

The Choke Rod

preserving and restoring the Model A Ford since 1956

Volume 57, Issue 2

MAFCA Certificate of Merit 2005 through 2010

February 2013

San Francisco Bay Area Chapter

Model A Ford Club of America



Photo by Tom Mullins

Academy of Arts Museum Tour

pages 7-9

Upcoming Tours

Saturday February 2 - Crab Feed - Monte Cristo Club, SF

Sunday April 7 - NIKE Missile Site - coastal hills of Marin County

Saturday-Sunday April 27-28 - Pacific Coast Dream Machines - Half Moon Bay

Official Publication of the
San Francisco Bay Area Chapter
MAFCA

President's Message

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Barry Kinney

VICE PRESIDENTS

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Gunard Mahl

Greg Martinez

SECRETARY

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TREASURER

Jeanine Mahl

PAST PRESIDENT

Gary Barrango

January 20, Inauguration Day. We are sliding into a new era of auto regulation. Our politicians are talking about taxing based on how many miles you drive, the efficiency of your engine, the size and weight of your rig, and whether or not you cross state lines and this is just for cars built in 2014! Who knows what they have in mind for collector cars.



All that political stuff aside, we are off to a good start. Greg and Casey Martinez led/hosted a tour of the Academy of Arts car collection here in San Francisco. What a pleasure it was to stand in the middle of their showroom surrounded by some of the best automobiles ever made. Thanks, Greg and Casey.

Next up is the President's Brunch followed by the Crab Feed. I understand from Jeanine that we are already over our 250 person limit and some of our Club regulars are still unregistered. By the time you read this all will be history and we will be talking about how great the Crab Feed was even though some of us had to eat standing up.

Have you been to the DMV lately? I was there to exchange my current license plates. I had all the paper work but no appointment. I was in at 9 and out at noon. Enough said.

See you at the Crab Feed and February meeting.

Barry Kinney

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
EDITORS: Walter Caplan
Scott Williams
TECH EDITOR: Steve Owsley
MEMBERSHIP: Walter Caplan

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*.

Pacific Coast Dream Machines Half Moon Bay Saturday~Sunday April 27-28

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' Good Old Time! 2013 Model A Calendar

The New Guy, Dan Bowermaster, has once again produced a Model A Calendar containing pictures of our club on tour. If we do say so ourself, this one turned out even better than last year's calendar. The 2013 calendar is available to club members for only \$25. 'A' Good Ole Time calendars can be purchased at the January meeting on Thursday January 10, and again at the President's Brunch on Sunday January 27. You'll want to be the first on your block to have one of this very limited edition 2013 Model A calendar.

Model A Ford Museum Grand Opening Hickory Corners, Michigan Saturday, May 18

The Grand Opening of the Model A Ford Museum in Hickory Corners, Michigan will be on Saturday May 18.

The ribbon cutting will be performed by Edsel Ford II and our very own fashion contributor Edie Jones, who with her husband Bill was an early member of the SF Bay Area Chapter and whose fashion articles are reprinted monthly in the **Choke Rod**. Edie was the founding president of the MAFFI Foundation.

A group from northern California and Oregon are travelling by train to the dedication. If anyone is interested in joining the group, contact Walter Caplan at (415) 621-0500.

<http://blog.hemmings.com/index.php/2012/06/08/model-a-ford-museum-construction-underway-grand-opening-scheduled-for-may-2013/>

Crab Feed

at the Monte Cristo Club

Saturday February 2, 2013

Doors open at 5 pm - Dinner Service at 6:30 pm

Raffle - 50/50 Raffle - No Host Bar

antipasto, salad, pasta, crab, dessert

\$50 per person

Items for the Crab Feed raffle should be brought to the January meeting and/or contact Joan Peterson at (650) 326-1013

NIKE Missile Site SF88L

Coastal Hills of Marin County

Sunday April 7

We will visit the only NIKE missile battery in the country preserved in its historic appearance. The site offers visitors a rare opportunity to visit a complete missile installation and learn the history of America's defenses during the Cold War.

Details to follow in the March **Choke Rod**.



Birthdays & Anniversaries



Charles Neil Kascal	February 3
Elizabeth Storz	February 4
Louie John Young	February 6
Annalina Martinez	February 14
Daisy Young	February 14
Mary Karr	February 17
Dominic Reyes	February 23
Matteo Reyes	February 23
Ben Rosenblat	February 24
David Boragno	February 24
Linda Parsons	February 24
Juanita Sullivan	February 26

Refreshments at the January meeting were provided by
The Monte Cristo Club

Jenny Jump will provide refreshments for the February meeting



Fashion of our Children

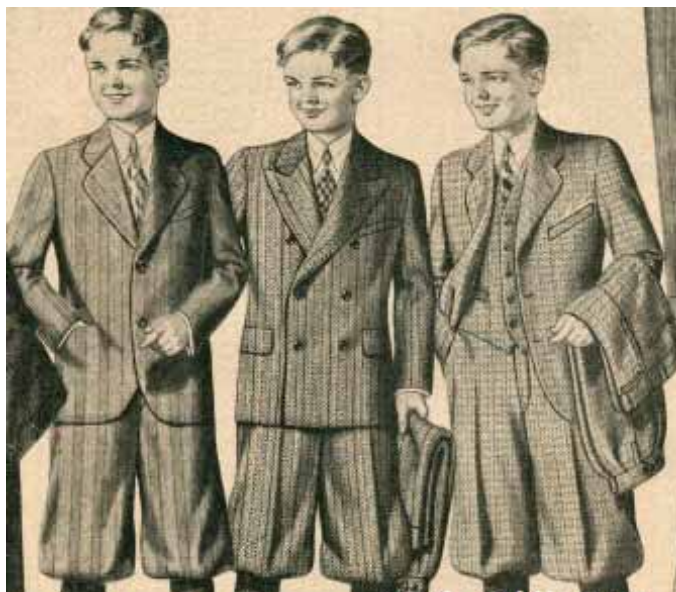
Baby clothing was designed to be more practical in the 1920's. More comfortable outfits such as rompers and short dresses replaced the frilly laced dresses and other formal baby attire.

Boys' suits in 1920 resembled such as a washable Norfolk suit made of genuine Galatea or one made of narrow Wale Crompton's "Cravenette" finish corduroy, a cloth that repels moisture. Styles from 1921 featured rompers, sailor suits, and Oliver Twist style clothing sets for young boys. A featured Oliver Twist style play suit with a tan and Copenhagen blue color combination and good quality pearl buttons was common and black sateen rompers with chamois color trimmings were also worn. The boyish styles of 1923 feature utilitarian play suits with jackets, knickers, and an extra set of pants to make the outfit last longer. Younger boy's outfits included smaller versions of the suits as well as sailor style play clothing.

The 1924 boys clothing featured "snappy styles" made of all wool fabrics. The wool suits for play and school featured plaid and checkered patterns as well as belted jackets and knickers with extra pants. Similar to most previous styles, clothing for boys did not change much during the 1920s. Boys suits from 1925 offered a few different styles from a more modern adult style jacket with long pants to a child-like belted coat with knickers. The suits featured all wool fabrics with a variety of patterns and colors. Clothing for young boys became a little more casual in 1926 with few ensembles that showcased a flannel shirt with khaki knickers, khaki pants and a blue short sleeved shirt, a light-weight khaki play suit and a blue play suit with shorts.

1927 suits for boys in the fall and winter represented styles that showed off single and double breasted models and rich patterned fabrics. Many of the outfits came with an extra pair of long pants to extend

their wear and uses. The "clover leaf" was a new style of lapel that became popular in the 1920s. The latest style of fall and winter tweed suits for boys, in 1928, included an



extra pair of bloomers. Wool blue serge and brown tweed were among the colors used for these suits. All featured a double breasted coat, the most popular style at the time. In 1929 the selection of clothing for boys did not change much; however, there were various changes in style and details that they could choose from. One featured a single breasted simple suit coat, and another showed off a double breasted coat with a more detailed pattern and wider lapel, while another had a clover leaf lapel, vest, and an even more

interesting pattern.

Girls dresses, ages seven to fourteen, in 1920 resembled a regulation sailor dress made of fine quality linen and a

dainty voile summer frock with a tucked vestee effect. Some also featured a plaid gingham pattern. Girls clothing from 1921 showcase frilly yet chic party dresses, sailor dresses, and gingham plaid outfits. An organdy party frock with a silk rosebud and rosebud trimming on the waist was an option for girls to wear. A long sleeved smock made of a checkered gingham fabric with a white poplin collar was perfect for play and was made to last. Girls clothing from the year 1923 reflected the styles of adult clothing with a variety of designs. Some of the frocks were two-piece ensembles and others were dresses with a dropped waist or ruffled detail, still all girlish but more indicative of the adult fashion of the times. Many of the dresses featured bow and tie details as well as checkered details or intricate trimming.



The dainty dresses for girls ages two to six years old featured fun patterns and a cute but casual style. Some showed off ruffles, contrasting collars and other details. The frilly little girl dresses from the year

1925 were all of a similar shape but represented a different assortment of details. Some had embroidery while others featured cute neck ties and contrasting details like pockets. Some showed off floral patterns and others displayed polka dots. The 1926 girls dresses became even more modern and while many retained a girlish quality, others started to reflect the adult flapper style of the time. The dresses featured diagonal plaid patterns with a dropped waist, reminiscent of the flapper style dresses, while other dresses featured more girlish silhouettes and details like flowers and flared skirts.

Bloomer dresses were meant for girls aged seven to nine in 1927. They featured outfits that were “designed for the little girl who were not quite ready for the styles that her ‘big sister’ could wear. These dresses featured patterns, colors, and shapes appropriate for this age of girl. 1928 fall and

winter dresses featured the smartest of styles for girls. The more formal dresses showed off lace, velvet, silk, and ruffled details, while the casual dresses gave girls a straighter more modern silhouette similar to the adult styles of the time made in flannel. 1929 girls dresses showcased some formal and less formal with varying patterns and styles. Most were made of all silk crepe de chine and some were made of organdie, rayon, or cotton. They all featured flared skirts with either ruffled or bow details. Older girls were seen wearing items such as cotton frocks, cardigan sweaters, and canvas shoes or sandals.

I dedicate this article to Edie Jones for her continued support and Les Kling for he was a great man! Thank you,

Source: <http://www.thepeoplehistory.com/1920skidsfashion.html>

Rachelle Marquez

The New Girl



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

Welcome our newest addition to the SF Model A Club family. Dan and Tracy Bowermaster became the proud parents of Sabrina Mei Bowermaster on January 2, 2013 at 10:52 PM. Those oft-quoted birth specs are a weight of 7 pounds, 12 ounces and a length of 18 inches. For those wondering about the origins of her name, Dan tells us Sabrina is a famous Celtic maiden in Welsh folklore. Neither of them are really into Welsh folklore; they just really liked the name. Her middle name Mei honors Tracy's paternal grandmother who passed away a few months ago.

Congratulations Dan and Tracy!

My grandpa 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. Grandpa did a frame-on restoration in our garage in 1974 and finished right before my dad was born. My uncle, aunt, and dad each came home from the hospital as newborns in the Model A. Safety laws for kids in cars have definitely changed.

My dad purchased the Model A from his folks who were downsizing after purchasing a 1939 Buick Special. He hoped to give the Model A a good home and create new memories as they did. But he's a big strapping man and had trouble fitting into the cabin of the Model A. So unfortunately, he sold it before I got a chance to ride home from the hospital in it. But even though my first ride in a car wasn't in a Model A, I'm still proud to be considered part of the San Francisco Model A Ford Club family.



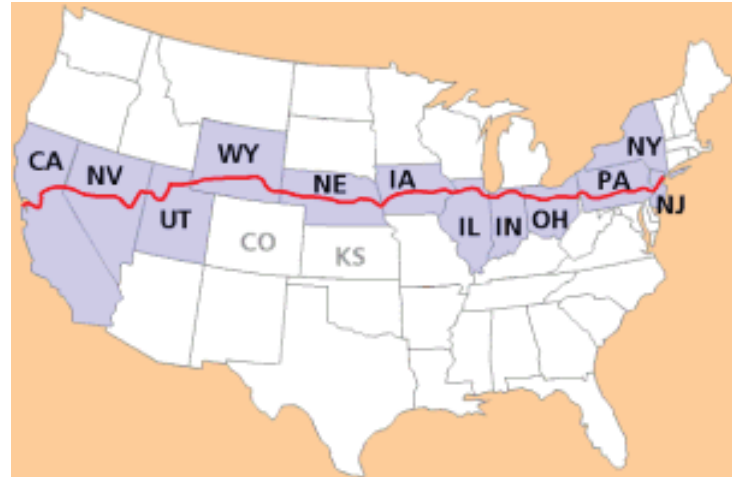
The Lincoln Highway Part 2 - Picking a Route

On July 1, 1913, the association decided to call the coast-to-coast highway the Lincoln Highway, and it was officially incorporated as the Lincoln Highway Association. Henry Joy was elected as president. Carl Fisher, who was elected vice-president, was not present. He had departed with the Indiana Automobile Manufacturers association on a trip to the West Coast. The "Hoosier Tour" was intended, in part, to explore possible routes for the Lincoln Highway. The tour route included Colorado and Kansas. While Fisher tried to distinguish the Hoosier Tour route from the eventual route of the Lincoln Highway, he all but promised the governors of Colorado and Kansas that the highway would pass through their states. They were set up for a big disappointment.

Fisher kept the route of the Lincoln Highway a secret as long as he could because 1) he wanted the nation as a whole to support the highway, not just the states through which it would pass, and 2) he didn't know what the route was. No decision had been made. After Hoosier Tour, the association decided they needed to pick a route.

As far as Joy was concerned, directness was the most important factor. By bypassing many scenic attractions and larger cities along the way, narrow winding roadways and congestion could be avoided.

After weeks of deliberation, Henry Joy presented the route before the annual Conference of Governors in Colorado Springs. The highway started in Times Square in New York City. It passed through New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah, Nevada, and California, ending in Lincoln Park in San Francisco. The route did not deviate from a straight path in order to go through larger cities or national parks. It did not touch Kansas or Colorado. Joy's influence was clear.



The governors of Colorado and Kansas were embarrassed for having heartily supported the Hoosier Tour, only to find themselves bypassed. After forceful appeals from Colorado's governor, the association agreed to a dogleg from Big Springs, Nebraska southwest to Denver, and then back to the main highway at Cheyenne. After the route was announced to the public one month later, the decision to include the dogleg would come back to haunt them.

Almost immediately, the Lincoln Highway Association received letters trying to change the route; it politely declined every request. The association learned its lesson. Two years later, it dropped the Denver dogleg from its maps and guides and warned drivers not to be misled by signs in Big Springs pointing them to Denver.

Steve Owsley

Reprinted from <http://lincolnhighway.jameslin.name/history/part1.html>

2013 Membership Renewal Forms are due now.

If you haven't renewed your membership, please do so now. If you have already renewed, thank you. Your membership dues make it possible for us to publish **The Choke Rod** each month for the enjoyment of our members.

Touring the Academy of Art Car Museum

Greg Martinez arranged for our club to join the Sonoma T's for a tour of the Academy of Art University Car Museum on January 19th.

Nineteen of us were able to tour the museum on Washington Street and Van Ness Avenue. Some of us met at the Rod and Gun Club and car pooled to the museum. Others met us there. The Sonoma T's arrived in a school bus! We had quite a good sized group.

Each of us paid \$10 for the chance to drool over the Academy's car collection. The proceeds of our tour will go to the Rotary Boy's and Girl's Clubs. So we got to see an amazing car collection and do something good at the same time.

The collection includes everything from Auburns, a Daimler, Pierce Arrows, Packards, Dusenbergs, to a beautiful '56 Chevy convertible, a Messerschmitt, MG's and more. All of the cars are absolutely gorgeous and look as though they just rolled out of the showroom.

A few of us who stayed until nearly everyone had left were invited to drive down Van Ness to the facility on Van Ness and O'Farrell to see the cars at that location. More absolutely spectacular cars – and four beautiful Indian motorcycles. What an opportunity.

Thank you to the Sonoma T's for letting us join their tour, and thank you to the Academy of Art Car Museum for sharing their beautiful cars with us. It is amazing that so many of these wonderful cars are being preserved.

Jeanine Mahl



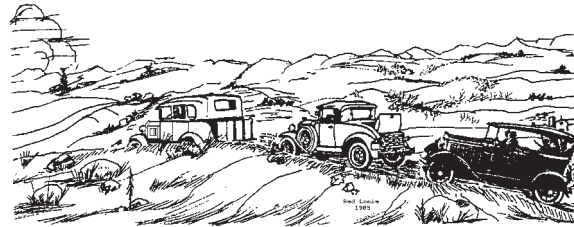
Photos by Tom Mullins





2013 SAN FRANCISCO BAY AREA MAFCA TOURS

It's THE JOURNEY! NOT THE DESTINATION!

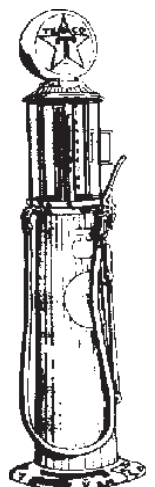


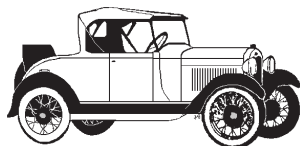
MONTH	DAY	TOUR LEADER	TOUR
JAN	27	BARRY KINNEY	PRESIDENT'S BRUNCH
FEBRUARY	2 SATURDAY	SF MODEL A FORD CLUB	CRAB FEED - MONTE CRISTO CLUB
MARCH	TBA	KINNEY	GREEK CULTURAL FESTIVAL
APRIL	7	CAPLAN	NIKE MISSILE SITE - MARIN COUNTY
APRIL	27-28	SF MODEL A FORD CLUB	DREAM MACHINES - HALF MOON BAY
MAY	3-5	KINNEY	SPRING SPEED WEEKEND - AUBURN, CA
MAY	19	KINNEY	FRIENDSHIP DAY - REDWOOD CITY
MAY	27 MONDAY	CAPLAN	MEMORIAL DAY OBSERVANCE - PRESIDIO
JUNE	15 SATURDAY	CAPLAN / OWSLEY	ST. ANNE'S HOME - FATHER'S DAY WEEKEND
JUNE	30	CAPLAN / OWSLEY	PRIDE PARADE - SAN FRANCISCO
JULY	TBA	TBA	TBA
AUG	TBA	TBA	TBA
SEPT	8	KINNEY	ANTIQUE AUTOS HISTORY PARK - SAN JOSE
SEPT	TBA	MARIN A'S	ANNUAL "OKTOBERFEST" CELEBRATION
SEPT	27-29	CAPLAN / OWSLEY / MACHADO	OVERNIGHTER MURPHYS-IRONSTONE CONCOURS
SEPT	TBA	CAPLAN / OWSLEY	JIMMY'S OLD CAR PICNIC IN GOLDEN GATE PARK
OCT	13	BARRANGO	COLUMBUS DAY PARADE
OCT	TBA	MAHL	38 TH ANNUAL 28 TH AVENUE BLOCK PARTY
NOV	11	CAPLAN / KINNEY	VETERANS DAY PARADE ON MARKET STREET
DEC	TBA	CAPLAN / KINNEY	SFPD ANNUAL CABLE CAR PULL - AQUATIC PARK
DEC	14 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 2013

Jan 26-27	Turlock Swap Meet
Jan 27	SF Model A Club President's Brunch
Feb 2	SF Model A Club Annual Crab Feed
Mar 21-24	Model A's are to be Seen in 2013 - Laughlin NV, Pomona Valley Model A Club
Apr-May TBA	SF Model A Club Hosted Regional Picnic for area clubs
May 3-5	Lake County A's - "Back to our Teens in 2013" 19th Annual Spring Opener
May 24-27	NCRG Roundup hosted by the Acorn A's in Pleasanton - www.ncrgmafca.com
Sep 3-8	Northwest Regional Group Meet - Bend Oregon Idaho
Dec TBA	MAFCA Annual Membership Meeting & Awards Banquet





San Francisco Bay Area Chapter
Model A Ford Club of America
January 10, 2013

The meeting was called to order at 7:30 pm by President Barry Kinney. Gunard brought his friend Dan who is almost done restoring his car. The minutes of the previous meeting were approved as written.

Reports of Officers

President: Our donation was made to the Make-A-Wish Foundation. Barry tried to get the representative from the Jean Weingarten school to come to our meeting, but couldn't get in touch with her. He will invite her to the Crab Feed. The club officers will be the same this year as last year. The President's Brunch will be Sunday January 27th. We will meet at the Rod and Gun Club at 9:45 am and depart at 10:15 for a short tour. Afterwards we will go for brunch at Harding Park.

Vice President: Several possible tours were suggested. One was the Lincoln Highway tour. It is from June 22nd-30th. Hearst Castle was another suggestion. It would be a two night tour. Bonfante Gardens and tour of the Gilroy Airport museum would be an overnigher. The Queen Mary was suggested as a 4 night tour. Big Basin and Roaring Camp would be a two nighter. Gary could suggest places to stay. We will look into this one and come up with a date. The Model A Museum opening is Saturday May 18th in Hickory Corners, Michigan. On Saturday Jan 19th the club will tour the Academy of Arts car collection. The fee is \$10 per person. Walter will send an e-mail about this. Meet at the Rod and Gun Club at 9 or 9:30 am.

Treasurer: Jeanine reported that we donated \$1500 from the Crab Feed, \$498.67 from the swap meet fund and Gunard contributed the rest to make the total donation to Make-A-Wish for \$2098.67. She also deposited dues checks. So far the crab feed has 161 paid. We will stop at 240. We will need help setting up on Friday and Saturday morning. The girls from the Italian Club will be our servers and clean up.

Secretary: Joan reported that the group put together 1149 holiday gift bags for seniors and vets. Thank you to all who helped with donations or their time.

Editor: No report

Tour Chair: No report

For The Good Of The Order: No report

The New Guy Dan Bowermaster and his wife Tracy have a new baby girl Sabrina Mei Bowermaster.

The Monte Cristo Club provided the refreshments. Jenny will bring them in February.

There was no further business and the meeting was adjourned at 8:10 pm.

The next monthly meeting will be Thursday February 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, February 14, 2013

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 at
www.sfmodelaclub.org

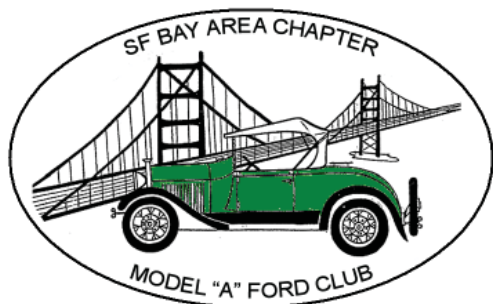


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Inserts:

SF Model A Club Membership Renewal
Model A Ford Museum Grand Opening



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 February 2
Benefiting local charities

FEBRUARY MEETING
Thursday February 14, 2013
7:30 pm - Monte Cristo Club
136 Missouri Street (Potrero Hill)
San Francisco

RENEW NOW
see Insert for
2013 Membership Form
Deadline: January 31