggerated the problem in the past, so I turned the corner and headed up Lawton, daring the issue to re-appear.

The Model A chugged up the hill no problem. I drove around the block several times, and then around the neighborhood, up and down hills and on side slopes. The Model A performed flawlessly. Back in my driveway, I checked again for leaks. None. So now it was time for a real test drive. I set out to visit a friend in Parkside. At least if something happened and the Model A broke down, we wouldn't be too far from home.



The route there and back consisted of four miles of hills, flats, stop-and-go and 40 mph straight stretches. The truck handled them all with aplomb. I was so happy to have fixed the problem, and laughed at myself for not trying the obvious soon – check the fuel tank.

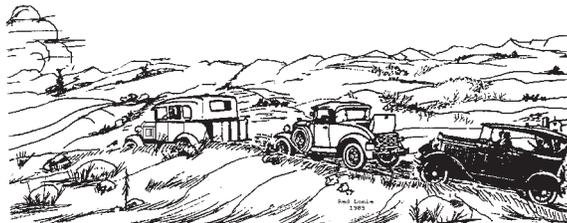
Time to call Sacramento Vintage Ford and order one of those \$5 filters that sit above the shut-off valve in the bottom of the tank.

Also, driving the four miles to my friend's house reminded me how my 6'7" frame struggles to fit in the Model A cab and drive it. I am not getting any smaller and the pickup cab is not getting any bigger. What's the solution there?

Dan Bowermaster

2012 SAN FRANCISCO BAY AREA MAFCA TOURS

It's THE JOURNEY! NOT THE DESTINATION!

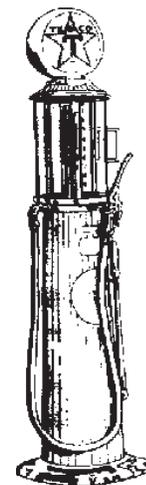


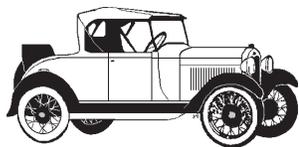
MONTH	DAY	TOUR LEADER	TOUR
JAN	29	BARRY KINNEY	PRESIDENT'S BRUNCH
MARCH	3 SATURDAY	SF MODEL A FORD CLUB	CRAB FEED - MONTE CRISTO CLUB
MARCH	17 SATURDAY	THUNDERBIRD CLUBS	A DAY AT THE RACES
MARCH	24 SATURDAY	KINNEY	GREEK CULTURAL FESTIVAL
APRIL	27-29	KINNEY	SPRING SPEED WEEKEND - AUBURN, CA
APRIL	28-29	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	PETERSON / JUMP / THOMAS	PALO ALTO CONCOURS AT STANFORD
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
February 9, 2012

The meeting was called to order at 7:30 pm by President Barry Kinney. Nell Richmond brought her friend Scot. The minutes of the January meeting were approved as written.

Reports of Officers

President: Barry is going to show us some slides from 1954. They were donated by Niel and June Chichizola. We have 8 or nine reels. • We have a socket set that Nell Richmond donated.

Vice President: No report

Treasurer: No report

Secretary: No report

Editor: Walter needs articles for the newsletter. • The Greek Parade will be Saturday March 24th. It's at 1 pm and goes from Market Street to the Civic Center. We need 12 or more cars. • The new guy, Dan, got his truck running. It had crud in the gas tank.

Tour Chair: The crab feed is sold out at over 250 people. • The mystery tour and President's brunch was a success. We went to the Colma Historical Museum. We toured their blacksmith's shop and train station. After the tour we ate lunch at Harding Park Golf Course. Everyone had a nice time.

For The Good Of The Order: No report

Bob Faber and Thelma Chun brought the refreshments for February and Jenny Jump and Al Thomas will bring them in March.

Charlie still has the Bent Rod Award.

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

The next monthly Meeting will be Thursday March 8 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 8, 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



in this Choke Rod

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Attachments:

- A Day at the Races - Saturday March 17
- Annual T'bird Migration - Saturday May 19



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 3
Benefiting local charities

MARCH MEETING
Thursday March 8, 2012
7:30 pm - Monte Cristo Club
136 Missouri Street (Potrero Hill)
San Francisco