

The Choke Rod

preserving and restoring the Model A Ford since 1956

Volume 57, Issue 10

MAFCA Certificate of Merit 2005 through 2010

October 2013

San Francisco Bay Area Chapter

Model A Ford Club of America



Photo by Scott Williams

Ironstone Concours d'Elegance see pages 6-8

Upcoming Tours

Sunday October 13 - Columbus Day Parade - San Francisco
Sunday November 10 - Veterans Day Parade - San Francisco
Saturday December 14 - Christmas Banquet - Val's Restaurant, Daly City

Official Publication of the
San Francisco Bay Area Chapter
MAFCA

OFFICERS

PRESIDENT

Barry Kinney

VICE PRESIDENTS

Tom Escher

Gunard Mahl

Greg Martinez

SECRETARY

Joan Peterson

TREASURER

Jeanine Mahl

PAST PRESIDENT

Gary Barrango

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

President's Message

I have decided to postpone the Lincoln Highway Tour in 2014 in favor of a trip by rail to Dearborn and Kalamazoo Michigan to tour the Ford River Rouge River Plant, the Henry Ford Museum, Greenfield Village during their 64th annual Old Car Festival, as well as visit the National Model A Ford Museum in Hickory Corners, outside of Kalamazoo. We will return home by air.



Like the Lincoln Highway Tour, this is a big undertaking and will take some planning and coordination. The tour will be one year from this month, September 2014. However, our departure date will be Sunday August 31, 2014. We need to be in Dearborn the following Saturday for the Old Car Festival. We will first stop along the way at the National Model A Ford Museum outside of Kalamazoo in Hickory Corners, Michigan.

In order for all of us to be happy with our train accommodations, we need to reserve early. Now comes the hard part. If you plan to go, we will need your train fare, approximately \$1000 per person by the end of February 2014. The organizers will present options for train accommodations to you in January. Remember, you are paying for a one-way train ticket that includes bed, three meals a day in the dining car and great views over the Sierras and the Rockies. We are asking for money up-front so that we can place everyone on the same train.

Expenses other than the train: Museum entry fees, bus fares, incidentals, lodging and meals, and return air fare which will be around \$1500 per person. The total cost per person will be between \$2500 and \$3000.

We leave on Sunday August 31, 2014. Travel by train for two and one half days. We arrive in Kalamazoo on Tuesday September 2, 2014. We will tour the National Model A Ford Museum on Wednesday September 3, and then travel to Dearborn on Thursday September 4. We will tour the Rouge Plant and the Henry Ford Museum on Friday September 5, and then spend Saturday September 6 in Greenfield Village at the 64th annual Old Car Festival. We will fly home from Detroit on Sunday. We will be home sleeping in our own beds on Sunday night September 7, 2014. We will be gone a total of eight days.

This, "The Great Michigan Ford Extravaganza Tour", is a wonderful opportunity for those of us who are Ford fanciers and history buffs.

See you at the Columbus Day Parade,
Sunday October 13.

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*.

Columbus Day Celebration 2013 Italian Heritage Parade Sunday October 13

San Francisco's 145th Annual Italian Heritage Parade on Sunday, October 13, as the City's oldest civic event and the nation's oldest Italian-American parade and community celebration, will wind its way from Fisherman's Wharf to North Beach. A San Francisco institution since it was established in 1868, the 2013 Parade is promising to be bigger, better, and more colorful than ever.

Highlights include dozens of handcrafted parade floats featuring Bay Area businesses, community groups, and Italian organizations; local high school Italian clubs and marching bands; special appearances by "Christopher Columbus" and Queen Isabella and Her Court; festive open-air dining and Italian wine and food specials at North Beach restaurants lining the Parade route; performances by a variety of traditional Italian musicians and performance artists; and special appearances by Bay Area and Italian-American celebrities. The Columbus Day celebration is local, lots of fun, and puts a few dollars in our treasury. If you are interested in being part of our contingent, contact Gary Barrango at 650-572-1142 or 415-821-2628.

Mayor's Veterans Day Parade Sunday November 10

The club has been invited once again to participate in the traditional Veterans Day Parade being held this year on Sunday November 10. 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.

Refreshments at the September meeting were provided by
John Bettencourt

Jenny Jump
will provide refreshments
for the October meeting



Great Michigan Ford Extravaganza Train Tour

August 31 - September 7, 2014

The club is planning a trip by rail to Dearborn and Kalamazoo Michigan to tour the Ford River Rouge River Plant, the Henry Ford Museum, Greenfield Village during their 64th annual Old Car Festival, as well as visit the National Model A Ford Museum in Hickory Corners, outside of Kalamazoo. We will return home by air.

This is a big undertaking and will take some planning and coordination. Our departure date will be Sunday August 31, 2014. We need to be in Dearborn the following Saturday for the Old Car Festival. We will first stop along the way at the National Model A Ford Museum outside of Kalamazoo in Hickory Corners, Michigan.

In order for all of us to be happy with our train accommodations, we need to reserve early. Now comes the hard part. If you plan to go, we will need your train fare, approximately \$1000 per person by the end of February 2014. The organizers will present options for train accommodations to you in January. Remember, you are paying for a one-way train ticket that includes bed, three meals a day in the dining car and great views over the Sierras and the Rockies. We will be asking for money up-front so that we can place everyone on the same train.

Expenses other than the train: Museum entry fees, bus fares, incidentals, lodging and meals, and return air fare which will be around \$1500 per person. The total cost per person will be between \$2500 and \$3000.

We leave on Sunday August 31, 2014. Travel by train for two and one half days. We arrive in Kalamazoo on Tuesday September 2, 2014. We will tour the National Model A Ford Museum on Wednesday September 3, and then travel to Dearborn on Thursday September 4. We will tour the Rouge Plant and the Henry Ford Museum on Friday September 5, and then spend Saturday September 6 in Greenfield Village at the 64th annual Old Car Festival. We will fly home from Detroit on Sunday. We will be home sleeping in our own beds on Sunday night September 7, 2014. We will be gone a total of eight days.

Contact Barry at 415-282-2789 if you're interested in participating.



BIRTHDAYS & ANNIVERSARIES



Mike Cuneen	October 3
Scott Williams	October 11
Tom Mullins	October 15
Dave Chiotti	October 16
Bob Costa	October 18
Carol Costa	October 27



Afternoon frocks with self jackets are popular in georgette and are usually in lovely flowered material, all of various colors. Again, it is because of the flow of the fabric that these particular dresses have individuality, especially for summer wear. Wool challis, figured or plain, is a fabric that should be considered. It is easy to work with and has a very lovely effect in the finished item.

If one is ambitious and is considering a summer coat to get those extra points at the next Fashion Show, silk crepe, linen or lightweight wool would be the fabric to consider. Most coats would be unlined because of the temperature factor; however, there would be nothing wrong or unusual with lining your creation. If you have this in mind, try to find a stunning hat and work around the hat. Even though all the other garments in your ensemble are reproductions, an original hat is ever so rewarding to give that overall effect! Watch the style, be sure it's correct for the rest of the outfit as well as for the era.

For those ladies who wish versatility and are into altering patterns, there is the possibility of using one basic dress pattern and changing the effect with different sleeves. There is one pattern available featuring sleeves that shows six variations.

Over the years we have all come to realize our much treasured "Fashions of the Era" are becoming more and more difficult to seek out. Even though our last column was intended to assist in finding all of these lovely creations, as many other things in life, "it's easier said than done." Therefore, in light of this ever increasing dilemma we are venturing into a new field, Reproductions. Like the Model A we all love so dearly, fashions also have to be restored, or modified, as the case may be. Therefore, creating your own ensemble, using original patterns and fabric available in the Era, there is no reason one cannot duplicate a stunning wardrobe seen in any Delineator, Ladies Home Journal or McCalls magazine.

First, as mentioned above, the pattern is most important. Not only for style but for proper fit in a flattering manner. When one thinks of style or vogue of the time, dropped waists, straight lines, flounces, ruffles, cape collars, self jackets, gathers, uneven hem lines, gores, bias cut, and even waistlines with belts all come to mind. As we all know the years between 1928 and 1931 saw a drastic change in the fashion world. In fact, in no other time in history can we find such a contrast, in four short years. No doubt, much of this was caused by the Crash. Going from a gay carefree time to the other extreme, unemployment and bread lines—all these things have a definite effect on fashion.

Fabric is of utmost importance in recreating an original outfit. For evening gowns and late afternoon frocks, silk of various textures may be considered, such as georgette, crepe, lace, satin and velvet. Other suggestions for afternoon wear are: voile, dotted swiss, linen, pongee and cotton. Most patterns will have a variety of fabric selections along with suggestions for trim items. Occasionally one will find two different fabrics used on the same garment, especially satin-backed crepe. One side is used for the major garment and trimmed with the reverse side to give the contrast needed for style or vogue. A bias cut evening gown is most always shown in crepe or satin. These two fabrics have more body and drape well, especially true in the 30-31 numbers.



PICTORIAL PRINTED PATTERNS
The Pictorial Review Company, New York

Sport clothes are quite simple to make and there are really only one or two fabrics suitable. If it is to be worn while participating in an active sport, such as tennis, cotton is the most logical choice. However, if you have golf in mind, a soft silk pongee would be a possibility, usually in a straight skirt featuring one or two box pleats.

Pajamas could be considered sportswear, and may be worn lounging around the pool or at the beach. They would be most comfortable in cotton, linen, silk crepe or pongee. We haven't talked too much about rayon, yet this was a frequently used material for lingerie as well as lounging pajamas. Some afternoon dress patterns suggested rayon or celanese.

Children are becoming an integral part of all Fashion Shows. Why not plan to make your child an outfit to match yours? If not practical, then design a new creation just for them. For the younger little girl, a dress of organdy, dotted swiss, voile, dimity, chambray, lawn or any one of the many cottons available would be appropriate. Most patterns are simple, either a straight line dress with small Peter Pan collar and short sleeves or a plain bodice with puffed sleeves and gathered skirt, the hemline hitting just above her knee. For the slightly older girl, perhaps up to ten, the skirt would be ruffled instead of gathered, while the girl from ten to twelve would wear a straight skirt with a box pleat in front. All these patterns have variations so you may use a basic pattern and change it to suit the situation. Little boys' trouser and shirt suits are easy to make and can many times complete a family entry. Small boys, up to two years, may wear rompers, while boys up to seven would wear the trouser suit mentioned above. Both of these numbers would be made

with cotton fabric, either chambray, broadcloth or linen, primarily because this makes them washable, and we all know boys.

Up to now we have talked about using the patterns and fabrics but no doubt your question would be, "Where may we find a pattern and fabric appropriate?" Some of you may have been fortunate enough to find patterns at a swap meet, antique store or attic. However, if not, we have a number of these patterns and feel the best way to make them available to you would be on a loan basis.

This is the plan: if you are interested in using one of these original patterns, write to the column in care of the editor. A folder describing the different patterns will be mailed to you. After you select the pattern you wish to use and we receive your request, we will mail the pattern to you. There are only two requests we make : (1) Please cut your pattern from the original onto a newspaper or butcher paper, not directly onto the fabric. Many people will be using these and they will deteriorate quickly if we do not all use the above-mentioned method. (2) Plan to

pay for the postage in both directions, including insurance. We all know how irreplaceable these are. This is a service we feel obliged to offer the enthusiastic members of MAFCA.

*The New
McCALL PATTERN*
*All Directions for Cutting and Making are
clearly printed on every piece of the pattern*
*Patented in the U. S. AUG. 16, 1921. Other Patents
pending in the U. S. and other countries.*



The fabric source is quite another matter. Maybe some of you have a local yardage store that offers silk material. If so, get acquainted with the various kinds available and make your selection wisely-silk is very expensive, but will make your finished garment much more beautiful and authentic.

There is a source available that has come to our attention. If you search your area with no success, mention this in your request letter. As for most all other fabrics mentioned, they should be available in most good fabric shops.

This approach to a new ensemble can be a wonderful experience for the lady who enjoys sewing. Keep in mind an original hat, shoes, purse and jewelry will complete a stunning effect.

Reprinted from *The Restorer*, March-April 1978, Volume 22, Issue 6

We Have A Winner!

Unfortunately, the new winner of the Bent Rod Award is the same as the last winner, our very own president, Barry Kinney. Sorry, Barry, but you'll have to present the award to yourself this time.

Barry won this time with his '57 T-Bird on the drive to Murphys for the Ironstone Concours d'Elegance. We pulled over in Lathop when he thought he heard an unusual clicking sound. He and his cousin Ron removed the left rear tire to make sure the brakes weren't locking up again (that's how he won the Bent Rod Award the last time). The wheel was hot but the brakes seemed fine and we continued on another ten miles to Escalon. We pulled over again because the noise was getting worse.

Not taking any chances, they decided to turn around and head back to the Bay Area. They made it home safely, but we missed you this year at Ironstone. Congratulations (condolences) Barry.



Photos by Scott Williams

Ironstone Concours d'Elegance

You can't say much about Ironstone that has not already been said before except that Barry only got as far as Escalan in his '57 T-Bird before he had to turn around and limp home. The Ironstone Concours is consistently one of the most enjoyable car shows of the year. The venue is perfect, especially when the weather and temperature are ideal as was the case this year. Not too hot, not too cold, just right.

Tom and Terry Machado hosted club members and friends and car show buddies both Friday and Saturday nights. On Saturday night we moved the party from the Machados' suite to the Camps Restaurant at the Greenhorn Creek Golf Resort in Angels Camp for dinner after the Car Show.

There were some great looking Model A Fords in the show, including the Machados' "Ms. Eleanor", a '31 Slant Windshield Town Sedan.. Dave and Marilyn Choitti brought their '39 Studebaker, Walter Caplan brought his '67 Jaguar XKE, Chris Thompson a '62 Datsun Bluebird Wagon, and Donald Barnes a '58 Cadillac Eldorado convertible. Long time members Bill and Ed Tempone were also there showing Bill and Juanita's '68 Dodge Charger and Ed and Irma's '64 Thunderbird. A great looking bunch of cars. Both the Chiottis and the Machados received Awards of Merit.

Just as we expected, we had a great time and have reserved rooms so we can go again next year.



Walter Caplan



Photos by Scott Williams



There are lots more photos of this event on our website at <http://sfmodelaclub.org/2013-ironstone.html>.





Discussion on Paint Chipping at Lug Nuts on Painted & Powder Coated Wheels

Discussion from The Ford Barn forum
<http://www.fordbarn.com/forum/> (thread title "powdercoated rims lug-nut holes")

wrndln

12-16-2011

I have heard that powder coated items are very tough as the paint is bake/cured on. My question is: Is it necessary to scrape or remove the powder coating material in the lug-nut holes to prevent the powder coating from chipping near the holes that would be visible? I have heard stories of painted rims have the "chip near the hole" problem when the lug-nuts are tightened, but I thought powder coating probably wouldn't have that problem.

Jordan

12-17-2011

I don't know if it's necessary or not to scrape the powder coating, But I know that the paint will chip. My dad put the wheels on my car one day, and told me I wasn't tightening them tight enough. He weighs around 250, and he took each lug and put as much body weight as he could on them. I just couldn't watch him because I knew what was going to happen (and I told him it would, but he didn't listen). My rims were pretty much perfectly painted before hand, but now there is a lot of paint chipping around the lug holes.

jerry shook

12-17-2011

I have had a lot of wheels powder coated, never had one to chip. I don't know any reason to remove coating from lug nut holes. You can buy beveled washers to use before the nut, so you are turning the nut on the washer not the wheel.

Jim Johnston

12-17-2011

I've had powder coated wheels on my Tudor for about six years now. I install them using the beveled washers (torqued to 55-60 lb/ft) and have seen no evidence of chipping or other damage to the paint at the edges of the holes.

BRENT in 10-uh-C

12-17-2011

With regard to chipping, it will if the paint (either sprayed liquid or baked powder) is too thick due to improper application.

Earle

12-17-2011

With just a regular paint job nearly all of my lug holes are chipped. As brittle as powder coating is I can't imagine cracks not eventually occurring - more so the higher the torque on the nuts (and the thicker the powder coating).

You typically never want anything between a nut and the part you're trying to secure (i.e. the wheel) except a proper metal washer. When something like paint gets in between, then cracks and deteriorates, you lose the original torque on the nut. Not good for wheel security.

This is why we do repeat-torques on the head nuts; The relatively "soft" head gasket compresses and "relaxes" under torque loading and the nut torque level drops off.

When I ever get my wheels repainted again, I'll either mask the chamfered part of the lug holes or I'll go back and carefully wipe out the wet paint - or after they dry, take a conical sander/grinder and gently remove the paint. Conical washers still transfer the torque load from the nut to the paint. These washers were intended to compensate for "wallowed-out", enlarged holes due to normal wear or gross over-torquing. They may only postpone the cracking problem unless you're lucky enough to have the paint/powder coat wear down to the wheel metal and allow the nut to seat well before cracking starts.

antiquepa

12-17-2011

The stainless washers are the key, you can get from Snyders, Brattons or any of the parts stores. I know this doesn't answer the question, but it'll solve the chipping...just my 2 cents!

RonC

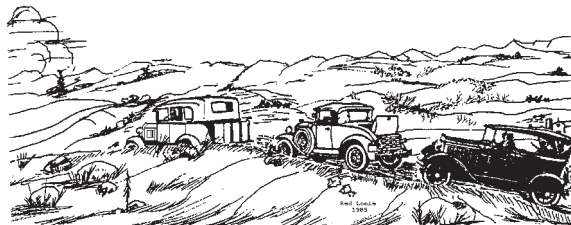
12-17-2011

Putting all your weight into the torque is way too much. Tighten them snug, until the just start to stop turning. Use the star pattern sequence when tightening to prevent warping the wheel.

Steve Owsley

2013 SAN FRANCISCO BAY AREA MAFCA TOURS

It's THE JOURNEY! NOT THE DESTINATION!

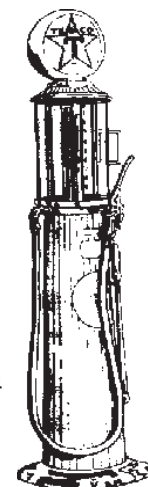


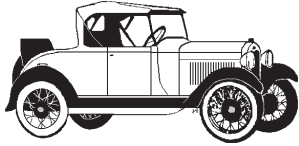
MONTH	DAY	TOUR LEADER	TOUR
JAN	27	BARRY KINNEY	PRESIDENT'S BRUNCH
FEBRUARY	2 SATURDAY	SF MODEL A FORD CLUB	CRAB FEED - MONTE CRISTO CLUB
APRIL	6 SATURDAY	CAPLAN	NIKE MISSILE SITE - MARIN COUNTY
APRIL	7	SF MODEL A FORD CLUB	GREEK CULTURAL & FESTIVAL - CIVIC CTR, SF
APRIL	27-28	SF MODEL A FORD CLUB	DREAM MACHINES - HALF MOON BAY
MAY	3-5	KINNEY	SPRING SPEED WEEKEND - AUBURN, CA
MAY	13 MONDAY	KINNEY	WEINGARTEN SCHOOL TOUR - REDWOOD CITY
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	23-24	KINNEY	LINCOLN HIGHWAY CENTENNIAL TOUR
JUNE	30	CAPLAN / OWSLEY	PRIDE PARADE - SAN FRANCISCO
SEPT	8	KINNEY	ANTIQUE AUTOS HISTORY PARK - SAN JOSE
SEPT	27-29	CAPLAN / OWSLEY / MACHADO	OVERNIGHTER MURPHYS-IRONSTONE CONCOURS
SEPT	29	MAHL	38 TH ANNUAL 28 TH AVENUE BLOCK PARTY
OCT	13	BARRANGO	COLUMBUS DAY PARADE
OCT	19 SATURDAY	CAPLAN / OWSLEY	JIMMY'S OLD CAR PICNIC IN GOLDEN GATE PARK
NOV	10	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 - VAL'S - DALY CITY

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
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
Dec 4-8	MAFCA Annual Membership Meeting & Awards Banquet, San Antonio, Texas





San Francisco Bay Area Chapter Model A Ford Club of America September 12, 2013

The meeting was called to order at 7:40 pm by President Barry Kinney. Gary brought his guest, Bob Fiorito. The minutes of the previous meeting were approved as written.

Reports of Officers

President: Bob Fiorito talked about the Columbus Day Parade on Sunday October 13th. Hopefully we will have 8 or so cars. Bob will let us know the details a week ahead of time. • Stuart is planning a car show and hockey game at the Cow Palace. It will be March 30th, which is a Sunday, It is \$42 a car if they handle everything. The cost includes a space and two seats for the game. There will be security there. If we handle things there is a \$2,500 room fee. We need to send out fliers to see if there is an interest in it. There will be more information later. • Ironstone is the 28th of September, There are no more rooms at the Murphy's Inn. We will meet at 9 am at the Rod and Gun Club and plan to leave by 9:30 am. • The Christmas Party will be at Val's in Daly City. Barry wants to give shirts with the club logo to tour leaders. Jenny will bring a catalog next time so people can pick out clothing for logo items. Barry moved that the club pay for a polo shirt for tour leaders and board members. The motion was seconded. We need about 10. The motion passed. Jenny will bring samples next meeting. • We need to set a date for the 2014 Crab Feed. • Miss Lube Rack of 1955 was Nancy Pelosi.

Vice President: No report

Secretary: No report

Treasurer: No report

Editor: Walter reported on his trip to Dearborn, Michigan. He toured the plant that makes F-150 trucks. They are working two 10-hour shifts of 900 people each day. He also went to the Henry Ford Museum. They were having their 63rd annual Old Car Festival. There were over 600 cars. They are building a train station in Dearborn. It was decided that this might make a nice trip for the club. We could take the California Zephyr, which is a two and a half day trip. it would be in early September 2014. More later. • Charlie presented the Bent Rod Award to Barry.

Tour Chair: No report

For The Good Of The Order: Bob Faber, in his Model A, was the last car to cross the old western span of the Bay Bridge. • Franz went 195 km or 145 mph on the Autobahn. • The Early Ford V-8 club is having a swap meet on Sunday September 22 at the Old Ford Parts Store. The Freewheelers are having a car show in the Castro on September 22 also.

John Bettencourt brought refreshments. Jenny Jump will bring refreshments for the October meeting. There was no further business and the meeting was adjourned at 8:40 pm. The next monthly meeting will be Thursday October 10 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, October 10, 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



in this Choke Rod

President's Message	page 2
Club News	page 3
Fashion	pages 4-5
Bent Rod Award.....	page 5
Ironstone Concours d'Elegance	pages 6-8
Tech	page 9
Tours & Schedule of Events	page 10
Meeting Minutes.....	page 11



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

OCTOBER MEETING
Thursday October 10, 2013
7:30 pm - Monte Cristo Club
136 Missouri Street (Potrero Hill)
San Francisco