

Volume 68, Issue 9 Sacramento Capitol A's Newsletter September 2025

Officers 2025

President - Angela Stergion-Becker
 Vice President - Dave Ford
 Secretary - Marilyn Kaspar
 Treasurer - Katy Trainer

Board of Directors 2025

Cathy Urban
 Marc Belon
 Rick Kaspar
 Dan Gossen
 Joel Trzaska
 David Trainer
 Lynn Datwyler



President's Message

Angela Stergion-Becker

Our recent ice cream social was a fantastic hit! A big thank-you to the snack bar ladies for doing an awesome job, as always. From classic ice cream sundaes to root beer floats and refreshing orange creamsicle floats, the evening was filled with sweet treats and great company.

It's that time of year again! As we look ahead, we're opening the floor for nominations and elections for club officers and board members. This is a great opportunity for members to step up, share their vision, and help shape the future of our organization. Whether you're a longtime member or a fresh face with new ideas, your voice matters. Serving on the board or as an officer is a rewarding way to contribute, connect, and make a lasting impact. If you're interested in running or nominating someone, at the next meeting raise your hand.

Until Next Time,

Angela Stergion-Becker

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Questions? Comments?

Please email to ahooogaeditor@gmail.com

The Capitol A members meet the first Friday of each month at 7:30 pm in Veterans Hall at Carmichael Park, 5750 Grant Ave, Carmichael CA

The Sacramento Capitol A's are dedicated to the preservation and enjoyment of the 1928-1931 Model A Ford and its era. The Sacramento Capitol A's Model A Club was chartered by the Model A Ford Club of America (MAFCA) on May 15th, 1959, and is the second oldest active club in California and the 6th oldest club in the U.S.. Some items in this newsletter may have come from other publications. We thank others for sharing and invite you to use any information found here with credit to the original contributor.



August Board Meeting Summary:

Treasurer's Update: Income to the Club for the month included CD interest. Expenses for the month included costs for the Fourth of July Activities including the BBQ at the Gills and the ice cream at Angela Becker's. The annual post office box was paid for and there were some membership expenses paid to Richard Rodriguez.

Other Business of note:

- Joel Trzaska got the club meeting location information published in the Nor Cal Culture publication.
- The Board discussed ways on how best to use the profits from the NCRG Roundup to benefit the Club.
- The Sierra View Country Club will be remodeling at the time we are scheduled to have the Club's Anniversary Luncheon. The Country Club will be setting up a huge tent for events, but Katy Trainer will be looking at other options.
- Rick Kaspar announced the Kaspars will be moving and that he is in possession of some equipment that belongs to the Club that needs new homes.



***BIG SHOUT OUT AND WELCOME TO NEW MEMBERS:
DAVID AND PAMELA TOOKER!!***

Friendly reminder: Membership Dues for 2026 will be due prior to December 31st to avoid late payment fees. Details to follow.

Save The Date...

Save the date for the Woodland Stroll Through History on Saturday October 4th! This is a limited event for 5 to 10 cars. Sign up during the September and October General meetings.





Sunshine Report



The Sunshine Report will resume in next month's *Ahooga*. In the meantime, if you know of anyone who could use a card to cheer them up or wish them well, please contact the Sunshine Chairperson, **Bobbi Cornejo**, at bobbicor@gmail.com.

Anniversaries

06 Jim & Virginia Sizemore
10 Ed & Sue Tidwell
11 Jim & Kathy Torkelson
12 Ron & Cheryl Tiburzi
15 Dave & Carol Champion Jr.
15 Ken & Carla Sanders
17 Bob & Dorothy Branson



18 Ralph & Phyllis Lawrie
21 Larry & Linda Wittrup
25 David & Kate Lavezzo
27 Mike & Jennifer Freeworth
29 Robert & Sally Finkbeiner



Birthdays



03 Cal Bredek
04 Debra Bugarin
06 Dave Labrado
10 Ken Sanders

15 Marty Swingle
15 Vivian Vinson
19 Dennis Martin
20 Bob Tarczy

20 Linda Wittrup
22 Anne DeCicco
25 Ann Condit
25 Scott Jackson



Events Calendar

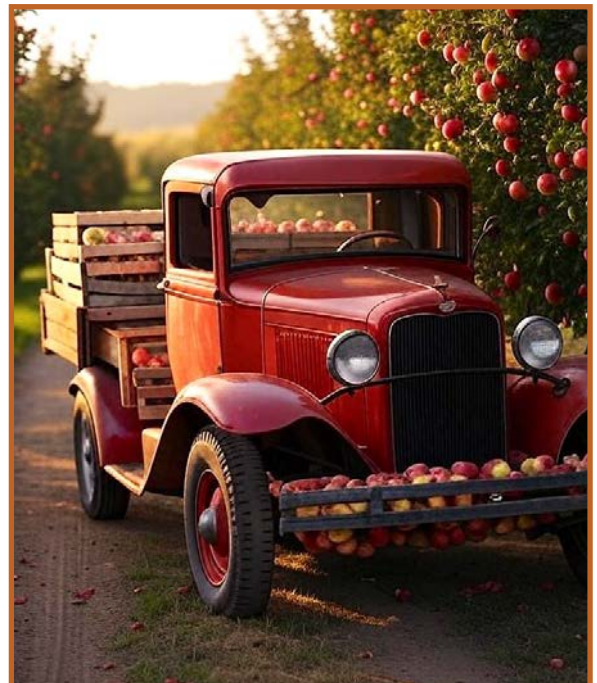


September 2025

- 05 September Monthly Meeting
- 06 Technical Seminar - **9:00am** @ Jay Dennis' home, 1691 Lakehills Dr., El Dorado Hills
- 09 Board Meeting @ Dave Ford's home, 11009 Fiore Drive, Rancho Cordova
- 13 International Model A Day Get Together (see Page 5 for details)
- 16 Men's and Women's Birthday Lunches - 11:30am @ Chili's, 5303 Sunrise Blvd., Fair Oaks
- 20 4th Annual International Model A Day Jerry Bengel Picnic (see Page 5 for details)

October 2025

- 03 October Monthly Meeting
- 04 Technical Seminar - TBD
- 04 Woodland Stroll Through History (details to follow)
- 07 Board Meeting @ Joel & Gina Trzaska's home, 10849 Nestlenook Circle, Mather
- 11-13 Annual Clearlake Trip
- 21 Men's and Women's Birthday Lunches - 11:30am @ Chili's, 5303 Sunrise Blvd., Fair Oaks



Upcoming Activities

September 13th - International Model A Day Get Together, David & Katy Trainer Tour Leaders



Let's get our A's on the road! Pack a lunch, your favorite beverage, and a lawn chair, and head to Carmichael Park!

Location: 5750 Grant Ave, next to the Veterans' Hall.

Time: 11:00 am

After enjoying lunch together in the park, we'll take a fun drive to Handel's Homemade Ice Cream, at 8055 Madison Ave, Citrus Heights, for a sweet treat to cap off the day! Be sure to sign up at the next meeting. Any questions, text or call **David Trainer** at 530-383-4301.

September 20th - International Model A Day Jerry Bengel Picnic



Date: Saturday, September 20, 2025

Time: 10:00am - 2:00pm

Location: 13737 Grand Island Road, \

What to bring: Your own lawn chair, your favorite drink, and a new, unwrapped toy to donate to a local charity for Christmas

Tours will start in two locations and meet in Hood for touring to the Picnic. Sign up to meet at one of the tours shown below:

9:00am West Sacramento, Gregory Avenue & Jefferson Blvd, (Lighthouse Church)

9:00am Elk Grove, Grant Line & Wilton Rd, (El Dorado Savings)

The club will provide: A delicious lunch, so don't miss out! ***Heads Up*** **Sign-Ups Are Required** since lunch is being provided. **Sign-ups will be available at the general meetings in August and September.**



Deadline for signing up will be September 5th.



Our “stockings” this year will be small gift bags, mostly due to the increased price of felt, making the stockings too expensive to produce. Our resident stocking maker is also not in town this year.

How this will work: You adopt a holiday gift bag, or two.

Project Timeline and Other Information You Need to Know...

MOW (Meals On Wheels) have suggested that ideally the gift bag fillings be UNISEX, *however*, they are happy with whatever we return. Of the clients they serve, 70% are women and 30% are men. When you return your filled bag, you will receive a tag to attach to your bag, marking it as being for a W (woman) or M (man) if they are not unisex.

November General Meeting: Return your filled gift bags. All adopted bags ***must*** be returned to ***NO LATER*** than November 20th.

“Stocking” Stuffers for Seniors

Please be thoughtful as well as practical as you shop for items to fill your bags for our most needy seniors in Sacramento’s Meals on Wheels program. What would you like to receive if you were house bound? What would brighten your day? Our shut-in seniors may really need things we would not consider to be a gift. It need not be expensive, and you don’t need to spend a lot of money—Dollar Tree and Walmart, maybe even Amazon if you buy 3-packs and split them, are good places to shop. If you have grandchildren, you might consider inviting them to help you choose items to fill the stocking.



A few ideas....**PLEASE, NO** sugary treats or candy (per the Sac County MOW project director).

| | |
|---|------------------------------------|
| Puzzles, Crossword, sudoku, word searches | Long handled shoe horn |
| Adult Coloring Book and Colored Pencils | Non-slip gripper socks |
| Large Print Calendar | Magnifying glass |
| A deck of cards or a favorite game | Small Flashlight and batteries |
| Toiletries | Nightlight |
| Small Lotion/cologne/perfume | EZ off jar opener |
| Shower Brush | Specialty teas |
| Foot Scrub | Note cards/stamps |
| Nail Clippers/Emery Boards | Personal Card or note saying hello |

Any Questions?? Call Karen Lopez at 916 206 9332. These will be available to adopt on September 20th at the Annual Jerry Bengel Picnic and at the October meeting.

October 11th thru 13th - Annual Clearlake Trip Skylark Shores Resort, Lakeport



Friday, 11th: Meet West Sacramento Walmart parking lot, northeast area, 9:00 am leaving at 9:15 am. 755 Riverpoint Circle, West Sac, 95605. You will need a picnic lunch to eat in Williams. Dinner is potluck at the Motel. Bring your own meat to BBQ and a dish and/or dessert to share.

Saturday, 12th: You are on your own for daytime entertainment. 5:00 pm, we start the “hotdog” BBQ provided by the club, and we eat the leftover sides from Friday.

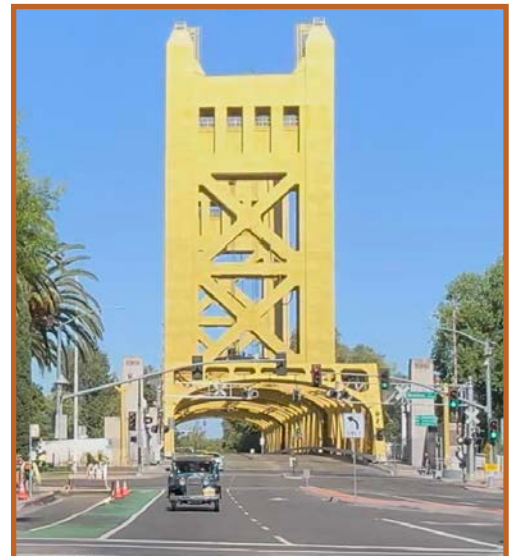
Sunday, 13th: Darn, we head for home. Be gassed and packed to head out about 9:00 am. We will stop at Road Trip Café for lunch, then on to home.

If you have not already signed up, please do so as soon as possible. Email angela.stergion@gmail.com or call 916-796-3692 by Sept 9th, 2024. Please note that everyone must be paid up by the end of September. This is a rain or shine event. We do not want to stiff the hotel.

Past Events

California Automobile Museum - August 5th, David Frank Tour Leader

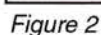
An 'A'mazing collection of beautiful classic cars on display at the California Automobile Museum. A great time was had by all! Special thanks to **David Frank** for organizing and to **Al Smith** for the guided tour!





*By Jim McPherson
Hephzibah, Georgia*

This Sears catalog, offering made to order clothes for men and young men for the fall and winter of 1928-29, gives us a valuable opportunity to more closely examine the fashion details of men's suits and overcoats, and aid those interested in reproduction era fashions to choose correct fabrics. The unique quality about this catalog is that it contains actual fabric samples for the items described, 47 samples in all. The value of these samples, to be able to document the texture, weave and colors described in the Fashion Guidelines, for original garments is priceless. Let's take a closer look at what the catalog provides. The catalog contains 24 pages. In addition to the 47 fabric samples, 12 pages describe the various suit styles and the fabrics in which they are available (Figure 2). Three pages describe overcoats and the fabrics in which they are available (Figure 3). One page describes the vest, trouser and style features (Figure 4). Five pages are devoted to making the measurements for your new garments (Figure 5). One page contains the order form. Two additional order forms were included with the catalog.



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For Perfect Fit and Comfort

All Fabrics
Made in
Any Style
You Wish

Blue-Gray All Wool Overcoating

A new French blue and grey mixed all wool overcoating with a smart overlap. Excellent value at our low price. *Woolons used unless noted otherwise.*

| | |
|------------------------------|---------|
| Overcoat Style Nos. 928, 930 | \$22.50 |
| Overcoat Style Nos. 922, 926 | 23.50 |
| Overcoat Style Nos. 920, 924 | 24.00 |

New Tan All Wool Overcoating

Overcoat Style Nos. 928, 930 \$22.50
Overcoat Style Nos. 922, 926 23.50
Overcoat Style Nos. 920, 924 24.00

Style No. 922

THE KENWOOD
Style No. 922

A dressy, three-button, double breasted overcoat with lapels and collar of ample width and length and sleeves made plain at the cuffs. The collar is of the same material as the coat. Back medium fitting with center vent. Correct lengths for this style up to 47 inches, depending on your height. Your Sears overcoat will fit you perfectly; just take the measurements the same as for an undershirt.

Wear Made to Order Clothing

THE WORLD'S LARGEST STORE

There was a wide variety of fabric available for suits (Figure 6A, 6B, 6C, and 6D), with 39 shown in this catalog. Figure 6A is a “brown all wool worsted suiting with colored stripes.” The weave in the center of this fabric is diagonally woven, with four vertical stripes containing a hint of orange, flanked by a woven pattern with a blue stripe on each side. The “pure wool and silk suiting” (Figure 6B) offers “A decidedly new London shade,” and “the broad stripe effect is much in demand by young men, and the colored decorations add character to the cloth.” The diagonal weave on the left has a prominent green and cream stripe and a herringbone weave to the right. “A new tan shade in pure all wool worsted with silk stripes” is shown in Figure 6C. The dark brown and blue stripes are highlighted with white. The overcoat materials are rich and thick. The gray plaid pure wool overcoating (Figure 6D) offers “A medium shade of gray with a rich over-plaid of maroon,” which is most attractive.

[illegible]

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ANYONE *Can Take Your Measurements* *in a Few Minutes*



No. 3

ANY member of your family or any friend can take these measurements in a few minutes. These dimensions, with the other information we ask for on the order blank, tell us all we need to know to make you a perfectly fitting suit. There is no magic about it—no mystery; it is as simple as A B C.



No. 5

No. 4 Under Arm Sleeve Length. Raise arm, as shown, and measure from under the arm at armhole, along the seam of sleeve, to full length of sleeve desired. If sleeves of coat you are now wearing are correct length, measure to the end of them. If you want them longer or shorter, measure accordingly.

No. 3 Measurement for Full Length of Sleeve. With coat on and standing with arm raised in position, shown above, place tape measure at middle of back (see illustration No. 2, which shows exact point where tape line should be placed in middle of back) and measure around elbow to the full length of sleeve desired. If sleeves of coat you are now wearing are correct length, measure to the end of them. If you want them longer or shorter, measure accordingly.



No. 4

No. 5 Chest Measurement. With coat off stand perfectly natural. Place tape measure around body at chest, being sure that tape measure is well up under arms and over shoulder blades in back. Hold tape measure close and fairly tight. **IMPORTANT**—Do not either expand or contract your chest when this measurement is being taken. Stand perfectly natural and breathe in your regular way.

DON'T FORGET Chest and Waist Measures

Each of these fourteen measurements is important. The safe way to do is to go right through from one to fourteen. But, in any event, don't forget chest and waist measurements, because those are the most important of all.

ANOTHER EASY WAY to Insure a Perfect Fit

You can be sure of receiving a perfect fit by taking the fourteen simple measurements required. However, if you are in doubt and you have an old suit that fits you well, you may send it to us if you wish and we will take your measurements from it. We will not rip or injure the suit in any way and will return it to you promptly in as good condition as we received it. See instructions on Page 23 for returning goods and mail your suit in the manner shown.

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THE WORLD'S LARGEST STORE

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Figure 5

Articles from the book *The Fashion Files 1908-1931* which is a collection of Era Fashion Articles written by MAFCA members and is available online at the MAFCA store.



It Jumps Out of Gear!

by Tom Endy

The Model A Ford Transmission:

Jumping out of gear is a common complaint one often hears about the Model A transmission. Ford issued a service bulletin (December 1928, page 303) stating that the cause is excessive clearance between the main shaft (A-7060) and the two slider gears (A-7101 and A-7100). To correct this phenomenon Ford decreed that when ever one of these parts is replaced, they must all three be replaced as an assembly with hand selected and fitted parts. I have come to the conclusion that this was an excellent way to increase parts sales, and is not necessarily the culprit. Ford would have one believe they had hired Henry Aldrich to sit in the stock room selecting the three parts into matched assemblies.

A shopping List:

There are a whole host of factors that can cause the jumping out phenomenon. The main shaft clearance may be one factor, but I believe it is way at the bottom of the shopping list. A transmission that wants to jump out of gear may be suffering, to some degree, from several of these factors. Any one of which may not be sufficient to cause a problem, but the cumulative affect may be what's going on. It's kind of like a plane crash. Usually there is no one factor that causes the accident; it is the cumulative affect of a number of them that brings the plane down. When addressing a jumping out problem it is a good idea to consider and inspect for all of the factors and correct them as you proceed.

The Tower:

The easiest thing is to attack the tower first. Try another known good tower before you go to all the trouble of pulling the transmission. A number of worn parts in the tower can cause the jumping out. The two rails (A-7240 and A-7241) have very defined slots cut into them to hold the shifting forks in the position selected. The rails can become worn, leaving little definition in the slots, with wear trails leading to and from them. The two lock plungers (A-7233) can also be worn on the ends so as to not snap smartly into the rail slots. These parts should be replaced if found excessively worn. The repo lock plungers work ok, but I have no experience with repo rails, I usually look for good serviceable

originals. The two shifting forks (A-7230) can become worn in the area where the ball on the end of the gearshift lever (A-7209) operates their movement. This area can be welded up and filed down to the original dimensions. The ball on the end of the gearshift lever can also become worn square This too can be welded up and filed down to approximately the half inch diameter it originally was. A repo gearshift lever replacement will also work very well. A nice fit of the shift lever ball inside the two cut outs in the two forks helps hold the gears in the position selected.

The Transmission Itself:

The gears inside the transmission are all straight cut as opposed to being helical cut (at an angle) as is the case in future transmission development. Straight cut gears want to be in reasonably good alignment or they may decide to "walk" out of the selected position. There are a number of things that can cause misalignment. The pilot end of the input shaft (A-7017-B) can become worn and grooved from operating in a seized flywheel bearing (A-7600). This causes the input shaft to wander around and contribute to jumping out. The pilot end can be repaired by machining it down and pressing on a sleeve to snugly fit a flywheel bearing. The flywheel bearing should always be replaced when installing a new clutch. The roller bearing (A-7118) that rides inside the rear end of the pilot shaft and on the front end of the main shaft may be failed as well as the race surfaces of both shafts. This will also cause the two shafts to wander around (and also make a lot of noise). The very front of the high\second slider gear (A-7101) has slots cut into it that grab hold of the end of the rear gear on the pilot shaft when shifted into high gear. These slots can become worn, losing their definition, causing a sloppy union. The same can be said for extreme wear found on the rear of the gear on the end of the pilot shaft. Inspect the front slider gear carefully, and if the slots appear to be excessively worn, replace the slider. Excessively worn teeth on the cluster gear (A-7113) and either or both of the two slider gears can also be a contributing factor to jumping out. It is also a good idea to check the fit of the main shaft and the two slider gears just to pacify Ford. Forget about buying a new matched set, however, Henry Aldrich retired years ago.

600W Lubrication:

Lubrication of the transmission was originally specified to be 600W oil. No one today knows exactly what that was. Each Model A parts supplier sells something called 600W, but they all seem to be different. The 600W Bratton sells is my choice. It is a mixture of Shell gear oil and STP. It is very thick and stringy and clings well to the main shaft and sliders. The selection of lubrication used, I believe, plays an important factor in not jumping out of gear. The use of thinner oil, on the other hand, is a contributing factor. Bratton's 600W is also recommended for use in the differential and the steering box.

Outside The Transmission:

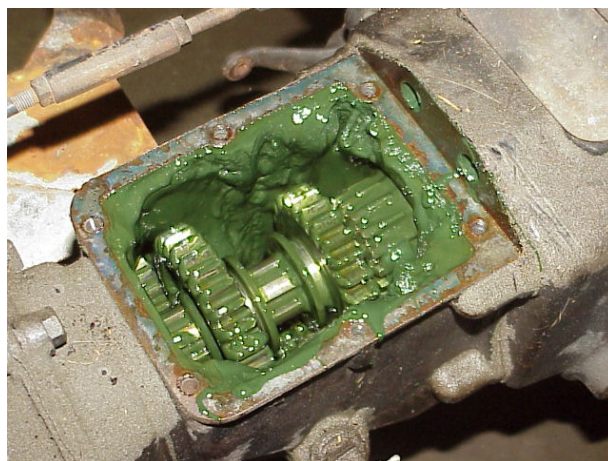
The alignment of other components in the Model A drive train should also be considered. One very often overlooked area is the alignment of the clutch housing that sits between the rear of the engine block and the bell housing. Two horse shoe shaped brass shims, .010 each (A-6400) should be installed at the two holes the accelerator pedal mechanism bolts to. The shims go between the engine block and the clutch housing ears. Many times these are found missing. Their purpose is to compensate for the thickness of the gasket used between the engine block and the lower part of the clutch housing. The gasket and the shims should be the same thickness. However, today they are all over the map. Depending on the supplier, the gasket can be anywhere from .006 to .018 thick. The proper shimming and alignment of the clutch housing is another subject however. A very good article by Bill Barlow on this subject appeared in the April 2004 publication of the Victoria Association Bustle. Many clutch housings have been damaged over the years and cannot be properly aligned and should be replaced. Much of the damage comes from people changing a timing gear. The front of the engine is jacked up after the front motor mount is removed so as to be able to get the front timing cover off. If the engine has the original solid rear motor mounts, something has to give because the engine can't bend. Usually the clutch housing cracks at the two bottom mounting bolts. Most clutch housings seen at swap meets have the offending two cracks. Misaligned or out of tolerance clutch housings are also an avenue to premature clutch failure.

Poor Quality Reproduction Gears:

Poor quality reproduction gears can be a definite factor in the jumping out phenomenon. A few years ago the Model A market was subjected to gears manufactured in Argentina. I had a personal experience with such gears. A car came into the shop that would not stay in any gear. The transmission had been recently overhauled. The cluster and two slider gears were brand new and had Argentina stamped on them. The two sliders appeared to fit snugly enough on the main shaft, but all three gears looked very strange, like they had been machined out of a large block of steel. The transmission was removed and reinstalled twice before it was decided to replace the three gears with some used originals. The problem went away after that.

Good Quality Reproduction Gears:

In the past few years good quality U.S. made gears have become available from Bratton, Snyder, and Mac's. John LaVoy of Model A Times fame advised that he installed a complete set of new U.S. made transmission gears in a car and drove it to the MAFCA Portland National last summer. John reports that the transmission was very smooth and quiet. This is good news as good serviceable original gears are becoming increasingly hard to find. Purchasing brand new transmission gears is an expensive route to take however. ☺



Not exactly 600W



Classifieds

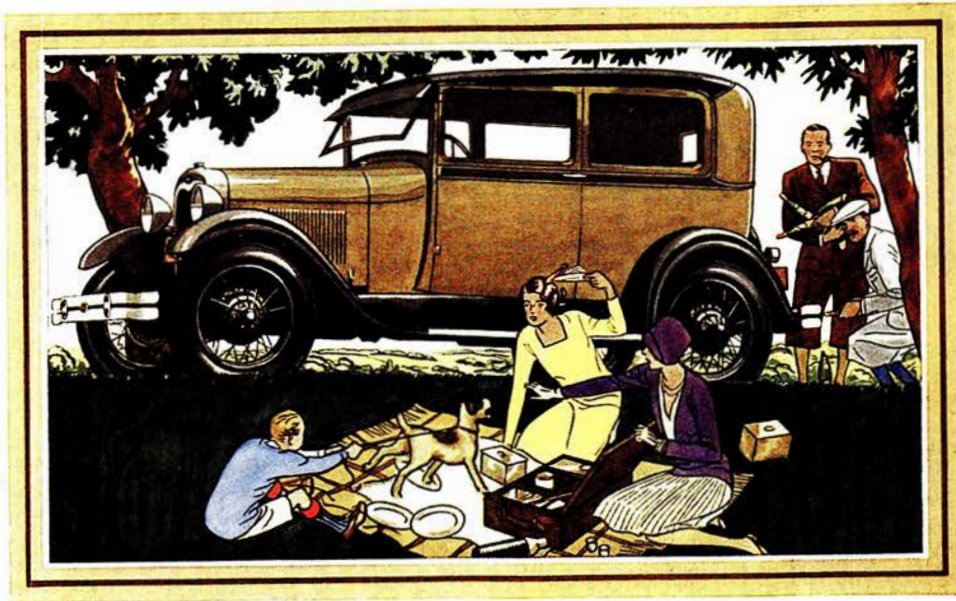


For Sale: 1929 Ford Model AA Flatbed Stake-side Truck, standard cab, original motor rebuilt back in the 70's: 54 lbs compression on all cylinders, runs great with no smoke. 3-speed transmission with rare under gear box for 3 additional low gears. New interior, new bed-wood and stake sides, new roof. Painted moss green and black. Some chips and small amount of rust in a few places. Perfect for parades, father/son/dtr project, still plenty to do and have fun! REDUCED \$10,500 Contact **Ron Tiburzi** at 916 337-0362.



For Sale: I've decided not to add a quail and stone guard to my coupe so they are available for \$250. New, never installed. Contact **David Frank** at (916) 806-9756.

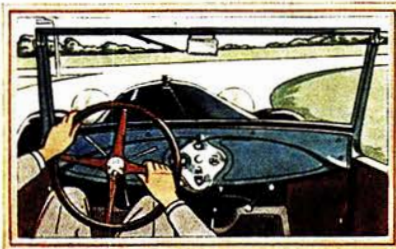




Everything you want or need in a modern automobile

EVERYTHING you want or need in a modern automobile is brought to you at a low price in the new Ford . . . beauty of line and color—speed of 55 to 65 miles an hour—four-wheel brakes to balance this speed and to provide the safety demanded by present-day motoring conditions—flashing pick-up and ease of control that put a new joy in motoring—power for any hill because of a remarkably efficient engine which develops 40-brake-horse-power at only 2200 revolutions a minute—Houdaille hydraulic shock absorbers and wide, roomy seats for restful comfort—the economy of 20 to 30 miles on a gallon of gasoline—reliability and low cost of up-keep.

The sturdy strength and sweeping lines of the new Ford are shown in this view from the driver's seat. The windshields of all the new Ford cars are made of Triplex shatter-proof glass—an important safety feature.



Check over these features and you will find that not one essential thing that you require of a motor car is omitted from this list.

Yet the completeness of the new Ford goes farther even than this. It extends to every least little detail of finish and appointment and to the equipment which is standard on the car. This includes speedometer, gasoline gage on instrument panel, electric windshield wiper on closed cars, five steel-spoke wheels, four 30 x 4.50 balloon tires, dash light, mirror, combination stop and tail light, oil indicator rod, theft-proof co-incidental ignition lock, high pressure grease gun lubrication, and Triplex shatter-proof glass windshield.

Five years ago—three years ago—one year ago—it would have been impossible to produce such a really fine car at such a low price. It is possible today only because of the development of new machines, new manufacturing methods and new production economies that are as remarkable as the car itself.

The Ford Motor Company did not set out to make a new car at a certain figure. It decided on the kind of car

it wanted to make and then found ways to build it at the lowest possible price.

Every purchaser shares the benefits of the established Ford policy of selling millions of cars at a small margin of profit—of owning or controlling the source of raw materials—of constantly giving greater and greater value without greatly increased cost.

As Henry Ford himself has said: "We make our own steel—we make our own glass—we mine our own coal. But we do not charge a profit on any of these items or from these operations. Our only profit is on the automobile we sell."

When you know the joy of driving the new Ford—when you see its outstanding performance and reliability under all conditions—you will know that it is not just a new automobile—not just a new model—but the advanced expression of a new idea in modern, economical transportation.

Throughout, the new Ford is an example of fine automobile engineering. Many features are exclusive Ford developments.

Some are wholly new in automobile practice. In every least little detail it has been built to endure—to serve you faithfully and well for many months and years.



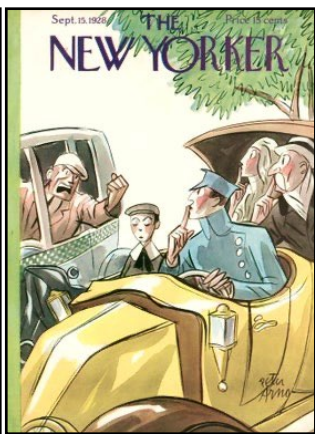
FORD MOTOR COMPANY
Detroit, Michigan



WHAT WAS HAPPENING IN... SEPTEMBER 1930



ON THE MAGAZINE RACK



IN THE NEWS



September 3: Future Baseball Hall of Fame outfielder Ty Cobb records his 4,189th and final career hit, as a pinch hitter for Philadelphia A's in 6-1 loss v Washington Senators.



September 3: Scottish bacteriologist Alexander Fleming discovers penicillin while studying influenza



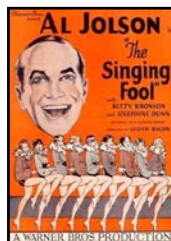
September 7: Antonio Lombardo, 36, Italian-born American mobster nicknamed "Tony the Scourge", was shot to death in Chicago in retaliation for the murder of gangster Frankie Yale.



September 11: WGY of Schenectady, New York, transmitted the first live play ever broadcast on television. The only viewers were journalists watching the program on a 3-inch x 3-inch screen three miles away. The small screen size and low resolution meant that only the faces of the actors were shown.

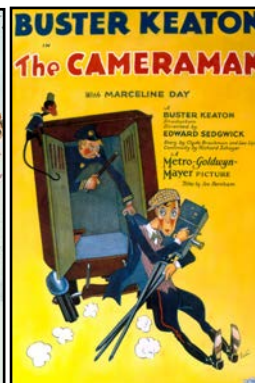
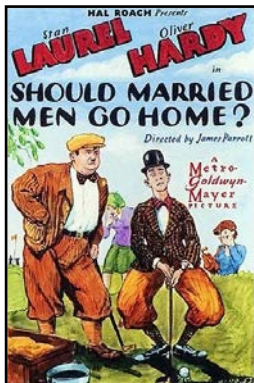


September 15: Al Capone accidentally shot himself with his own pistol when getting into a car after a game of golf in Burnham, Illinois.



September 19: The partly talking Al Jolson film *The Singing Fool* premiered at the Winter Garden Theatre in New York City.

IN THEATERS



P.O. Box 1416
Carmichael, CA 95604-1416

