

The Choke Rod

preserving and restoring the Model A Ford since 1956

Volume 63, Issue 2

MAFCA 2018 Certificate of Merit

February 2019

San Francisco Bay Area Chapter

Model A Ford Club of America



Photo by Cynthia Torres

President's Brunch

see page 4

Upcoming Tours

Sunday February 24 - Pigeon Point Lighthouse - Pescadero, CA

Saturday March 17 - St. Patrick's Day Parade - San Francisco

Friday - Sunday April 12-14 - Overnighter to the Gold Country

Sunday April 21 - Easter Parade - San Francisco

Official Publication of the
San Francisco Bay Area Chapter
MAFCA

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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: sfmodelclub@icloud.com or mailed to Walter Caplan at 157 Warren Drive, San Francisco, CA 94131.

TOUR CHAIR: Gary Barrango
EDITORS: Walter Caplan
Scott Williams
MEMBERSHIP: Walter Caplan

President's Message

We are off to a good start. My time as the perpetual president was confirmed at the Presidio Social Club during the President's Brunch. I am the El Mero Chingon Jafe or if you are Italian it is the Capo di Tutti Capi. There is a reason I am the undisputed leader, the President for Life. I just wanted to clear things up for all of you who might think of taking my place next year.



John Bettencourt, Joan Peterson, and Walter Caplan are three of the most capable people I know, are leading a tour down the Pacific Coast Highway in February to the Pigeon Point Light Station State Historic Park followed by lunch at Duarte's Tavern in Pescadero. The date is Sunday February 24. Look for details in this issue of the Choke Rod.

In April we are going on an overnighter to the historic town of Colombia for a 50's Music Concert. We need to purchase a block of tickets and arrange for lodging. We will have all of the details at the February meeting. Be prepared to make a commitment. We will need to know the number of people who plan to attend as soon as possible. You snooze you lose.

See you at the February meeting.

Barry Kinney

The San Francisco Model "A" Ford Club encourages membership in MAFCA, the National Model "A" Ford Club. Benefits include an excellent bimonthly publication, *The Restorer*, providing technical information and free liability insurance when participating in Club Events.

MAFCA

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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*.

St. Patrick's Day Parade & Festival Saturday March 16

The 168th Annual St. Patrick's Day Parade in San Francisco is a well established event with historic ties to the city. The parade itself is a huge draw for attendees from all different demographics and ethnicity.

The Festival at City Hall provides a great opportunity for attendees to learn more about Irish history and culture while having fun at the event. A full day of activity is planned for the St. Patrick's Day Festival at Civic Center Plaza and on Grove Street, from Polk to Larkin Streets.

The colorful festivities surrounding the parade will showcase Irish culture through live performances and entertainment, arts and crafts exhibitors, food and beverage concessions, children's rides and inflatables, and non-profits booths representing the Irish community.

The Festival will take place before, during and after the Parade on Saturday. **The Parade begins at 11:30 AM on Saturday at the corner of Second and Market, where more than 5,000 participants from all over the states will reel about with laughter and revelry all the way to City Hall.**

Join us for this great San Francisco event, which is the largest St. Patrick's Day event west of the Mississippi! If interested in driving in the parade contact Barry Kinney at 415-647-7077 or 415-282-2789.

<https://www.sresproductions.com/events/st-patricks-day-festival/>

Easter Parade Sunday April 21

Union Street's 27th Annual Easter Parade and Celebration will be held on Sunday April 21, under the leadership of Ralph Hoffschmidt and his wife Rita in their lovely 1930 Roadster. We will make our way along Union Street past a surprisingly huge throng of spectators. Several thousand families, mothers, fathers, grandparents, multitudes of children, and assorted others will line the parade route from Laguna Street to Fillmore Street.

If you were concerned that San Francisco was losing its ability to retain families, the Union Street Parade and Celebration will show you otherwise - young families are alive and well in San Francisco, and gathering together on Easter Sunday for a joyous outdoor experience with their fellow San Franciscans, dressing up, wearing silly hats, playing, snacking, and parade watching. Come join the fun.



BIRTHDAYS & ANNIVERSARIES



Charles Neil Kascal	February 3
Elizabeth Storz	February 4
Annalina Martinez	February 14
Daisy Young	February 14
Mary Karr	February 17
Juanita Sullivan	February 26

Pigeon Point Lighthouse Station State Historic Park & Duarte's Tavern Pescadero, CA - Sunday February 24

Pigeon Point Light Station or Pigeon Point Lighthouse is a lighthouse built in 1871 to guide ships on the Pacific coast of California. It is the tallest lighthouse (tied with Point Arena Light) on the West Coast of the United States and one of the most picturesque lighthouses on the Pacific coast. The tower stands on a rocky promontory and has long been a landmark for ships approaching San Francisco Bay from the south.

The lantern room of the tower is no longer equipped with the original first-order, 1000-watt Fresnel lens.[5] No longer illuminated for demonstration purposes,[6] the lens has 24 flash panels, is composed of 1008 hand-polished lenses and prisms and is capable of producing over 500,000 candlepower illumination. It was manufactured in Paris, France and was first lit at Pigeon Point at sunset on November 15, 1872.

We will meet at Crystal Springs Reservoir at the usual meeting place, a dirt turn out adjacent to the reservoir. Coming from either direction on Highway 280 take the Highway 92 Exit to Half Moon Bay. Look for us near the last intersection (signal light) before you cross the reservoir. There will be a running board breakfast beginning at 9:30 am.

At 10 am we will travel on to the Pigeon Point Lighthouse in Pescadero. It will be a slow ride down Highway 92 to Half Moon Bay and then onto Highway 1 and then a short sprint to the Pigeon Point Lighthouse in Pescadero. Following our visit to the lighthouse we will continue on to Duarte's Tavern in Pescadero for a 12:30 lunch reservation. The Duarte's reservation is for a maximum of 12 persons - so **YOU MUST RSVP** if you plan on joining us for lunch at Duarte's. **Please note Duarte's SPLIT CHECK POLICY.**

Please RSVP Barry Kinney at 415.990.2974 or 415.282.2789.



Refreshments at the January meeting were provided by **Walter Caplan**

Joan Peterson will provide refreshments at the February meeting



President's Brunch 2019

This year the President's Brunch was held at the Presidio Social Club just inside the Lombard Gate of the Presidio of San Francisco. Sometimes you just get lucky. We squeezed the Brunch in between storms. We had planned to do a little tour through the Presidio stopping at some of the more interesting historic sites. However, the weather man predicted stormy weather so this part of the day was postponed to another time. The challenge for me each year is to find a location for our annual brunch that is both good and interesting. I am not always successful but I hope everyone enjoyed the Presidio Social Club.

Ralph was the only member to defy the weather and bring a Model A. His roadster was losing a little exhaust around the manifold but Ralph's little car came and went under its own power which exempts Ralph from winning the coveted Bent Rod Award. To win the award you must inconvenience the Club in some significant way or hold up a road tour for more than ten minutes. Sorry Ralph. Better luck next time.

After Brunch we crowded around Roadster Ralph for a group picture with the "A".

Thanks to everyone who attended the President's Brunch, the kick off tour of the new year.

Barry Kinney

Photos by Cynthia Torres



The Original Motor Home: The Ford House Car

One of only six said to have been made per year in the mid-30's at the Ford plant in St. Paul, Minnesota, according to an article on this car in a 1993 "Old Cars" magazine article. Very few others--perhaps none--remain on the road, and certainly not in such amazing original condition.

The only other known example that I heard of was supposedly housed in the Henry Ford Museum in Dearborn, Michigan.. But that turned out to be an early 1920s Model T conversion, the curator told me. He said he'd never seen anything like this '37!

When discovered in a garage (under a heavy cover) in Northern Minnesota in August 2001, she had only 19,000 miles, and the owner's manual was actually still in the glove box in like-new condition!

She had always been garaged and treated with 'Much TLC' as a collector vehicle.

The interior, all wood lined, was still the way it appeared in the '30's and '40's, complete with framed photos of the original owner on his travels (mainly to Florida) and his cabin in the North Woods, plus and other memorabilia from the era.

Built on the '37 Ford Pickup frame and cowl (powered by a 60-hp flathead V8 with aluminum heads), the rear framing is all wood, with the metal skin wrapped around it. The roof structure, too, is all wood, over which the heavy, waterproofed canvas top is still very securely fitted. The structure of the Body is solid, appearing from underneath to be all oak, and still in a remarkably unaltered, undamaged condition.

The door frames are thick, solid oak, and oak is visible around the window openings (as on the four side windows in back) – though it is painted over.

She was a big hit at this campground once we got that Great old flattie V8 hummin'! Note her expanding roof and the original dark green color, which had been repainted. I figure the canvas roof was originally painted in reflective silver to keep it from getting too hot inside. All four side windows open, while the back one tilts out to three positions. The windshield also tilts open at the bottom for natural AC while driving.

Here are a few shots of her in August 2001, out on the road in the Chippewa National Forest north of Grand Rapids, MN. Practicing for her next adventure: "Destination Wavecrest 2001."



Velvet Hats



A



B



C

Millinery of the 1928-1931 fashion era reflects spectacular design and skilled artistry. Hats were a fundamental component of any wardrobe. Different materials were used to create a variety of styles and decorations, as illustrated here. Even hat linings were a portrayal of quality, workmanship, and attention to detail. Often linings were decorated with flora and fauna, people, cars, and the manufacturer's name printed or embroidered on the top of the crown lining. "Front" with an arrow on the lining often directed the wearer on how the hat should be worn. Headgear and hair styles have always enjoyed an important part of culture and history. Hats and hairstyles have denoted class status, freedom of expression, sexuality, and ethnicity. They have hidden identities, and have been involved in crimes of passion and intrigue. Hats and hairstyles have protected us from the elements and added style and individuality to the wearer.

Most of us are quite familiar with the pile fabric, velvet. Many early 20th century hats were made of silk velvet pile. As a primary fabric, and as a trim, velvet is a favorite of milliners. During the 30's rayon velvet became popular because it cost less to produce.

A. A soft rust colored panne velvet hat with a rolled front brim and pleated side and back brim resembling the "fisherman" style hat. C. 1929

B. A velvet hat with a draped tam crown accented with embroidered flowers. The edge of the close fitting brim is finished with heavy grosgrain ribbon. c. 1928-1929

C. A silk and velvet combination hat with a sectional crown and a turned up satin brim accented with a satin tab and pleated grosgrain ribbon. c. 1928

D. This hat features a sectional velvet and satin crown. The brim is rolled up in back, and the crown softly draped with a feather ornament. c. 1928- 1929

E. A fishnet veil trimmed with chenille balls is draped from this attractive hat. The hat is silk velvet with bands of grosgrain ribbon. The brim is faille silk. c. 1928-1929

F. A soft panne velvet hat with a partly shirred crown and a velvet rose accenting the softly draped side. c. 1930-1931



D



E



F

Technical Q & A

Excerpts of question to and answers by MAFCA's Technical Director Les Andrews

Q: My universal joint has recently started to leak gobs of grease: It shows up within 20 miles. The transmission was resealed about two years ago and no fluid is draining into the universal. The joint didn't leak for about 18 months after that repair. I have replaced the felt seal, but that didn't solve the problem. I think when I last installed the inner cover, I placed the two holes on a vertical axis. I had a couple of thoughts, one is that the viscosity of the grease has been reduced by the beating it is taking from the spinning u-joint and the felt seal just doesn't have the capacity to hold it back.

Cliff Cudney

A: I have found that you will get a better seal if you use the cork oil seal rather than the felt seal. The original seals were cork. It sounds like oil is creeping in from the transmission. Make sure the baffle is in place next to the main bearing (inside the transmission case) on the output shaft. It is even better if you use a sealed bearing. There is still an opening through the spline on the output shaft. The spline opening past the main bearing is supposed to be closed off by a tight fit of the u-joint firmly against the back of the main bearing. If the U-joint is an aftermarket and not original, it may not fit tight against the bearing. I usually fill the spline openings on the u joint side, only under the bearing, with a little silicon sealer. There is also a seal in the end of the torque tube to prevent differential oil from draining into the u-joint housing. You may have to replace the transmission main rear bearing with a sealed bearing and seal the spline under the bearing with a little silicon seal and use cork seals on the u-joint clam shell. The two joining holes for the U-joint clam shell should be in the horizontal plane.

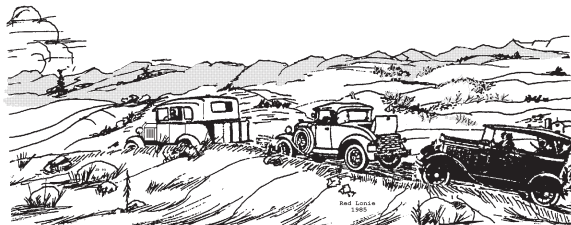
Q: I have a 1929 Ford Model A. The problem is a knocking-like noise (seemingly in the transmission area) in 1st, 2nd, and reverse which is quite noticeable. The noise existed before I overhauled the engine and transmission and is still present. The noise stops when the clutch is activated (depressed). One person who had a business restoring Model A's said it was a unique problem to him but felt it was a main bearing or rod issue (however, there is no such noise in high gear). Another 70 year-old+ mechanic who has been helping me with the overhauls felt it might be the timing gear. This sound is knocking-like but not a hammering sound. If you are familiar with the old two cylinder John Deere tractors, it is almost like that. Any thoughts?

Larry Zach

A: I suggest you get a stethoscope at your local automotive parts store and with that you can listen at the timing gear side cover. You will hear a loud knocking if it is a broken tooth in the timing gear. Many times, a broken timing gear knock will nearly go away at a higher engine rpm in high gear. Place the stethoscope on the side of the transmission. If the knock is coming from the transmission you will definitely know it. If it goes away when the clutch pedal is depressed, the problem could be in the transmission or the U-joint. If it is the transmission, it is probably the two needle bearings in the cluster gear, or possibly a chipped tooth on the cluster gear. When in high gear there is no load on the cluster gear so the noise may not be noticeable. A stethoscope will help you to isolate the source of the noise. This type noise could be in the u-joint. This is caused by the lug or tongue on the front knuckle retainer riding on top of the splines of the u-joint instead of seating down in between the splines. See Ford Service Bulletin, November 1930, page 510.

2019 SAN FRANCISCO BAY AREA MAFCA TOURS

IT'S THE JOURNEY — NOT THE DESTINATION



MONTH	DAY	TOUR LEADER	TOUR
JANUARY	13	BARRY KINNEY	PRESIDENT'S BRUNCH - SF PRESIDIO
FEBRUARY	24	BARRY KINNEY	PIGEON POINT LIGHTHOUSE - PESCADERO, CA
MARCH	16 SATURDAY	BARRY KINNEY	ST. PATRICK'S DAY PARADE & FESTIVAL - SF
APRIL	12-14	PETERSON/SCHWAB	OVERNIGHTER TO THE GOLD COUNTRY
APRIL	21	RALPH HOFFSCHILDT	EASTER PARADE - UNION STREET, SF
APRIL	TBA	KINNEY	F. A. S. T. SPRING HILLCLIMB - AUBURN, CA
APRIL	28	SF MODEL A FORD CLUB	DREAM MACHINES - HALF MOON BAY
MAY	19	MPOT FORD CLUB	FRIENDSHIP DAY - REDWOOD SHORES
MAY	27 MONDAY	CAPLAN	MEMORIAL DAY OBSERVANCE - PRESIDIO
JUNE	15 SATURDAY	CAPLAN / KINNEY	ST. ANNE'S HOME - FATHER'S DAY WEEKEND
JUNE	30	CAPLAN	PRIDE PARADE - SAN FRANCISCO
JULY	TBA	KINNEY	RADIO DAY BY THE BAY - ALAMEDA
AUGUST	TBA	KINNEY	BOCCE BALL - ORANGE PARK, SSF
SEPTEMBER	TBA	KINNEY	ANTIQUE AUTOS HISTORY PARK - SAN JOSE
SEPTEMBER	TBA	CAPLAN / KINNEY	LINCOLN HIGHWAY MILITARY CONVOY CENTENNIAL
SEPTEMBER	27-29	CAPLAN / MACHADO	OVERNIGHTER MURPHYS-IRONSTONE CONCOURS
SEPTEMBER	TBA	MAHL	44 TH ANNUAL 28 TH AVENUE BLOCK PARTY
OCTOBER	13	BARRANGO	COLUMBUS DAY PARADE - NORTH BEACH, SF
OCTOBER	TBA	CAPLAN	SF OLD CAR PICNIC - GOLDEN GATE PARK
November	10 SUNDAY	CAPLAN / KINNEY	VETERANS DAY PARADE - FISHERMAN'S WHARF
DECEMBER	7 SATURDAY	CAPLAN / KINNEY	SFPD BRAVE THE BAY - AQUATIC PARK
DECEMBER	7 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.

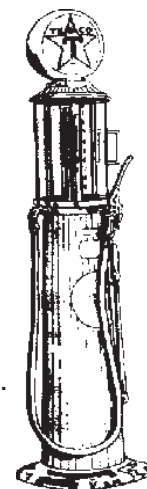
2019 Schedule of Events

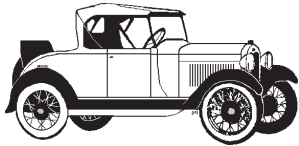
January 13
January 26-27
May 27-30

SF Model A Club President's Brunch – SF Presidio Social Club
Turlock Swap Meet
2019 NCRG Roundup
The Sonoma A's will be hosting the 2019 NCRG Roundup at the Flamingo Conference Resort in Santa Rosa, CA. This will be a four-day event beginning on Monday May 27 ending with the awards banquet on Thursday May 30, 2019.
Contact Steve Lewis: 707-829-9007

December 5-8

National Awards Banquet – Claremont, CA
Hosts: Pomona Valley Chapter





San Francisco Bay Area Chapter
Model A Ford Club of America
January 10, 2019

The meeting was called to order at 7:40 pm by President Barry Kinney. The Minutes from the previous meeting were approved as written. There were no guests.

Reports of Officers

President: The President's Brunch will be Sunday January 13 at the Presidio Social Club. The time is 10 am. The address is 503 Ruger Street in the Presidio of San Francisco just inside the Lombard Gate. The tour afterwards has been suspended due to a forecast of rain. ♦ The Choke Rod has received an award from MAFCA. The award is presented to a very limited number of the most outstanding chapter newsletters. Ours is one of those thanks to Walter and Scott Williams. ♦ Joan, John, and Walter are checking into a tour to Duarte's Tavern in Pescadero.

Vice President: No report

Past President: James Morgan reported that there will be a Fourth of July parade in Alameda. It is free. More to follow.

Secretary: No report

Treasurer: No report

Editor: Walter received a thank you from the Make-A-Wish Foundation for our \$500 donation. ♦ The annual Turlock Swap Meet will be January 26 and 27. ♦ It is time to renew with the ACCC - the Association of California Car Clubs. ♦ The Model A Restorers Club - MARC - National Convention will be in Dearborn this year - August 4 - 10, 2019. ♦ Walter was informed that Goat Hill Pizza would prefer one check for our entire table, otherwise it creates problems with the wait staff.

Tour Chair: No report

For The Good Of The Order: Bob Fiorito spoke on the Columbus Day parade. We had four cars and the newly restored MUNI '58 bus. We won first place this year. We will receive \$250 next month. We need more cars next year. ♦ Tom Escher called and said parking garage we used after the Veterans Day Parade charged him this year. Next year Walter will arrange with whoever owns the garage to get parking for our club.

Walter Caplan provided refreshments to the January meeting. Joan Peterson will provide refreshments for the February meeting.

There was no further business and the meeting was adjourned at 8:25 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, 2019

A number of club members gather together for dinner before the monthly meeting at 6 pm.

Feel free to join us – dinner location will be at the Goat Hill Pizza at 18th & Connecticut.

Please Note: Goat Hill Pizza has a NO SPLIT CHECK POLICY.

The Choke Rod
is available online in color at
www.sfmodelaclub.org



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Inserts:

2019 Membership Renewal Form



www.sfmodelaclub.org

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Model A Ford Club of America
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FEBRUARY MEETING
Thursday February 14, 2019
7:30 pm - Monte Cristo Club
136 Missouri Street (Potrero Hill)
San Francisco