

Volume 68, Issue 8

Sacramento Capitol A's Newsletter

August 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

August is our Ice Cream Social & Running Board Swap Meet. Come enjoy a frozen treat, browse fellow members' treasures, and enjoy good company under the warm Sacramento sun. It's a perfect chance to eat yummy ice cream, swap some stories, and maybe even pick up a rare find for your next project.

A Shout-Out to Our Ladies! For the first time since I started attending our birthday luncheons, the women outnumbered the men! Way to go, ladies—you've set the bar high. Let's keep the momentum rolling and continue to outnumber the men.

A private tour has been arranged at the California Automobile Museum for Tuesday, August 5th at 10:00 AM. We will meet at the CAM. Members of our club, docents David Frank and Al Smith, will walk us through the history of the beautiful cars on display at the museum. The museum is closed on Tuesday but they are allowing us to have a private tour so you'll have plenty of room to explore. Pack a picnic lunch, and let's enjoy a relaxed meal surrounded by some of the finest automobiles.

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.

www.sacramentocapitolas.org



July Board Meeting Summary:

Treasurer's Update: Income to the Club for the month included CD interest. Expenses were made for the annual rent for Veteran's Hall, material for the Christmas stocking project, the Auto-Rama, and frames for the fashion panels.

Other Business of note:

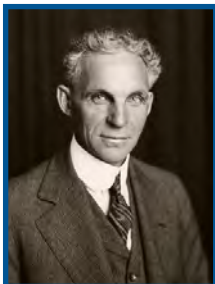
- Nominating Committee – Dan Gossen reviewed the positions for the election:
President- Angela Stergion-Becker said that she would step up if there is no one else.
Vice-President – Dave Ford will not be running again.
Secretary – Marilyn Kaspar will most likely be moving.
Treasurer – Katy Trainer will run for a second year.
- Board Members – Marc Belon, David Trainer, Joel Trzaska, and Lynn Datwyler will run for the Board of Directors again.
- A group discussion was held about the Secretary position and what could be done to make it easier and lighten the load. Suggestions were to use Teams, AI transcription, One Drive, Google Drive, Co-Pilot, using a tablet instead of a laptop or PC, have a Board Member share responsibility of doing the correspondence or have another position as Correspondence Secretary.



***Big shout out and welcome to new members
John Robinson and Phil Moser!!***



For Sale: 1930 Ford Tudor Model A. This car has proven to be ready for tours and/or daily driving. Received silver medal at NCRG Roundup 2025. I would like this car to stay in the club, if possible. Asking \$15,000. Please contact **Ron Tiburzi** at 916-337-0362



***Happy Birthday Henry Ford!
July 30th, 1863
Our Founding Father***



Sunshine Report



Hello fellow Model A'ers!

Mother Nature has been kind to us here with our Sacramento weather this month of July, for the most part. Hopefully everyone has enjoyed the extra daylight hours that comes with our summer months.

This month a card was sent to two of our members. Anne DeCicco was in the hospital but thankfully back home and doing well. And our Dave Ford also found himself in the hospital while he was out of town. Dave is back home and doing well with no complications.

As always, if you know of anyone who could use some cheer or well wishes, please let our Sunshine Chairperson, Bobbi Cornejo, know at bobbicor@gmail.com.

Iris Smith – (Substituting for Bobbi Cornejo)

Anniversaries

02 Lindon & Anna Lewis
02 Eugene & Edith Tolbert
03 Thomas & Anne DeCicco
04 Stevan & Marianna Lilley
15 Jeffrey & Debbie Gualco



20 Burr & Sharon Ellis
21 James & Joni Phinney
28 Fred & Ginger DeGregory
30 Marc & Sharyn Belon



Birthdays



01 Carolyn Bertoni
01 Ron Tiburzi
02 James Brucklacher
02 Bill Clark
03 Eldon Lowe
03 Lou Martell
04 Jerry Gibbins

09 Scott Biasotti
10 Stevan Lilley
10 Sandra Ramsey
11 Anna Stoney
17 Wayne Ferguson
23 Kevin 'Fuzzy' Furry



28 David Trainer
29 Ellen Marie Pearson
30 Marilyn Kaspar
30 Bobbi Andrews
30 Dave Sieber
31 Al Piccardo



Events Calendar



August 2025

- 01 August Monthly Meeting, Running Board Swap Meet *and* Annual Ice Cream Social
- 02 Technical Seminar 8:00am @ Angela Becker's home, 4000 Scotty Way, Sacramento
- 05 Private Tour of the California Automobile Museum (details below)
- 05 Board Meeting @ Rick & Marilyn Kaspar's home, 39640 S. River Road, Clarksburg
- 19 Men's and Women's Birthday Lunches - 11:30am @ Chili's, 5303 Sunrise Blvd., Fair Oaks
- 20 Whitney Oaks Care Center Tour (details on Page 5)



September 2025

- 05 September Monthly Meeting
- 06 Technical Seminar TBD
- 09 Board Meeting @ Dave Ford's home, 11009 Fiore Drive, Rancho Cordova
- 13 International Model A Day Get Together (details on Page 5)
- 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 (details on Page 6)

August 5th - Private Tour of the CAM - David Frank Tour Leader



David Frank has organized a private tour of the California Automobile Museum for us on Tuesday, August 5th. We'll meet at the museum at 10:00 AM — the address is 2200 Front St, Sacramento. Don't forget to bring your lunch! The museum is providing a place where we can eat together afterward. Please sign up for this event at the August General Meeting.

Don't Forget!

***The August Meeting is our Annual Ice Cream Social and Running Board Swap Meet
August 1, 2025***

Come and get reacquainted with 'old' friends.... and meet our newer members



Upcoming Activities

August 20th - Whitney Oaks Care Center Tour, Mandy Gomes Tour Leader



The Capitol A's have been asked to provide a few cars on August 20th to visit the Whitney Oaks Care Center. This event will be between 10 and noon, and will include a barbeque. We will meet at 9:45 AM at the location at 3529 Walnut Avenue in Carmichael—the corner of Walnut and Whitney Avenues. If you'd like to participate, please contact **Mandy Gomes** at mandykgomes@gmail.com or 916-457-4079.

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 diverron57@gmail.com or (916) 337-0362 as soon as you can for a reservation.

October 10-12 Clearlake Weekend at Skylark Hotel, Lakeport - Angela Becker Tour Leader

Join us for a fun-filled weekend at beautiful Clearlake! This annual event is always a highlight, packed with great company, delicious food, and memorable moments.



Friday: We'll kick off the adventure with a scenic caravan to Clearlake, stopping along the way for a picnic lunch in Williams. Once we arrive at the lake, we'll make an ice cream stop before heading to the Skylark Hotel. That evening, we'll enjoy a relaxing BBQ dinner—everyone should bring their own meat to grill, along with a dessert or side to share.

Saturday: Spend the day exploring Lakeport and Clearlake at your own pace. Whether you enjoy antiques, hiking, wine tasting or browsing local shops, there's plenty to do! That evening, the club will provide the main course for another BBQ feast, and we'll finish off any delicious leftovers. The night will wrap up with entertainment, ensuring a fun and lively end to the day.

Sunday: Sounds like the weekend fun is coming to an end! Hopefully, you had a fantastic time at Clearlake. At least there's always next year to look forward to! One last scenic stop, at the Road Trip Café for lunch, before heading home? This event is always a fantastic time, so be sure to sign up! Sign-up on the clip book or email angela.stergion@gmail.com to reserve your spot by August 1st, 2025.

September 20th - International Model A Day Jerry Bengel Picnic

Date: Saturday, September 20, 2025

Time: 10:00am - 2:00pm

Location: 13737 Grand Island Road, Walnut Grove



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.





Past Events



4th of July Clarksburg Parade

This tour was led by the Gills, and it was a great parade with beautiful weather. Dan and Kim Gossen won best decorations and were given a plaque made by David Chin. David also made signs to wave around and toy cars that were given to kids along with candy. Hot dogs and ice cream were provided by the Gills at their home after the parade.





4th of July Carmichael Parade

7 Model A's participated, and they had an awesome time. Ralph Lawrie's grandson Triston rode in the back of the pick-up truck and he was hysterical. Ice Cream was enjoyed at Angela's home after the parade.



July 18th Cal Expo Show-N-Shine - Mark Robinson & Mandy Gomes Tour Leaders

The Capitol A's rolled eight Model A's to the State Fair Show-N-Shine on July 18th. We convoyed in accompanied by three T-birds, a hot rod, and Chevis from the local Compadres Bomb Club. We lined up the in the usual open area in front of the grandstand, and set up our chairs in a shady grove of trees. While passersby enjoyed the cars, Capitol A members walked around the Fair, viewed the exhibits, and procured their favorite treats: corn dogs, lemonade, ice cream, turkey legs and sweet cinnamon rolls.

In the late afternoon, club members readjusted their cars and another show rolled into the parking lot: the west coast team of Budweiser Clydesdales. Some of us stayed and enjoyed watching the unloading of the wagon and hitching up of the team. The horses were beautiful and so big. And all the cars rolled out afterwards, with many compliments received and a great time had by all!



For this group of classic car enthusiasts, the journey is the point

Sacramento Bee July 20, 2025

BY ANNIKA MERRILEES

For some classic car enthusiasts, the imperative is preservation. For others, driving is the point.

As John Anderson drove his Model A through the Sacramento Marina — a dark teal model from 1928 — the horn made a loud “awooga” noise. The fraction on the gas gauge bobbed up and down, and the engine snorted as he changed gears.

“You can’t be in a hurry in a car like this,” he said.

Anderson was one of several instructors out Saturday morning from the California Automobile Museum teaching people to drive a Model A, the Ford that was once standard on American streets and succeeded the Model T.

Some of the instructors and students said they were drawn to the car for its relative affordability compared to other classic cars. Several are also members of the Sacramento Capitol A’s, a club for Model A enthusiasts.

Joe Arostegui, a docent at the museum, said it’s a supportive group: You could bring in a 1949 Chevy barely running, he said, or a 1977 Gremlin, and everyone will gather around.



Ivana Arostegui learns to drive a 1930 Model A with instructor Al Smith on Saturday at the California Automobile Museum in Sacramento. Appointments to schedule a lesson with a docent can be done on the museum website.

Bring in a 1969 Volkswagen, he said, and people will go nuts.

“I like the anti-snootiness of it,” he said.

Arostegui, for years, had fixed up old Alfa Romeos with his brother. He became a docent at the museum after retiring from state work, and learned to drive a Model A Saturday morning. He said he liked the visceral feeling of driving the classic cars, sensing the road and the vehicles’ limitations.

“I love fixing things up, because you can make mistakes

and learn by doing... Get motor oil splashed on your goggles,” he said. “That kind of stuff’s fun.”

Anderson, now 82, bought his first Model A in West Sacramento when he was 15 years old.

The price was right: \$80, equivalent to roughly \$900 in 2025 dollars. The design was simple, and easy to work on. To this day, because they were once ubiquitous, it’s easy to get parts for Model A’s, he said.

“They’re very primitive, but you can work on them,” he



Joe Arostegui learns to drive a 1930 Model A with instructor Al Smith on Saturday. Appointments to schedule a lesson with a docent can be done on the California Automobile Museum website.

said. “What you see is what you get.”

Historical accuracy vs. just ‘having fun’

There are two schools of thought among classic car clubs, said Al Smith, another instructor. Some revolve around car shows, and members will notice a lug or bolt that is incongruous with its era.

“It has to be exactly as Henry built it,” Smith said, referring to Henry Ford.

But the Capitol A’s, he said, are drivers. Smith had driven his Model A to the museum that morning — on the freeway, thanks to an overdrive he installed that knocks the maximum speed about 10-12 mph faster.

Smith bought his Model A in 1995, originally for his parents. They drove it, he said, from California to their home in

Pennsylvania. They had one flat tire in Indiana, Smith said, and a problem with a brake rod that his father fixed on the road.

His 1930 model was painted Washington Blue, a shade so dark it appears black. It had a quail hood ornament, which he said was a reference to what the car sounded like when it was newer and quieter: a flock of quails taking off.

David Frank, another instructor from the California Automobile Museum, said that as long as it doesn’t change the way the car drives, he doesn’t mind small modifications, like LED bulbs to make the headlights brighter. He plans to install seat belts in his Model A, as his wife has urged him to do.

“I don’t really care if the lug nuts are the wrong lug nuts,” Frank said as he rambled along the Sacramento River, catching stares and waves the whole way.

“My cars are more about having fun.”

The classes are held occasionally at the museum, and private sessions can be booked anytime on [its website](#).



Fashionably Speaking

By Fern Davis

Tennis Anyone? or Tennis Style Dress for the Summer



Summer is the time for tennis, so here are a few styles you could choose from. All sleeveless and all white. Notice the white hats they are wearing, although many just wore wide white head bands. Also notice the shoes. All oxfords or slippers with ties that often circled the ankle. Rolled socks were mostly worn although some wore cotton or sport hose. Our illustration is from May 1929 *Good Housekeeping*. In this issue is an article which states the following – “Once upon a time, not too long ago, there was a lot of talk about uniformity and standardization being an impending evil on the horizon of women’s clothes. Standardization may be a hard word to apply to anything as chic and as modern as the modern Tennis frock, but certainly there are distinct elements of dress, that are standardized by women of good taste.”

Take the present season on the Riviera for instance, and the question of color. White is the only thing that does not fade, therefore it is the best and smartest color, the easiest one to keep in condition, and the most becoming to everybody. Yet, by wearing this color, you do not need to look like every one else. On the Riviera, the one-piece tennis type frock, sleeveless, but accompanied by a short jacket, either matching or contrasting, is the most seen frock.

A new sleeve for sports is also seen here in a smart and simple sports costume designed by Patou. This costume shows the shirt front or “chemisier” blouse, tucked into the skirt. The material in the skirt is mixed blue and beige tweed, the blouse of white washed silk, the cardigan of plain white wool. The

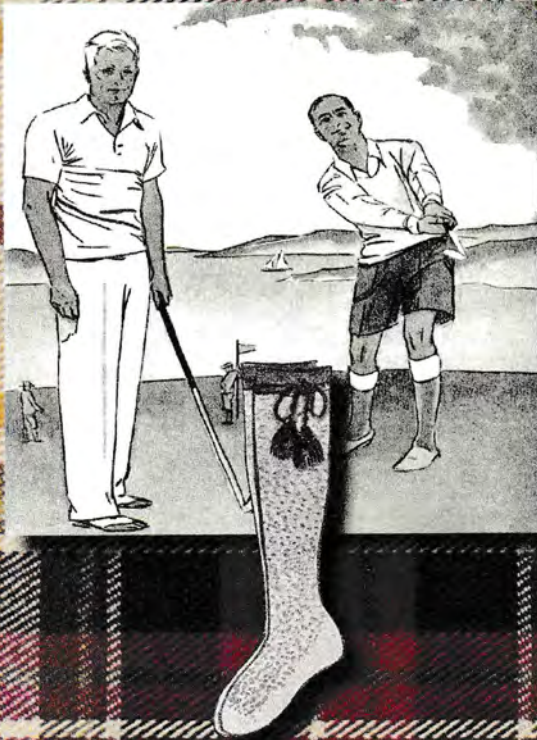


yachting costume features another sleeveless frock, this time of white flannel, worn with a dark blue leather jacket, a white leather hat with a dark blue band, and navy and white dotted tie. As you see, these sport clothes are not alike, yet there is a certain standardization about them, and certainly white is THE color!



Bermuda Shorts During the Model A Era

By Judy Lewis, Sebastopol, California



This picture and the following text were found in *Touring Topics*, October 1929. The author Jack Worthington states:

"Which will it be for next season – the attractive knitted golf shirt with abbreviated sleeves worn with white or soft colored flannels or the flannel shorts such as these which have captured the fancy of Palm Beach?

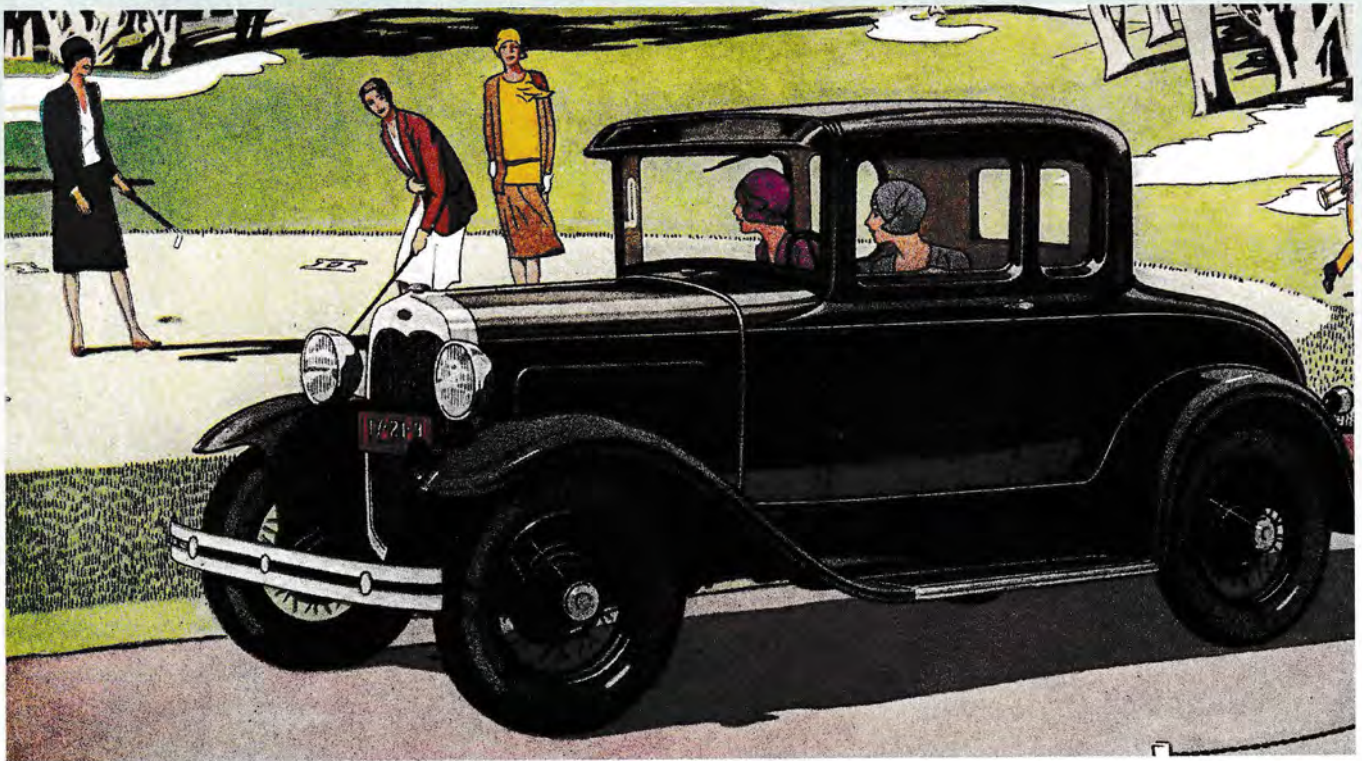
Next summer we may see our golf enthusiast playing the national game in white flannel shorts as they have already been doing in Florida these many moons. There really is no telling where this "clothes comfort" idea will lead to the realm of sports, but it has certainly arrived at its most colorful stage.

The knitted golf shirt with short sleeves and attached collar has been very popular and will doubtless be more so during the coming summer."

Another innovation in golf accessories are golf stockings. These stockings were noticeable for the cord and tassels at the top which were used in lieu of cuffs to keep them in place and at the same time lent a Scottish touch.

This fad may not have been long lived. I have reviewed my catalogs through 1931 and have not found Bermuda shorts advertised.

Touring Topics was published by the Automobile Club of Southern California.



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.



Back Flush!

by Tom Endy

The cooling system on a Model A Ford can get pretty crudded up with rust, calcium, and also with grease from the water pump. If the radiator has been in service for a long time it is best to remove it and take it to a radiator shop (preferably to one that is knowledgeable of Model A radiators) and have it rodded out.

The engine block and the head are also usually crudded up, especially with rust. This is where a technique called back flushing can be affective. Back flushing of the radiator can also be affective if the cooling tubes are not hopelessly plugged up. The trick is to force water through the system backwards to the direction it normally flows.

Various cleaning solutions have been suggested for use in dislodging the cooling system crud. Some have suggested a combination of oxalic acid with a baking soda rinse. Others have suggested liquid Cascade dishwasher solution. There are also commercial cooling system cleaning agents available from most auto parts stores. Whatever cleaning agent is used, it is best to finish up by back flushing the system.

It has also been suggested that a newly overhauled engine should be back flushed before being connected up to the radiator. A considerable amount of rust can become dislodged inside the water jackets when the engine was hot tanked and in all likelihood is still inside the water jackets, as well as machining chips. If the engine is immediately connected up to the radiator all the loose particles will be dumped into the radiator.

In order to back flush the Model A cooling system some special adapters need to be fabricated. Two plugs with a hole drilled in them must be made up, one to fit the large upper radiator hose, the other to fit the smaller lower radiator hose. The holes in the plugs should be tapped with a pipe thread. The plugs are then fitted to provide garden hose connections. The two plugs can be cut from steel or aluminum round stock.

All the other hardware can be obtained from a local hardware store. Standard Model A radiator hoses and clamps are used to connect up the flushing apparatus.

To back flush the radiator, connect the adapters to the two radiator hose bibs. With a garden hose connected to the bottom hose bib adapter run water though the radiator backwards to the normal flow. Be sure to put the radiator cap on. A suggestion, connect the garden hose to your laundry machine hot water spigot and back flush with hot water. A second garden hose may be connected to the top radiator hose bib adapter to carry the exiting water to a suitable drain.

To back flush the engine, disconnect the radiator from the engine and install the two adapters to the engine. The large adapter is connected to the water outlet on top of the head. The small adapter is attached to the water inlet on the left side of the block. It is also suggested that the water pump be removed and a blanking plate be installed over the opening in the head. Connect a garden hose from the hot water spigot to the large adapter on top of the head. Connect a second hose to the smaller adapter on the side of the block and lead it off to a drain. Begin the back flushing. You can also start the engine up to add some vibration if desired. The hot water will not only aid in flushing the engine, it will also prevent the possibility of cracking the block with the use of cold water if you run the engine. ☺



Shown above are the two adapters and the water pump blanking plate. The long hose is the upper (larger diameter) hose. The short hose is the lower (smaller diameter) hose.

A Thermostat Theory

by Tom Endy

The Model A Ford did not deliver with a thermostat installed in the water cooling system. A few years later thermostats became the norm in new cars. Today it is becoming common practice for Model A owners to install a thermostat in the water outlet hose of their Model A Ford. However, there may have been some engine block design changes made to accommodate the thermostat that does not exist in a Model A engine block.

Rick Hall, a Victoria Association member in Southern California, has come up with a theory about the use of a thermostat in a Model A Ford that may have some merit. Recently four of us in the same area, including Rick and myself, have had a recently rebuilt engine fail with dramatic consequences. The number four piston virtually melted, with the ones in front of it showing signs of overheating.

After much investigation and speculation we have come to the conclusion that the cause was due to the poor quality pistons that have recently been imported from Taiwan by two of the better perceived suppliers. However, there could be an additional factor involved.

In all four cases the failure modes were the same. The engines had a sufficient number of miles on them since rebuild; the cars were cruising along at 55-60 mph in 26% overdrive for about an hour or more with the ambient temperature at about 60 degrees. Each of the cars was equipped with a very efficient 4-tube radiator and with a 160 degree thermostat installed. Each had a temperature gauge that indicated that the water temperature was below 160 degree, which means the thermostat was closed blocking off the flow of water.

Rick's theory is that under these circumstances with the thermostat closed water is not circulating through the block normally. With the thermostat closed only a small amount of water is getting past the thermostat through the two small holes drilled into the mounting flange of the thermostat. The water pump is not causing water to flow through the block normally as when no thermostat is installed.

This may be causing the back end of the engine block to overheat due to the lack of proper water circulation. The temperature gauge may be showing a value of less than 160 degrees at the water outlet hose, but the water temperature around the number four piston where the water is stagnant may be sufficiently higher allowing the number four piston to overheat and fail.

It may be that engine block designers of later cars provided by-pass ports in the block to allow a continuous flow of water to all parts of the block when the thermostat was closed. The Model A engine block may not have this advantage.

This may not be a problem on a warm day or with a standard radiator that is partially blocked as the temperature will quickly rise above 160 degrees and the thermostat will open allowing the water pump to freely circulate water to all areas of the block as Henry designed.

It may be just a theory, but it may have some merit. After experiencing a costly engine failure I decided to remove the thermostat from my Victoria. I can't see where it can do any harm, after all Henry produced over five million Model A's that roamed the planet for decades without a thermostat.



An automotive thermostat modified for use with a Model A. Note the skirt welded to the base to prevent it from tumbling in the water outlet hose. Two small holes are drilled into the base for a small amount of water flow when the thermostat is closed.



Fuel system of the new Ford has been designed for reliability and long service

THE practical value of Ford simplicity of design is especially apparent in the fuel system. The whole purpose is to give you many thousands of miles of use without trouble of any kind.

The very location of the gasoline tank is an example of this careful planning. It has been built integral with the cowl to permit the use of a gravity feed without any intermediate step—the simplest and most effective way of supplying gasoline to the carburetor without variations in pressure.

Because of the central location of the gasoline tank in the new Ford, there is no need of a long fuel line with its multiplied possibilities of trouble. The Ford fuel line, as a matter of fact, is only eighteen inches long and is easily accessible all the way.

The tank itself is made of heavy pressed steel, electrically welded, and is tinned plated to prevent rust or corrosion.

The carburetor in the new Ford

also has many interesting features. It is unusually reliable in action because there are no moving parts in any way affecting the mixture.

All adjustments are fixed except the needle valve and idler, so there is practically nothing to get out of order. "Keep it clean" and "don't tinker" are the two principal things to remember in the care of the Ford carburetor.



FORD MOTOR COMPANY
Detroit, Michigan

The choke on the dash of the new Ford acts not only as a primer, but likewise provides a convenient way for you to regulate the gasoline mixture and thereby increase gasoline mileage.

Throughout, the fuel system of the new Ford is so simple in design and so carefully made that it requires very little attention.

There are only three things to do, at 1000 to 2000 miles. (1) Clean the sediment bulb. (2) Remove the carburetor screen and wash it in gasoline. (3) Take out the drain plug at the bottom of the carburetor and drain the carburetor.

Make it a point to have your Ford dealer look after these little details for you when you take the car to him for oiling and greasing.

A periodic checking-up costs little, but it has a great deal to do with long life and continuously good performance.

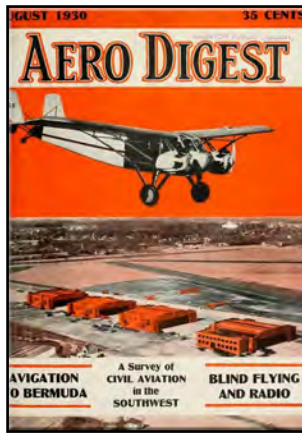


The new Ford is distinguished by the trim, graceful simplicity of its lines and the beauty of its colors. Shown here is the new Ford Coupe—a splendid all-weather car.



WHAT WAS HAPPENING IN... AUGUST 1930

ON THE MAGAZINE RACK



IN THE NEWS



August 4: The first supermarket in the United States, "King Kullen", founded by Michael J. Cullen was established in the Jamaica neighborhood of Queens borough in New York City.



August 5: U.S. President Herbert Hoover held a press conference announcing the appointment of Douglas MacArthur as Chief of Staff of the United States Army.



August 9: The cartoon character Betty Boop made her first appearance in the Fleischer Studios short film *Dizzy Dishes*.



August 13: Frank Hawks set a new transcontinental west-to-east record of 12 hours, 25 minutes and 3 seconds, beating Charles Lindbergh's record set in April by over 3 hours.



August 27: Lon Chaney, 47, American silent film actor known as "The Man of a Thousand Faces" for his ability to use makeup to transform himself into various characters on film, died following a long bout with lung cancer.

IN THEATERS



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

