

The Choke Rod

preserving and restoring the Model A Ford since 1956

Volume 56, Issue 11

MAFCA Certificate of Merit 2005 through 2010

November 2012

San Francisco Bay Area Chapter

Model A Ford Club of America



Two Ford Model A sedans sit in a display at the MAFFI
Model A Ford Museum at Michigan's Gilmore Car Museum
Grand Opening May 2013

www.maffi.org and www.gilmorecarmuseum.org

Upcoming Tours

Sunday November 11 - Veterans Day Parade - San Francisco
Saturday December 1 - SFPD Annual Cable Car Pull - Aquatic Park, San Francisco
Saturday December 8 - Christmas Banquet - Basque Cultural Center, SSF

Official Publication of the
San Francisco Bay Area Chapter
MAFCA

President's Message



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VICE PRESIDENTS

Tom Escher

Gunard Mahl

Greg Martinez

SECRETARY

Joan Peterson

TREASURER

Jeanine Mahl

PAST PRESIDENT

Gary Barrango

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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
MEMBERSHIP: Walter Caplan

I want to thank our club members for the support and confidence they continue to place in our current board of directors. We will elect new officers for 2013 at the November meeting; while current officers have agreed to serve yet another year, we are always seeking members who are interested and willing to step up and join the board. Additional nominations will be sought and accepted at the November meeting prior to a vote on next year's officers. Now is the time to step up.

Those who attended the Columbus Day Parade during Fleet Week were once again treated to a party that resembles the Marti Gras Italian style. Many thanks to the Barrango family for inviting the Club to participate. For those of you who didn't attend due to car problems or other flimsy excuses, next year we will have a tech session prior to the Parade so that all our Model A's are in tiptop shape and make it to the Parade. Gary will act as the enforcer.

We will participate in the Veterans Day Parade on Sunday November 11. See page 3 of the *Choke Rod* for details. And then on Saturday December 1 we will join the SPFD Cable Car Pull at Aquatic Park, benefiting the Make-A-Wish Foundation. Jeanine Mahl will be there to present our club donation to Make-A-Wish. Club members should bring their Model A's, breakfast at the Buena Vista Cafe, and join the morning activities. See the insert in this month's *Choke Rod* for details.

Our annual Christmas Banquet will be held on Saturday December 8 at the Basque Cultural Center in South San Francisco. Information and reservation forms are included in this month's *Choke Rod*. Our John Zuffi has worked with the chef and management to make certain we have a fun time; great drinks, good food, and lots of holiday cheer. If you bring a child's gift we will see that it is delivered to the Toys for Tots Program in San Francisco.

We are actively planning to host a local picnic in the spring of 2013. We intend to invite local clubs from Marin and down the peninsula to join our club for a club-sponsored picnic at a park either in or just south of the City. The El Camino A's did this several years ago, using Coyote Point Park. I remember Bob Craig and Rick Black were doing the BBQ. And the Marin A's put on their wonderful Oktoberfest each year. It is definitely our turn to reciprocate and to host a similar event.

The annual Crab Feed will be in February 2013. The date will be announced Thursday at the November meeting. If you have an item suitable for the raffle, please bring it to any of our meetings between November and January. Next year the "FEED" will be bigger and better than ever.

See you at the November 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.
250 South Cypress Street
La Habra CA 90631
www.mafca.com
562-697-2712



MAFCA dues are \$40 per year. Dues for new members may be paid at any time. Dues paid between November 1 and December 31 are valid for the remainder of the year paid plus the following year. Along with your check send in your name, spouse's name and complete address. An optional \$10 initiation fee includes a club pin, decal, badge, windshield card and a back issue of "The Restorer" magazine. If you use Mastercard or Visa, include the expiration date and your signature. Membership includes a subscription to *The Restorer*.

Election of 2013 Officers

Elections for the 2013 officers will be held at the November Meeting on Thursday November 8.

To date the following nominations have been received:

President: Barry Kinney
Vice Presidents: Tom Escher
Gunard Mahl
Greg Martinez
Secretary: Joan Peterson
Treasurer: Jeanine Mahl
Tour Chair: Gary Barrango
Editors: Walter Caplan
Scott Williams
Membership: Walter Caplan

Prior to voting, additional nominations will be accepted from the floor.

SFPD Cable Car Pull Saturday December 1 Aquatic Park

On Saturday December 1 we will join the SFPD Cable Car Pull at Aquatic Park, benefiting the Make-A-Wish Foundation. Jeanine Mahl will be there to present our club donation to Make-A-Wish. Club members should bring their Model A's, breakfast at the Buena Vista Cafe, and join the morning activities. See the insert in this month's **Choke Rod** for details.

Christmas Banquet

Our Christmas Banquet will be Saturday, December 8 at the Basque Cultural Center in South San Francisco. For details see the insert in this month's **Choke Rod**.

Deserts at the October club dinner were provided by
Joan Peterson, Jeanine Mahl & Victoria Acosta

Walter Caplan
will provide refreshments
at the November club meeting.



Mayor's Veterans Day Parade Sunday November 11 - 11 am

The club has been invited once again to participate in the traditional Veterans Day Parade being held this year on Sunday November 11. The parade will start at Market and 2nd Streets at 11 am, and will proceed up Market Street to City Hall where it will pass a reviewing stand.

The Veterans Day Parade traditionally honors and remembers the veterans of our armed forces. This year's parade will be a special salute to Iraq and Afghanistan war veterans.

Contact Walter Caplan at 415-621-0500 to participate.

Veterans Gift Bag Stuffing Thursday December 6

Help us remember Seniors and Veterans this time of year. Our annual Christmas bag stuffing event is near. We create the bags using white or colored handle bags, tissue paper, ribbon, Christmas cards, and stickers. Contents include hotel soaps, shampoos, lotions, dental hygiene and personal grooming products. Also paper back books and a variety of small useful and/ or fun gift items. Use your imagination. Please bring any items you are interested in contributing to the November Model A meeting. Bag stuffing day this year is Thursday Dec. 6th. in Foster City. All help is welcomed, either stuffing bags or delivering the finished ones. If interested in helping contact Joan Peterson at (650) 326-1013 or Jenny Jump at (650) 493-4344.



Birthdays & Anniversaries



Casey Martinez	November 1
Tim Taylor	November 2
Greg Martinez	November 5
Franz von Ukermann	November 6
Maria DeMartini	November 15
Joseph Martinez	November 18
Lois Storz	November 18
Nick Calabrese	November 26
Irma Nicholson	November 27
Tom & Terry Machado	November 4

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.

Most of you could probably do this in your sleep, but I followed these directions (http://www.aircooledtech.com/tools-on-the-cheap/soda_blaster) for home (even in California) soda blasting and I'll let the pictures speak for themselves. It was easy and cheap – one banana and \$25 if you already have an air compressor. Thanks to the air-cooled/VW guys for the post.

I. Materials needed:



1. Air pistol blow gun (sourced at local hardware store, \$7)
2. 13.5 pound bag of Arm and Hammer baking soda (Costco, \$6)
3. 2' length of 7/16" plastic tubing (found in the shop)
4. Air compressor (as always, bigger is better, but even our 40 year old 110V one worked)
5. 1' wooden dowel (also found around the shop)
6. Duct tape or similar
7. Five gallon bucket (optional) for bag of baking soda

II. Safety gear:



1. Long sleeves
2. Goggles
3. Ear protection
4. Face mask/respirator (soda blasting isn't as deadly as sand blasting since the latter has silica, but hey – life's short)

III. Equipment Preparation



1. Cut small hole (diameter of air gun nozzle) in plastic tube about 2" from outlet end (pick one end; it's now your "outlet" end)
2. Insert nozzle of pistol into small hole, about 1/4" to 1/2" (don't insert the pistol too far into the tube like I first did)

3. Tape over junction
4. Cut inlet end of plastic tubing at 45 degree angle and then tape dowel to inlet end of plastic tubing
5. Insert inlet end into bag or box of soda
6. Place bag or box of soda in five gallon bucket so it doesn't tip over easily

IV. Soda blasting

1. Since I had never done this before, I found something to practice on, in this case a 40-year-old rusted formerly red wagon: You can see here the poor flow of soda through the tube. I had inserted the tip of the blow gun too far into the tube and it was blocking most of the flow.



2. Once you're comfortable, find something a bit more detailed, in this case here's a Ford Model BB flywheel housing. The housing was also used on the 1933-1934 Model 40 and Model 46. Here's a picture of the housing before any soda blasting:



3. If you didn't scrape or wire brush all of the coated-on dirt and grease, you may have to stop in the middle and do this (ask me how I know). One of the good things about soda blasting is that it's gentle on parts and hence great for body panels, carbs, etc. It is definitely not as strong as sand blasting.

4. After a bit of elbow grease and some more soda blasting, the 80-year-old flywheel housing turned out like this. Some cool details became clearer like the serial number, the casting number, and the Ford emblem.



5. Finally I felt comfortable enough to move on to something more delicate, a Willys Carter carb. Below are a few shots of the carb before, during, and after soda blasting. After a while, the cool old metal started to emerge.

6. Clean up was easy. Simply sweep up the soda on the ground and dispose. It's harmless to the environment.

V. Conclusions/Lessons Learned

1. Soda blasting is easy.
2. Soda blasting is cheap.



3. You can do it in California.

4. The results are good as long as you remove as much dirt, grease, and gunk as possible ahead of time.

5. Although you can clean off most soda with a blast of air, it does tend to stick to nooks, crevices, crannies, etc.

6. A blasting cabinet would have minimized the mess, but it also would have constrained the size of the part that could be sand blasted.



VI. Next steps

I'm learning about painting surfaces after soda blasting and it's quite controversial. Here's what I've read and it may even be true.

1. Soda blasting will protect against flash rusting anywhere from one to five months.
2. It is highly recommended to neutralize the surface of the soda blaster part prior to priming it, with a commercial neutralizer such as Holdtight 102, OR you can rinse the parts two to three times using a pressure washer with Simple Green (or similar) added, OR you can scrub the part two to three times with warm soap and water.

No, the carb won't be painted, but I thought it was interesting to learn about.

Dan Bowermaster

Taking the Mystery out of Metal Fatigue ~ part 2

What Does Fatigue on a Fracture Surface Look Like?

Metal fatigue is one fracture mechanism that can easily be identified, even by “amateurs”. The second part of this article will give the reader some of the visual clues that can be used to identify a fracture created by metal fatigue.

As indicated previously, a fatigue crack will grow as the component is used. Conversely, without cyclic/alternating stress (or a sufficient level of cyclic stress) a fatigue crack in a component or structure will not grow. Thus, if a record is available and/or can be predicted, i.e., number of flights, hard landings, severe winds, etc. and when and where severe stress occurred in the structure and then periodic inspections can occur and those inspections will be timed to catch fatigue cracks. That is to say, things, components, structures (aircraft) can and will have cracks in them. Isn't it comforting to know the airplanes we fly have fatigue cracks in them, yet they continue to function perfectly? The secret to safe use and a most important concept in fatigue analysis is critical crack size. That is, a fracture (complete separation) will not occur until the crack grows to a size that is critical. Another way of saying this is, a crack can exist, and even grow, but the metal will not separate or fracture just because a crack is present. The metal will separate when the crack reaches critical size. This is the “whole” concept behind the inspection of aircraft. You find/catch the cracks, remove/repair/blunt the cracks before, in fact, long, long before, they reach critical size. That is, the (NDI) inspector might miss the crack during the first inspection (say February), but the next inspector will find it on the second inspection (say June). Even if the second inspector also misses the crack, a number of additional inspections will occur before the crack reaches criticality.

Let's try to visualize the concepts behind metal fatigue. Photograph B is a pin, used to swing or pivot a large electronic gate at a very large, high security facility in the DFW area.

As the gate swings open and closed, cyclic stresses are applied to the gate hinge pins. Because of a machining/



Photograph B: Fracture surface from a large electronic gate pivot pin. The white arrows indicate the fatigue crack origin.

design/manufacturing error, a fatigue crack starts in one of the hinge pins at the 10:30 o'clock position. In operation, this pin is in a two-way bending. To help visualize two-way bending, take the ends of a pencil, one end in each hand, and bend/bow it down (without breaking) and then up. As the pencil is bowed

up, the top of the pencil will be arched. Think of fibers oriented longitudinally along the pencil. These fibers are stretched and thus they are under a tension/pulling stress.

Actually, another fatigue crack did start at the 4:30 o'clock position (see arrow at 4:30 o'clock position in Photograph B). Every time the gate cycled between open and closed the subject gate pin, experienced tension first, (lets say, as the gate is opening) on one side of the pin and then as the gate swings closed, tension is experienced on the other side of the pin. The fatigue crack grew first because of the cyclic tension stress, from the 10:30 o'clock position and then from the 4:30 o'clock position. The fatigue crack grows at each position only when a tensile stress is present, i.e., the top or bottom fibers in the bent pencil are stretched. As the gate is used, the cracking grows into the pin, from the surface toward the center. As the crack gets larger, there is less metal to take up the applied stress each time the gate cycles and the crack grows faster and faster. Finally the crack, or in this case the two opposing cracks, reach critical size and there is insufficient metal left in the pin to take up or transfer the stress from opening and closing the gate and fast fracture occurs (the remaining metal rapidly fails in an instant). The pin separates unexpectedly and possibly catastrophically. The final fast fracture is the darker band in the center of the pin fracture, which is oriented from about 7:30 o'clock up to 1:30 o'clock.

One and Two Way Bending

The swinging gate, of course has two hinges and two hinge pins. Interestingly, the other hinge was mounted (welded in place) in such a way that it experienced mostly one way bending. The fracture surface for the other pin is shown in Photograph C1.



Photograph C1: Two way bending fatigue in a bolt. Large Arrow at 1 o'clock shows area of fatigue crack initiation.

In this case, the fracture initiated at the 1 o'clock position and propagated toward the 7 o'clock position. A much smaller fatigue crack propagated (on a lower level) inward on a thread below the main fracture surface, from the 7 o'clock position.

The final, fast fracture region is the small band, denoted with small red arrows, which are oriented from about 9 o'clock to 4:30 o'clock.

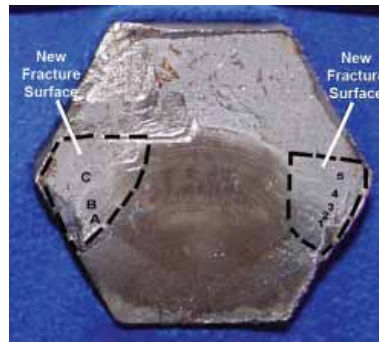
Fatigue cannot usually be accurately timed, i.e., this crack has been growing for two years, three months and twenty two

days. The inability to age or time a fatigue crack can be seen by considering a cross-country airplane trip. During takeoff from NYC, the wing stresses are high (and if small cracks are present, they may grow microscopically), between NYC and the Great Lakes, the stresses are much lower (and there is no microscopic crack growth). Then passing over the Great Lakes, there are times of extreme air turbulence (notice we have left out complicating factors such as jet stream). Then over the Great Plains, the weather/winds are calm and wing stress is very low. When crossing the Rocky Mountains, updrafts (and downdrafts) are experienced. As can be seen, on a six or seven hour flight, it would be impossible to assign any crack growth to specific stress events in the trip. The extreme stresses which MIGHT promote crack growth are not continuous/intermittent and thus to use and average stress over the time in the air would be incorrect. However, under certain, very unique circumstances, "timing" can be accomplished. I have worked on at least two "wheel off" tractor/trailer truck cases where aging or timing of the growing fatigue crack could be and was accurately predicted. Each case was unique in that new wheel/lug studs were replaced when a flat tire was fixed. Thus when the studs failed on the first trip out, ALL prior stress history of the truck was irrelevant, i.e., the critical component, i.e., the wheel/lug studs which failed were changed at the last stop.



Photograph C2: Overall view of fatigue failure on hexagonal shaped jackhammer tool.

In Photograph C2, the fatigue fracture surface exhibits, in classic "beach marks", "thumbnail marks", "stop marks" and are clearly present in the darker portion of the fracture surface (see small white arrows). However, from



Photograph C3: More recent cracks emanating from older, long-standing fatigue.



Photograph C4: Final fast fracture region of fatigue crack was created at the final instant of failure and separation.

Photograph C3, it can be seen that newer cyclic fatigue crack evidence (in the areas denoted "new fracture surface") is an area where fatigue crack growth occurred long after the darker fatigue crack surface shown in Photograph B was created.

The upper half of the fracture surface is where "fast fracture" (final separation) occurred. This final "fast fracture" region is shown in Photograph C4.

Thus, just visually the fracture surface tells us that an "old fatigue fracture" surface is present, newer fatigue fracture is present (created at a distinctly different time and environment) and the fast fracture region created at the time of final failure/separation.

Steve Owsley

Author credit: Dr. R. Craig Jerner, Ph.D., PE specializes in accident investigation and metallurgical failure analysis, with over 43 years experience as a metallurgical consultant and accident investigator. He has testified as a metallurgical expert in over 275 depositions and more than 75 court appearances.

From website: <http://www.metallurgist.com/html/MetalFatigue.htm>

Club Pizza and Pasta Dinner

At our last general meeting we had 30 club members taking part in our club dinner at the Monte Cristo Club. I'm glad we had a great turnout – many people in attendance we don't regularly see at our monthly meetings. Hopefully the successful club dinner will result in many of our members returning more often for our interesting monthly meetings the second Thursday of every month. At a typical monthly meeting we may take in \$5 at the bar and on this night we took in \$150, so on behalf of the Monte Cristo Club I would like to thank all of you for drinking so much and reconnecting with the Bay Area Chapter and our exciting monthly meetings. We must also thank John Zuffi for ordering and picking up the food, as usual it was great! As for all of you who thought the risotto was creamed corn – the next time you go out to an upscale restaurant you'll now know the difference between them.

I hope you all had a enjoyable night – I look forward to the club doing this again next year! Thank you.

Gary Barrango

Old Stars and their Old Cars

Here are a few photos of an elegant time gone by never again to be duplicated by today's "jelly bean" cars and virtual reality actors and actresses.



Rita Hayworth 1941 Lincoln Continental



Clark Gable 1934 Ford V-8 Roadster



Clark Gable 1934 Duesenberg



Errol Flynn 1935 Auburn Speedster



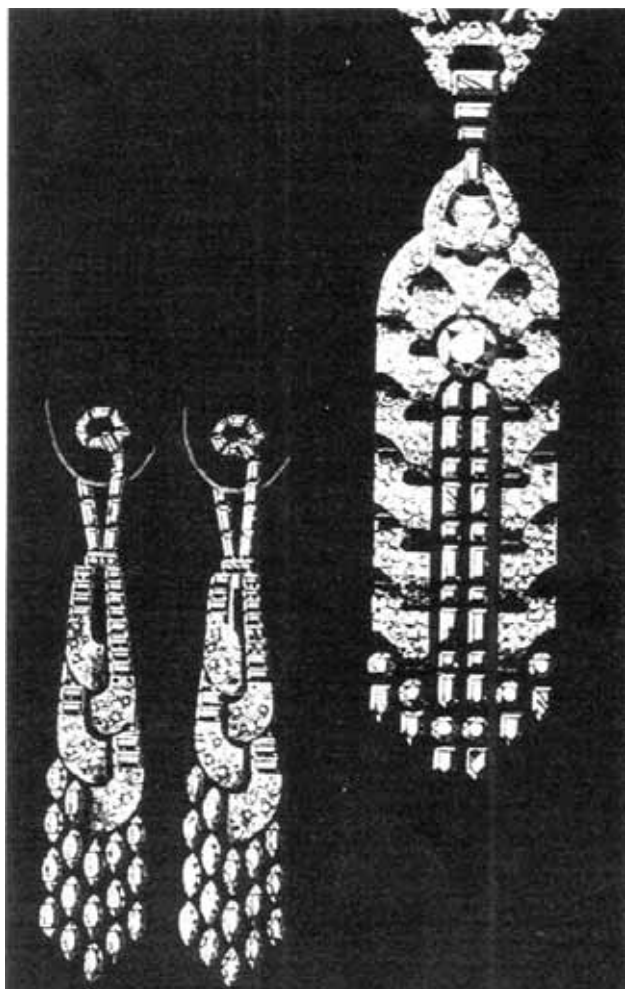
Marlene Dietrich 1936 Cadillac



Joan Crawford 1938 Lincoln Model K



Observe the celluloid jewelry set worn by actress Nancy Carroll, on the 1930's movie set shooting Manhattan Cocktail with Richard Arlen.



JEWELRY

What is popular or a "fad" in one period or era can change drastically in the next few years. This is certainly true in the types and kinds of jewelry worn during the late 20's and early 30's.

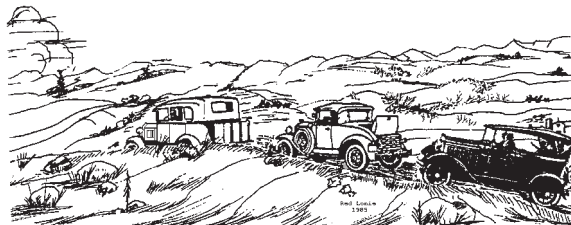
The long "flapper" type beads that swung to the music of "Yes Sir That's My Baby" in 1927 had faded from the scene by 1929. The short (ermine, close to the throat style, came into vogue and could be found in pearl, and precious stones as well as glass in many colors. The clasp at the back is always metal—some ornamented with rhinestones, but usually just plain round, loop-type hooks, especially on the glass and rhinestone strands.

There are several ways to determine the authenticity of beads found among today's treasures. First of all, glass beads are cold to the touch, rhinestones are set in pot metal, and crystals have sharp points or carvings, (unless worn from age). The finer precious stone collection should be verified by a reputable jeweler. The better quality strands were strung on wire, or waxed, bead string and many times will be knotted between each bead.

Earrings are found in both the pierced and "screw-type" style. These may be featured in close button numbers as well as the long, eye catching models. The set illustrated is diamonds, but design also may be found in "paste" stones. The latter were popular with the wealthy set, as they duplicated their expensive creations, while the real thing was safe in the bank vault.

2012 SAN FRANCISCO BAY AREA MAFCA TOURS

It's THE JOURNEY! NOT THE DESTINATION!

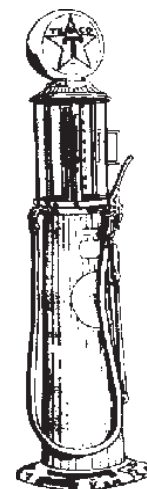


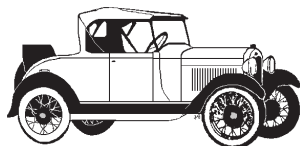
MONTH	DAY	TOUR LEADER	TOUR
JAN	29	BARRY KINNEY	PRESIDENT'S BRUNCH
MARCH	3 SATURDAY	SF MODEL A FORD CLUB	CRAB FEED - MONTE CRISTO CLUB
MARCH	17 SATURDAY	THUNDERBIRD CLUBS	A DAY AT THE RACES
MARCH	24 SATURDAY	KINNEY	GREEK CULTURAL FESTIVAL
APRIL	27-29	KINNEY	SPRING SPEED WEEKEND - AUBURN, CA
APRIL	28-29	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	7 SATURDAY	KINNEY	CANCER AWARENESS SHOW, CAMPBELL, CA
AUG	7 TUESDAY	MID-PENINSULA OLD TIME AUTOS	EL CAMINO CENTENNIAL - SAN BRUNO
SEPT	9	KINNEY	ANTIQUÉ AUTOS HISTORY PARK - SAN JOSE
SEPT	15 SATURDAY	MARIN A'S	ANNUAL "OKTOBERFEST" CELEBRATION
SEPT	21-23	CAPLAN / OWSLEY / MACHADO	OVERNIGHTER MURPHYS-IRONSTONE CONCOURS
SEPT	29 SATURDAY	CAPLAN / OWSLEY	JIMMY'S OLD CAR PICNIC IN GOLDEN GATE PARK
OCT	7	BARRANGO	COLUMBUS DAY PARADE
OCT	14	MAHL	37 TH ANNUAL 28 TH AVENUE BLOCK PARTY
NOV	11	CAPLAN / KINNEY	VETERANS DAY PARADE ON MARKET STREET
DEC	1 SATURDAY	CAPLAN / KINNEY	SFPD ANNUAL CABLE CAR PULL - AQUATIC PARK
DEC	8 SATURDAY	SF MODEL A CLUB	CHRISTMAS BANQUET - BASQUE CULTURAL CTR.

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
October 11, 2012

The meeting was called to order at 8:21 pm by Vice President Gunard Mahl. Chris Thompson brought Maria Rodriguez. The minutes of the previous meeting were approved as written.

Reports of Officers

President: The Christmas Banquet will be at the Basque Cultural center on Saturday December 8th. • John Zuffi will form a committee to select the location of next year's Christmas Banquet. • We received a thank-you from Tracy McCloud of the Institute of Aging. Barry and Walter displayed their cars at there at a seniors event. • The 28th Avenue block party will be from 9 am to 9 pm next Sunday. Bring warm clothes, food, and a chair. • There is also a car show in Sausalito on Sunday. • Jean Weingarten School for the Deaf will be our featured charity for our next crab feed. Jeanine suggested we also donate some money to the new MAFFI Ford museum in Michigan. • We are working on a date for next year's crab feed. February 2nd was suggested.

Vice President: No report

Treasurer: No report

Secretary: No report

Editor: We have a new format for our website. The pictures from Murphys Ironstone are on it.

Tour Chair: Gary reported on Murphys. It was a good trip. The dinner at the golf course was great.

For The Good Of The Order: Gunard and Jeanine went to the Lumberjack Parade and Jeanine won first prize for her Model A pickup. • Charlie Kascal gets the Bent Rod Award. His Buick broke down on the ride home from Ironstone. Lucky for him, he already has the award. • The Veteran's Day Parade is Saturday November 11th. • We will present our donation to the Make-A-Wish Foundation on Saturday December 1st. • Dan once again will be making a Model A calendar for 2013. Better yet, he and his wife are expecting a baby in December.

Joan Peterson, Jeanine Mahl, and Victoria Acosta brought desserts for the October pizza and pasta dinner. Walter Caplan will bring snacks next month.

There was no further business and the meeting was adjourned at 8:55 pm.

The next monthly meeting will be Thursday November 8 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, November 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



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Inserts:

- Christmas Banquet Information
- Christmas Banquet Reservation Form
- SFPD Cable Car Pull



www.sfmodelaclub.org

San Francisco Bay Area Chapter
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NOVEMBER MEETING

*** ELECTION OF 2013 OFFICERS ***

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

Our website has been completely redesigned. We hope you like it's brand new look. Be sure to to check it out at www.sfmodelaclub.org