

The Choke Rod

preserving and restoring the Model A Ford since 1956

Volume 57, Issue 3

MAFCA Certificate of Merit 2005 through 2010

March 2013

San Francisco Bay Area Chapter

Model A Ford Club of America



Photo courtesy of Jean Kling

Remembering Les Kling

pages 8-10

Upcoming Tours

Saturday April 6 - NIKE Missile Site - coastal hills of Marin County

Sunday April 7 - Greek Cultural Parade & Festival - Civic Center, SF

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

Saturday -Sunday June 22-30 - Lincoln Highway Centennial Tour - SF to Kearney, NE

Official Publication of the
San Francisco Bay Area Chapter
MAFCA

President's Message

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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

In December we lost a good friend and fellow Model A Club member, Lester Kling. Les was one of our Honorary Life Members and during his active years contributed a great deal of time and energy to our Club.

Many of our current Club members will not have had the pleasure of meeting Les and Jean. The Klings have not been active members for several years but there was a time when they were very involved in Club events. Les and Jean were the first people to welcome me aboard when I joined in 1971.

I am thankful that I can call Lester my friend and sorry that I had not been closer to him over the past few years. Less was an exceptional man and his memory will live on forever in the hearts and minds of people who knew him.

Lester was old enough to remember when the Model A Ford was the family car. He had a million stories about the car and how to keep it running. He told the story about coming to California from Iowa over old Route 66 with three people in a Model A Coupe. On the way the condenser failed and an old Okie showed Les how to get a few more miles out of the condenser by crimping it with a pair of pliers.

Sometime during WWII Lester's father passed away. Gas was rationed; most of it going to the war effort. Les didn't have the necessary gasoline ration tickets to purchase enough gas to make the long trip to Iowa. So, he bought a 50 gallon drum of carbon tetrachloride (cleaning solvent) from the dry cleaner; mixed in a little gasoline; put the drum in the trunk of his coupe; ran a line to the carburetor and was in Iowa in time for the funeral.

Les was a good man. Les lived a long life and Les lived life his way.



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
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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*.

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.



Birthdays & Anniversaries



Dominic Marquez	March 1
Eve Patton	March 1
Al Thomas	March 5
Joan Peterson	March 7
Paula Escher	March 11
Allison Karr	March 14
Jennifer Grafelman	March 14
Tom Escher	March 15
Robert Peterson	March 16
Josie Calabrese	March 19
Heather Hart	March 25
Johanna Bettencourt	March 29
Barry Kinney	March 31
Nick & Josie Clabrese	March 25

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/>

NIKE Missile Site SF88L Coastal Hills of Marin County Saturday April 6

We will visit the only NIKE missile battery in the country preserved in its historic appearance, an educational Cold War museum in the heart of Golden Gate National Recreation Area.

During the tense years from 1953 to 1979, the United States Army built and operated a total of 280 Nike missile firing batteries in the United States. These missile sites were emplaced as the last line of defense against Soviet bombers. Today, a dedicated group of volunteers works in partnership with the GGNRA on the continuous task of restoration at site SF-88, which has been turned into a museum. This valuable historical resource is the only restored Nike missile site in the entire country. It's a great chance for us to see the tools of the Cold War up close.

The guided walk begins from the Testing and Assembly Building: on the guided walk we will be able to see the tools of the Cold War up close, and it includes an amazing trip down the missile elevator into the underground storage area. On Saturday April 6 the Park Rangers will hold a private open house for our group at 11 am, where docents – some of them Nike veterans – tell stories about real life experience at Nike missile sites, and we will tour the RADAR vans, the fueling area and the missile magazine.

During the Saturday tour and open house volunteers and Nike Veterans will interpret each of the areas on the base. There are even protection dog demonstrations during some open houses.

We will meet at the Pacific Rod & Gun Club at 9:30 am for a running board breakfast, and leave shortly after 10 am for our drive to the Nike Missile Site in the Marin Headlands.

After our tour of the Nike Missile Battery we will drive on to Sausalito for a midday meal.

Tour Leader: Walter Caplan 415.621.0500

Please RSVP for this tour so we can make all the necessary and appropriate arrangements.

Valentines Day Refreshments
at the February meeting
were provided by **Jenny Jump**

Mike Cuneen
will provide refreshments
for the March meeting



Crab Feed

This year we filled the Monte Cristo Club to the rafters with Crab Lovers. There were twelve tables upstairs and twenty two tables downstairs with eight to ten people at each. We fed half a ton of crab to approximately 275 people. I think this must be a participation record. This was a great turnout considering that we don't advertise this event.

John Zuffi and the kitchen staff worked their magic again. The entire Barrango family worked all day the day of and several days before the event to make this year's Crab Feed a success. We had a great crew of waitresses and the sole dish washer worked into the early morning hours. The work completed and the lights were turned off at about 1 am.

Again this year the Raffle Prizes were outstanding and raffle tickets sold like hot cakes. Thanks to Jenny and Joan. Walter, Scott, and friends did a great job with Registration and Al did an excellent job with the announcements and calling the raffle ticket numbers. We had very little trouble hearing over the din of laughter, cracking crab, and clanging of glasses.

The Model A Club received an award from the organizers of the Columbus Day Parade. We and our cars were judged the best entrant in the parade. This was the third time in three years the Club has won this award. Lets do it again this year.

Two guests, Jerry and Andrea Nieto joined us. They were representing the Weingarten School for the Deaf, our charity this year. They had a wonderful time and went home with the Golf Basket Raffle Prize. There was a flyer on each table describing some of the schools activities and advertising an upcoming golf tournament the proceeds of which will benefit the school.

Bill and Cheryl Baxter joined us. They have been regulars and travel down from their home in Willits. Tom and Terry Machado were also able to make this event. They are long time Club members who live in Linden near Stockton. We greatly appreciate their willingness to come a considerable distance to participate.

We also owe Jeanine and Gunnard Mahl and Nell Richmond for hosting twenty one and ten people, respectively, at our signature event, The Crab Feed.

Lastly, we want to thank John Zuffi and Ital Foods their contribution and participation. Ital Foods contributes many of the food items used in the antipasto and salads served at the beginning of the dinner. All of these items are imported from Italy. In addition they purchase several tables for their employees. John and Ital Foods contribute greatly to our success and ultimately to our charity.

Barry Kinney



Photos by Scott Williams



Join us in welcoming another new member

Welcome the newest member to the SF Model A Club family – Ethan Thomas Mahl was born on February 11 at 12:53 am. According to Jeanine, “He is a whopper” – 8 lbs 3 oz, and 20.5 inches. Grandma and Grandpa Mahl couldn’t be happier as you can see below. Mom, dad, baby, and the grandparents are all doing well. Congratulations!



Photos courtesy of Jeanine Mahl

Era Fashions



WOMEN ORIGINAL

First Place: EDIE JONES, Santa Clara Valley Chapter, California, wearing a lavender Georgette trimmed with glass beads along the scalloped hemline. The neck scarf is detailed with the same beads. Silver & lavender shoes, silver beaded bag, silver evening cloche hat complimented this evening ensemble. Rhinestone bracelet, long silk white gloves, lavender velvet evening cape, and silk hose make it complete.



BEST OF SHOW

DAVE & PAT JONES, Santa Clara Valley Chapter, California; off to a concert, she wears a gorgeous reversible black velvet & gold lame evening coat. Under it she is wearing a 1931 black velvet evening dress with accenting black velvet & gold leather evening shoes. Her silk hose have a black butterfly pattern on them. Her jewelry consists of black & gold jet beads and earrings, black & gold bracelet and antique hair clip. She is carrying black silk gloves and a gold mesh purse which contains a gold perfume vial and a black & gold compact. He wears a cut-away tuxedo with striped, button fly trousers. He has an era tux detached-collar shirt with accompanying white vest & white bow tie. His shirt is accented with antique black studs & cuff links. He is wearing era shoes. Silk men's hose with garters to keep them up. He is carrying a flask, his father's gold watch (dated 1931), era money, black beaver skin top hat and a concert program date July 26th, 1931 at the Fairmont Hotel.

The Lincoln Highway

Part 3 - From Dirt to Concrete

The Lincoln Highway Association set up a system of “consuls” along the highway who would act as local ambassadors. They would represent the highway in local affairs, assist visitors, and let the headquarters know of matters concerning the highway.

However, in 1914, there wasn’t much of a highway to be concerned about. No improvements had been made to the Lincoln Highway, and with Ford’s refusal to chip in and growing disinterest of people left off the route, the ten-million-dollar fund that Fisher had set up had stalled at the halfway point. Joy decided to abandon the fund and instead redirect the association to a new goal: educating the country for the need for good roads made of concrete, with an improved Lincoln Highway as an example. It would oversee the construction of concrete “seedling miles” way out in the countryside to emphasize the superiority of concrete over unimproved dirt. As people would learn about concrete, they would press the government to construct good roads throughout their state.



Over the next several years, some kinks in the highway were straightened out. A section in Ohio that ran through Marion, Kenton, and Lima was soon bypassed by a straighter route to the north. Somewhat insulted at being left off the Lincoln Highway,

the citizens of those towns claimed the southern route as the Harding Highway, after hometown hero President Warren Harding. A route through Fort Wayne, South Bend, and Valparaiso in Indiana was bypassed by a straighter route to the south.



In the deserts of Utah, west of Salt Lake City, a new route called the Goodyear Cutoff was surveyed and prepared for construction. However, Utah did not want this part of the

Lincoln Highway finished. By improving the Arrowhead Route to Los Angeles, travelers, and their money, were kept in the state for hundreds of more miles. The Utah state

government promoted a route directly west of Salt Lake City to Wendover, Nevada as the route to San Francisco. This route crossed miles of salt desert, which was often submerged under water. To improve the Wendover road would take much more money than improving the Lincoln Highway.

In 1921, the federal government passed the Federal Highway Act of 1921. Like a similar act passed in 1916, it provided \$75 million of matching funds to the states for highway construction. However, unlike the 1916 act, the 1921 act required the states to identify 7 percent of its total mileage was “primary”; only these roads would be eligible for federal funds.

In most states in which it ran, the Lincoln Highway was the obvious choice as a federal road, but there were a few exceptions. The Harding Highway in Ohio lobbied heavily and was improved at the expense of the Lincoln. However, the biggest challenge was in Utah.

The Wendover route was still favored by Utah, and now it was part of another named highway: the Victory Highway. Like the Lincoln, it claimed New York and San Francisco as its endpoints,



but it claimed the Wendover road and the route along the Humboldt River in Nevada, which pitted it directly against the Lincoln. It was virtually unknown in the east but was favored in Utah, Nevada, and northern California. Like their fellow Utah citizens, northern Californians favored the Victory for economic reasons: travelers along the Victory would almost certainly go to San Francisco. If travelers took the Lincoln through western Utah, they could easily go drive southwest towards Los Angeles, as it was about as far away as San Francisco.

Despite numerous reports and heavy lobbying by the Lincoln Highway Association, the federal government selected the Wendover route as the federal road. Consequently, the Victory was also declared the federal road in Nevada. The Goodyear Cutoff, which was never finished by Utah’s government, would remain unimproved.

Steve Owsley

Remembering Les Kling

Garage Sales

There were times when the Club was short of cash. We ran the Club on a shoestring and when the string was short Les and Jean would host a Garage Sale. Club members would bring their stuff and we would make a day of it. The sales were lively, enjoyable and very successful events often followed by a backyard barbecue. We sometimes doubled our treasury.

Garage Sale or not Les was a Garage Guy. He spent a lot of time sitting in his garage holding court with neighbors and passers-by. People in the neighborhood who knew his habits would stop, sit and chat for a while. His garage was always open to family, friends and Model A Folks.

The Cardboard Recycle Business

Lester retired and went into the cardboard recycle business. Les was not the kind of guy who could retire and just take it easy. So, he got up early as was his habit and made the rounds. He showed up at the mall. He collected, cut, tied and delivered his cardboard to the recycle center. Then, it was off to Reno or one of the local Indian casinos to double his money. I don't think anyone other than Jean knew if he won or lost.

On Tour in Jackson/Jacksonville

On every tour Les was always up two hours before sunrise. One morning we were in Jacksonville in the Gold Country. I was up about 5 am out on the street looking for a cup of coffee. Nothing was open. The street was dark, quiet and dimly lit by an occasional street light. Up Main Street I could see a car coming down the street in my direction. The engine sound and the glow of the round headlamps gave the car away. The car stopped, the door opened and Lester said, "Get in. Let's go get a cup of coffee." That morning Lester bought me a cup of coffee at a 24 hour gas station down on the highway. I don't remember why I was up so early that morning but I will never forget my first cup of coffee with Les that morning in Jacksonville.

Barry Kinney



Photo above courtesy of Barry Kinney



Photos courtesy of Jean Kling: above Les & Jean before they were married in 1944, below their 50th anniversary





We were all very privileged to have had the pleasure of having Les and Jean Kling, and of course their daughter Bev and her daughters Jessica and Jennica, as very active members in our Model A Club during the 70's and 80's (possibly into the 90's too). They hosted many club garage sale fundraisers and barbecues at their home in San Leandro which greatly benefited the club's treasury. To know Les was to love him. Our daughter Janelle referred to him as "Cute Little Les." Les lived a very full and long life and all who knew him were very fortunate. Even after the days he sold his Model A, Les still came on most tours driving his "Modern Iron" as we once referred to those who didn't drive their A's. Although Les will be greatly missed by his family and friends, we are all grateful for his presence in our lives. Our condolences to Jean, Ken, Bev, Jessica, Jennica and families.

Gary and Cheryl Barrango



Lester Harlan Kling

May 7, 1922 - December 14, 2012

Les was born in Davenport, Iowa, one of eighteen children. He came to California looking for work during World War II, and found employment at the Progressive Plating Shop in Oakland, which plated base plugs for bombs as a part of the war effort, and where he met sixteen year old Jean LaBarbera, a California native from nearby Albany. The two fell in love, married the following year, and remained together for sixty-eight years until Les's death last December.

Les and Jean joined the Bay Area Chapter in the later part of the 1960's, and remained very active members until only a few years ago. Over the years Les restored at least five Model A's that we can recall (2 sedans, 1 coupe, 1 roadster, and a pick-up truck). Together Les and Jean participated in most every tour for years and decades, including those memorable trips to Canada, Oregon, and Death Valley, and led a number of tours to local wineries, as well as held garage sales and legendary barbecues at their home.

Jean was our Club Treasurer off and on for many years. She, along with Les, raised two children, Bev and Ken, and have granddaughters Jessica and Jennica, and two great grandsons Kaden and Parker. We will miss our friend Les, and are thankful for the time and energy he gave to the Bay Area Chapter over the many years. Les and Jean's efforts and hard work on behalf of the club and its members helped in a very large part to make our San Francisco Bay Area Chapter the vibrant ongoing club that it is today.

Walter Caplan

Thank You Les and Thank You Jean.



Photos courtesy of Jean Kling



Photos courtesy of Barry Kinney

Anatomy of a Raffle Basket

How a raffle basket starts

A donation of a significant item can be the beginning of a raffle basket. A foot massager and a wicker cabinet evolve into a spa basket and a car alarm becomes an auto basket complete with Route 66 collectibles. A Sees gift card starts a chocolate basket. Pasta, breadsticks, olive oil, tomato paste and sauce combine with a set of specialized cookware to form the basis for a very full Italian basket.

A basket with a theme like ladybugs (congratulations Mia!) or containers like a duffel bag, a picnic basket, or a fancy box can all become the start of a raffle basket. If you give us an interesting item, a gift card, a bottle of alcohol, or even just a really good idea it can become a raffle basket.



How a raffle basket “grows”

Once a theme is suggested or established “The Hunt” begins. The earlier we start the hunt, the more effective, fun and economical the resulting basket becomes. We look in all sorts of places for items that lend themselves to the themes. Target, Ross, Marshalls, TJ Max, Big Lots, CVS, Rite Aid, Grocery Outlet, Bev Mo, Safeway, etc. are all places that tend to have special sales, seasonal items, and good deals. Unusual and collectible things are frequently found in specialty stores and gifted to us by friends and club members who know what we are looking for or have an idea for a raffle basket.

Our goal is to make the baskets as attractive as possible for the least amount of actual cash spent. Gift cards are extremely helpful for upgrading the contents of a basket and often will allow us to add an especially enticing item, bottle of alcohol, or useful appliance to a basket. The more value and desirability we can pack into the basket the more interest we generate, the more fun the raffle becomes, the more tickets we sell and, ultimately, the more money we can make!

Jenny Jump

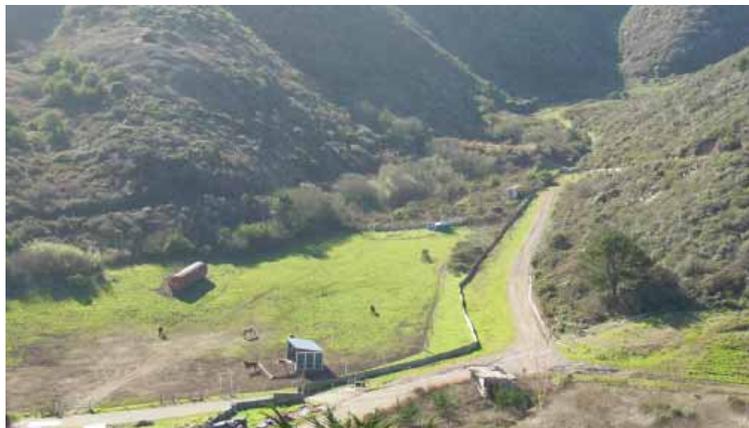
President's Brunch

Our annual Presidents Brunch/Mystery Tour began at the Pacific Rod and Gun Club, where we met for a running board breakfast of juice, pastries and coffee. Then our caravan proceeded to Skyline Boulevard, and we journeyed south onto the Cabrillo Highway, better known as Highway 1. Suddenly we were viewing the coast and it's unsurpassed scenic beauty as we proceeded south on Highway 1 past Pacifica and south towards Montara. Just south of Pacifica we drove through the Devil's Slide region, a steep, unstable geological formation. (This section of road has a long history of closure due to rock slides and land slippage. One of the longest road closures happened in 1995. It lasted 158 days, and cost almost \$3 million to repair.) Here we observed the north portals of the Devil's Slide Tunnels Project, two inland tunnels which when completed later this year will bypass Devil's Slide, and according to CalTrans will provide a safe, dependable highway between Pacifica and Montara. We continued along the old highway as it hugs the cliffs past the south portals of the Tunnel Project. Approximately one-quarter mile south of the tunnel we observed the site of a new Operations and Maintenance facility. An earthen embankment and vegetation-covered roof helps the facility blend with natural surroundings and remain hidden from public view. Here we stopped and turned around, and then traveled back north along the Devil's Slide portion of Highway 1 for the last time. Once the new tunnels open later this year the old roadway will be forever closed to vehicular traffic, and will then become a pathway for hikers and bicyclists.

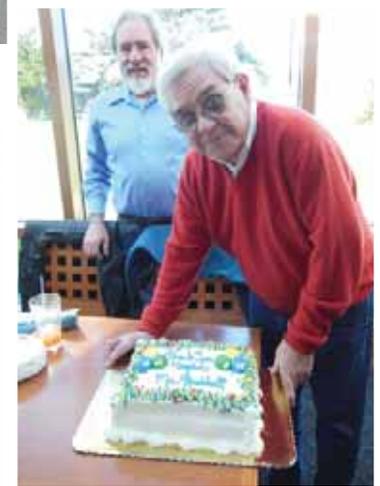
The project itself consists of two tunnels beneath San Pedro Mountain, each 30-feet wide and 4,200-feet long. At the northern end, a new 1,000-foot bridge spans the valley at Shamrock Ranch. On our way back we stopped here at the entrance to the new bridge and viewed the valley at Shamrock Ranch as well as the north portals to the new tunnels.

Then it was off to the Harding Park Clubhouse, where we gathered for a midday meal. After lunch we enjoyed a cake filled with fresh strawberries from Mazzetti's Bakery in Pacifica and thanked our perennial club president Barry Kinney for his ongoing efforts and commitment to sustain our San Francisco Bay Area Chapter well into the future.

Walter Caplan



Photos by Scott Williams



Look for more photos of the President's Brunch at: <http://www.sfmodelaclub.org/2013-presidents-brunch.html>



The New Girl

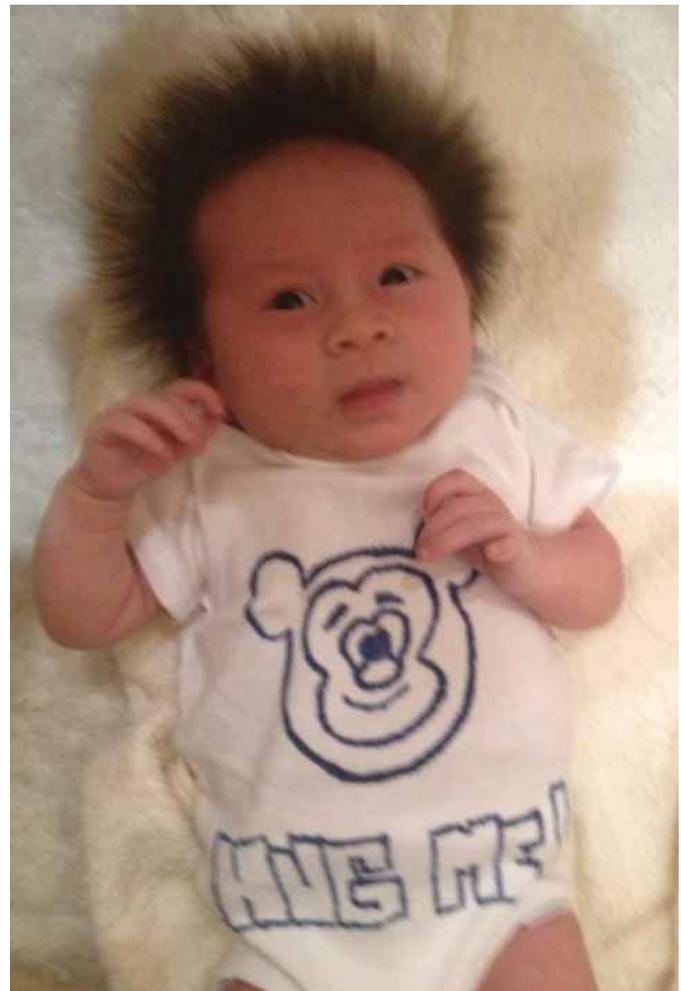


I was fortunate enough to be born into a family of car lovers. My great-great-grandpa was a service manager at a Chevy dealer, and after World War II, great-grandpa drove logging trucks and worked as a heavy-duty truck mechanic. Great-grandpa also had a few Model Ts (in parts) and a 1923 Chevrolet Touring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

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.

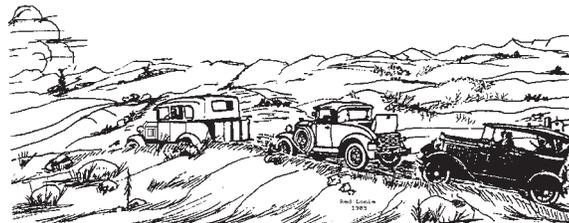
Dad got me my first ratchet – a Craftsman 1/8" drive. I'm looking forward to my first San Francisco Model A club meeting in March and meeting all the members.



Sabrina Mei Bowermaster

2013 SAN FRANCISCO BAY AREA MAFCA TOURS

It's THE JOURNEY! NOT THE DESTINATION!

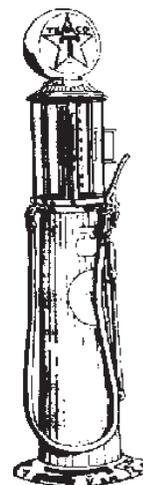


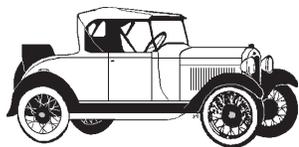
MONTH	DAY	TOUR LEADER	TOUR
JAN	27	BARRY KINNEY	PRESIDENT'S BRUNCH
FEBRUARY	2 SATURDAY	SF MODEL A FORD CLUB	CRAB FEED - MONTE CRISTO CLUB
APRIL	6 SATURDAY	CAPLAN	NIKE MISSILE SITE - MARIN COUNTY
APRIL	7	SF MODEL A FORD CLUB	GREEK CULTURAL & FESTIVAL - CIVIC CTR, SF
APRIL	27-28	SF MODEL A FORD CLUB	DREAM 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
February 14, 2013

The meeting was called to order at 7:40 pm by President Barry Kinney. The minutes of the previous meeting were approved as written.

Reports of Officers

President: The crab feed went well. We had a lot of food donations and plenty of help. John Zuffi said he would work on getting raffle prize donations for next year. It was decided that we would give both Mary and Vince from Ital Foods \$100 gift certificates in appreciation of all the help they give us. Barry is going to try to arrange a tour of the Jane Weingarten School sometime in May. We would tour the facility and have lunch there. We are still trying to get a trip to Roaring Camp together.

Vice President: Gunard reported that the Academy of Arts Tour was fantastic. Greg Martinez put it together. There were other car clubs that attended as well. The Lincoln Highway Tour is in the end of June. You can join it at any time and go as far as you like. We could make part of it a one night overnighter. Barry and Walter will look into it.

Secretary: No report

Treasurer: Jeanine reported that the crab feed was a financial success. Jeanine said that it would be helpful if she had all the guest names for a more accurate count.

Editor: Walter said he thought it would be nice if kids drew the raffle tickets. He also said that next year we should have the 50/50 box at the bar. This way people could come by at their leisure and we don't have to spend a lot of time going table to table. There will be information on the Model A Museum Tour in the March issue of **the Choke Rod**. We won first place for historic vehicles at the Veterans Day Parade. The prize was \$100. Walter read a thank you letter we received for our toys for tots donations. We will send MAFCA \$100 for officers and directors insurance. We also received a letter from the Columbus Day Parade event sponsors. They sent us a check for \$250. We were sent free memberships to MAFCA for now until July 1st. Walter gave them to those interested.

Tour Chair: No report

For The Good Of The Order: On Labor Day weekend CalTrans will open up the new portion of the Bay Bridge. Bob Faber wanted to know who would be interested in bringing a car to the event. Gunard and Jeanine have a new grandson. Look for pictures in the March **Choke Rod**. Jenny brought the wonderful Valentines Day refreshments. Next month Mike Cunneen will bring refreshments.

Jenny Jump provided wonderful Valentines Day refreshments for the meeting. Mike Cuneen will bring refreshments for the March meeting. There was no further business and the meeting was adjourned at 8:35 pm.

The next monthly meeting will be Thursday March 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, March 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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Choke Rod

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www.sfmodelaclub.org

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Model A Ford Club of America
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415-621-0500

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