

# OOGAH BLAST

March 2013



Sylvio @ 90



# MARCH – APRIL CALENDAR

Gold Coast MARC Club events are in 1<sup>ST</sup> Section below

**Mar 20 - General Meeting**, *7:30* @ Denny's Restaurant, 3151 NW 9<sup>th</sup> Ave, Oak Pk/Powerline

**Mar 23 - John Knox Village Antique Car Show**, 9am-noon Sat., 651 SW 6<sup>th</sup> St, Pompano Room for only five Gold Coast region cars

**Apr 1 - Board Meeting**

**Apr 13 - Stuart/Elliot Museum Overnight Tour**, departs Sat. 8:30 AM from Ice Cream & Yogurt Club, 278 S. Ocean Blvd (A1A), Manalapan, Dick Rust – host 561-699-7663

**Apr 17 - General Meeting**, a new and more central location to be announced

**May 6 - Board Meeting**

**May 15 - General Meeting**

**June 3 - Board Meeting**

**June 19 - General Meeting**

July & August – No Meetings

*The dates in italics below are for non-club events. Details and entry fees at: [cruisinsouthflorida.com](http://cruisinsouthflorida.com), [southfloridahotrides.com](http://southfloridahotrides.com), [flacarshows.com](http://flacarshows.com)*

*Mar 22-24 Collector Cars of Ft. Lauderdale Auction, Ft. Lauderdale*

*Mar 23 - Classic & Collector Car Show, Ft. Lauderdale*

*Mar 23 - Elks Club Car Show, 10-3PM, Pompano Beach, Russ G Events*

*Mar 24 - Mardi Gras, Hallandale*

*Apr 4-7 - Ft. Lauderdale International Car Show, Broward County Convention Center*

*Apr 4-6 - Barrett-Jackson Palm Beach Auction, Palm Beach County Fairgrounds*

*Apr 7 - C.C.C.A. Annual BBQ, 11AM Sunday, John Prince Park, Lake Worth*

*Apr 13 - St. Vincent Catholic Church Car Show, Margate*

*Apr 20 - Red Hot Blues Cruise Car Show, Boynton Beach*

*Apr 20 - Citi Center Car Show, Pompano Beach, (pending) Russ G Events*

*Apr 27 - Cooper City Founders Day & Car Show, 1-5pm Sat., Brian Piccola Park, Cooper City*

*Apr 28 - Parkland 50<sup>th</sup> year Celebration, 10-4PM, Equestrian Center, Parkland, Russ G Events*

**Help keep our club active by planning or coordinating a tour, event or trip.**

**Somewhere hidden in this issue  
is a member's home street number.**

**Find your address at the General Meeting and win \$10!**

**You must find it at the General Meeting to win!**

# From the Presidents Dash

## GOLD COAST MARC CLUB

Club Events- the topic of the month. Dick Rust is planning two trips for the club members. One trip is a visit to a Car Museum in Stuart, the weekend of April 13, which will be a nice road trip and a workout for the cars. The second event, I believe will also be an overnight trip, around Lake Okeechobee. Both of these events require a lot of time to plan and bring together. So next time you see Dick, talk to him, offer him some assistance; sometimes even the small tasks are a great help.

I remember years ago, club members participated in a progressive dinner event. Interesting to me was the dinner started at Ted & Alva's (The Villages) house in Coral Springs, then packed up and traveled to Ray & Mary Voigt's home in Boca for the main meal. Finishing at Harold & Marilyn Fienberg's home in Boca for dessert and I mean dessert. Great time, many traveled in Model A's and some traveled modern. Either way a great time was had by all. So if there are any volunteer's, talk to me or any members of the Board and maybe we could get another great time together. I am sure that if we wanted to travel, Ted and Alva would love to have the club over for some portion of the dinner.

By the time you read this, The 2<sup>nd</sup> Annual Flying Pigs Tour & BBQ at John Ford's house in west Delray Beach will be another great memory. *A two hour tour of local places of interest followed by a large amount of food and beverages, plus a surprise????? Have to be there to see what the surprise is.* Also the Royal Palm School Spring Fling Car Show in Lantana on March 9<sup>th</sup> will have taken place.

The John Knox Village Classic Car show sponsored by the AACA/CCCA- March 23<sup>rd</sup>, starts at nine and ends at noon, 651 SW 6<sup>th</sup> Street in Pompano Beach, just off of Dixie Highway. Rumor has it a free lunch will be served after the noon hour. AACA/CCCA has extended an invitation to the our club members, possibly a limited amount of spaces available, so expect to have quite a show.

April is the last month before the Florida heat and rain season starts upon those of us with non-air conditioned Model A's , so present some ideas for some possible club events and let's make it happen.

The Board is currently making arrangements for a different meeting place. During my survey of club members, the current meeting location is not quite working out so well. A survey of member's home addresses revealed a central meeting area would be in the West Broward. As mentioned in Harold's e-mail, the Saturday morning breakfast will be moved to Lester's Diner at 4701 Coconut Creek Parkway in Margate. Currently, I am attempting to negotiate with two different restaurants for our new general meeting location.

For those of you more detailed club members, since I have become President of the club, I have written this page and titled it as "Thoughts From the President". Proud to say, as of this month the title returns to "From The Presidents Dash", since the 28 Model AA Stake Body has been finished , is being driven and I have a dash to speak from. Many thanks to all that made this project complete and a very special thanks to Steve Peterson, who was so instrumental in being the force behind the everyday "When are you going to get it done" theory.

See you soon! George

**GOLD COAST REGION MARC BOARD MEETING**  
**FEBRUARY 19, 2013, DENNY'S RESTAURANT**

**Opening:**

- Call Meeting to Order at 7:40 pm
- Last meeting Minutes - *Approved Harold 1<sup>st</sup>/ Mike V. 2<sup>nd</sup>*
- Treasurer's Report - *\$4,152.43*
- Membership Report - *41 currently-calls to those who have not updated*

**Old Business:**

Attendance at shows- preference for Saturday/Sunday and Number per month

St. Max Carnival- Great weather, 18 cars , 3 new members

Ft. Lauderdale Historical Society, Feb. 8<sup>th</sup>, downtown *Chamber of Commerce-networking*

Breakfast at Shelby's Deerfield Beach this month, what date? *Moved to Lesters Diner, Sunrise, Florida*

Cruisin America- Town Center Mall, Boca Raton *Harold, Tony, John 7 cars from club*

Need to move ahead with Yearly Judging Show-

**New Business:**

New, actually back to the BLAST- Hidden House numbers, look for them, if it's yours and you are at the meeting and tell us, you are a winner.

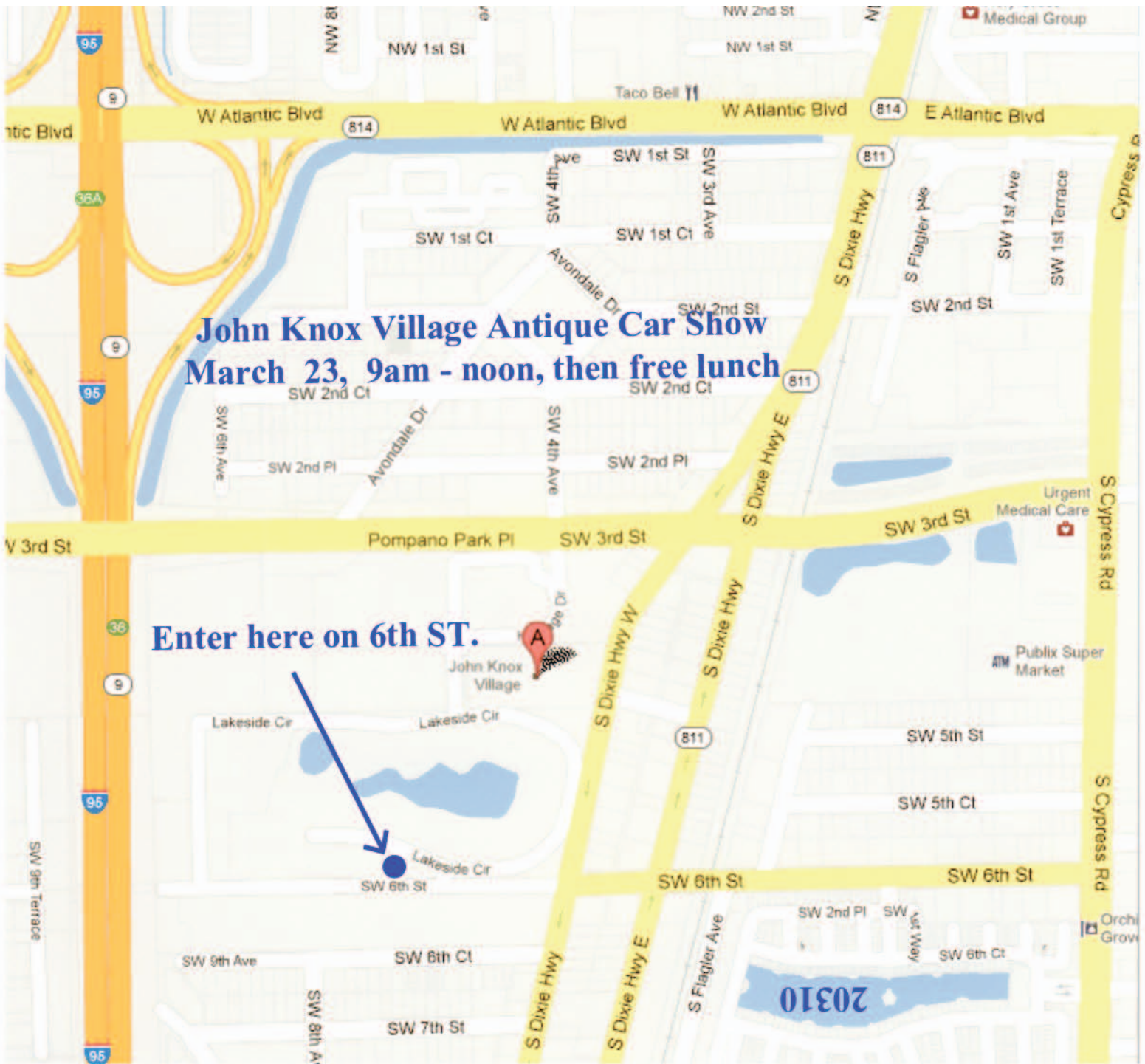
50/50 Drawing – Only two drawings-Bigger Pots

March 17<sup>th</sup>- 2<sup>nd</sup> Annual Flying Pigs Tour & BBQ, 10-3pm, Sunday, John Ford

March 20<sup>th</sup>- General Meeting, 7:30 pm at Denny's Restaurant, Oakland Park

March 23<sup>th</sup>- John Knox Village Antique Car Show- 9am-noon, Saturday

Adjourn meeting 8:50PM *Harold 1<sup>st</sup>/ Mike 2<sup>nd</sup>*



**John Knox Village Antique Car Show  
March 23, 9am - noon, then free lunch**

**Enter here on 6th ST.**

*Happy Anniversary Ron & Mary Louise Lavergne*

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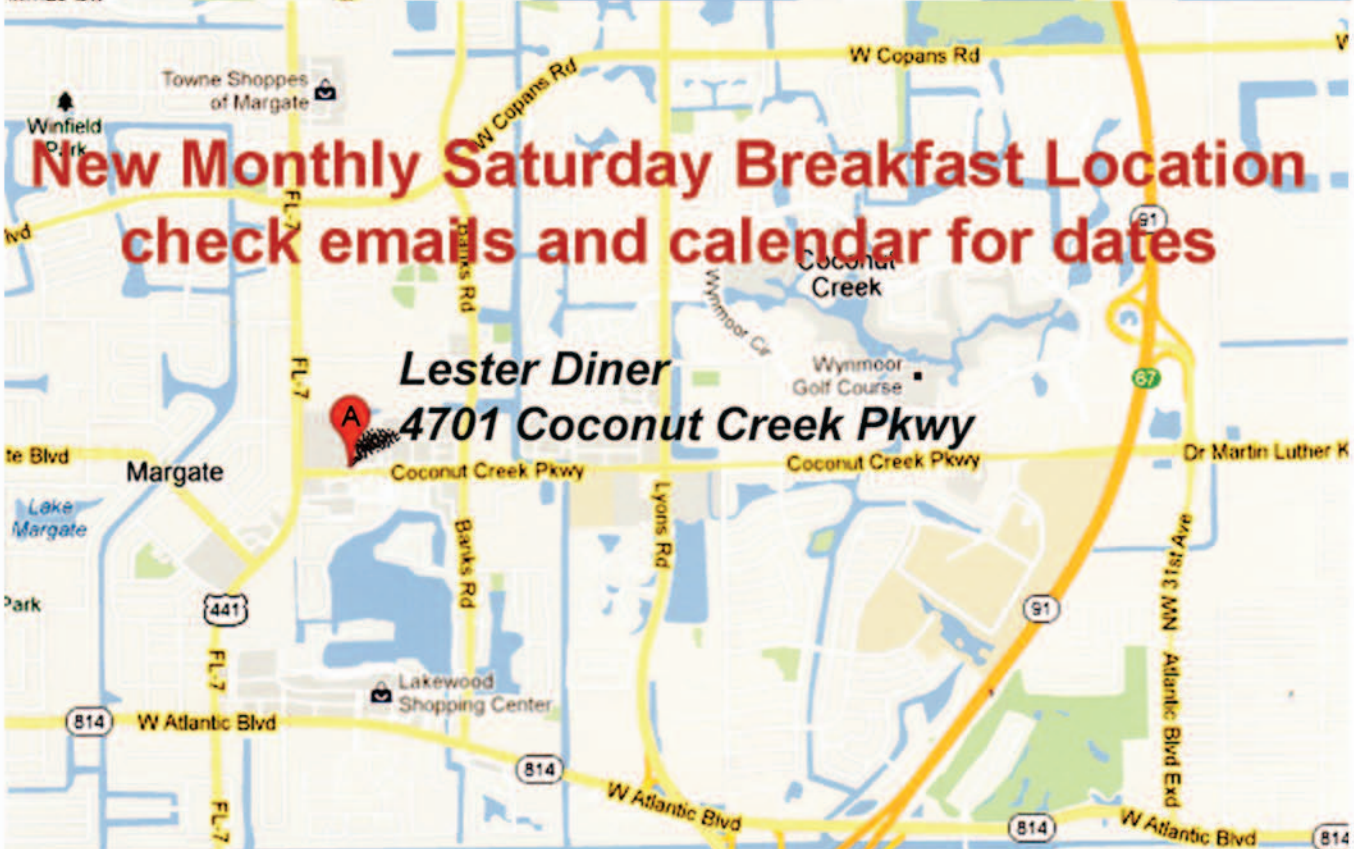
Phane Jones  
fhane@bellsouth.net

Cell 772-341-8291

1924 NW Pine Tree Ln.  
Stuart, FL 34994



**Make your Stuart / Elliott Museum Tour hotel reservation now for Sat. night, April 13 at Best Western Hotel, Phone # 1-772-287-6200, mention the Model A Club for the special \$69.95 rate**





## From the Editor's Desk,

I'll let the photos in this issue speak for themselves. It's been a really busy 30 or so days since the last Blast with one event after another and with more are on the way. In this issue are a record **44 photos** taken at our most recent outings. I hope you enjoy them.

Coming up in the next few weeks are the **John Knox Show, Dick Rust's Tour up to Stuart**, a Russ G Event at the Pompano Elks Lodge and an AAAC BBQ up in Lake Worth. Check out the details in the calendar and accompanying maps. If you're going on the Stuart Trip be sure to make a reservation soon at the Best Western Hotel while the rooms are still available. Rendezvous is Saturday at 8AM on AIA in Manalapan. Hope you can join us on the first overnighiter the club has done in a long time.

Here's a quick report on **the Flying Pigs Tour & BBQ**. About 11 A's went on the tour as well as a couple of modern cars. First stop was a R.C. Airport to watch some model planes on steroids doing some incredible acrobatics. Next stop was the Loxahatchee Wildlife Refuge Headquarters for a video airboat ride and walk in a Cyprus swamp on a boardwalk. Ten of which made it up the Loxahatchee Dike for photos. George & David left the group about noon in the Voigt's Town Sedan to pick up Mary Voigt after church. Regrettably "George", the refuge's 12 foot alligator, was not around for photos at the fishing pier. All total nearly 30 members and their families enjoyed a lot of BBQ and side dishes at the Ford's house after the Tour. The highlight was a surprise birthday cake for Sylvio Cote's 90<sup>th</sup>. Don't you just love his picture on the front cover! If only we can all be as lucky to make it to our ninetieth birthday and still be as sharp and spry as Sylvio.

John Ford







# Town Center Charity Car Show 3/3/13



Seven club members brought their cars - Tony Spaich, Harold Fienberg, Bill L ockin, Sharon Russel, Joe Longo, Robero Vichera & John Ford. Sharon won Best Antique car trophy.



Tony Spaich & Harold Fienberg dispensing wisdom

Rat Rod Intruder



Roberto Vichera and his Argentine style 1941 Ford V8 race car

Joe Longo and his 30 Street Rod



**Royal Palm School Spring Fling Report - Palm Beach County north of Delray seems to be Model T country. Once again, just like the Friends of Ford meet in January, the T's were out in force. Sorry I didn't get the owners names of the T's in the below photos. However, Dick Rust and Audrey Franz had Dick's 1915 Model T there and Harold Fienberg brought his 30 Cabriolet. My car had a dead battery that morning, so I only came with my camera. John Ford**



1951 Ford Victoria

Model A Replica  
Mustang chassis / fiberglass body

1950 Ford Custom

1931 Ford Pickup

1929 Essex Super 5  
available in 225 color combinations

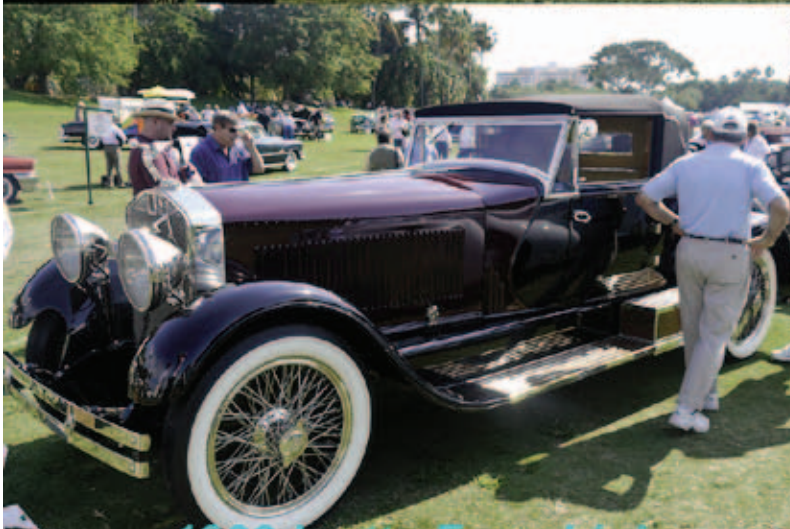




2013 Boca Raton Concours d'Elegance



Best In Show  
1947 Talbot Lago 26T



1928 Isotta Fraschini



1929 Willys Knight



1931 Alfa Romeo



The only Model A at the show -  
John Ford's 31 Town Sedan











# Miscellaneous Photos from the March



Sharon Russel & Bill Locklin



Carolyn House & Bonnie Flynn



R.C. Airport / Flying Pigs Tour



Loxahatchie Refuge / Flying Pigs



R.C. Airport / Flying Pigs Tour



John Ford Carolyn House  
Bobbie Ford & Mary Louise  
LaVergne



## MID-ERA HAIR FASHIONS

By Julie Kluttz

When showing era fashions that do not require a hat, it is sometimes difficult to find a hair-do that does not require a professional cut or style. During 1928 and 1929, the "bob" was almost de rigueur (prescribed or required for fashion). The bob was short and could be waved or worn straight. Sometimes there were bangs or curls at the ear. The waves could be marcelled or wide and soft, but short it almost had to be.

However, in early 1930, as the waist became more defined in women's fashions and hem-lines began to lengthen and skirts become more fluid and drapery, fashion dictated that the comfort and convenience of sleek short hair give way to more individual styles of soft waves and a few curls. In *Woman's World*, February 1930, it was stated, "the most popular and loveliest styles of the moment are created with locks that are neither long nor short, but in a stage a little less than halfway between — called the 'long bob'". It was further stated that "On no account is this to be interpreted as a vogue for fuzziness. Whatever the length of the hair, whatever its arrangement, the head size must be kept small."

The illustrations shown are representative of styles of early 1930 and demonstrate the general movement away from straight to curly hair, featuring ringlets and deep slanting waves. Figures 1, 2 and 7 show variations of the bared forehead. Figure 1 is most suited to a youthful woman.

The second and sixth heads feature longer hair that is drawn into loose knots at the nape of the neck and slanting waves. Ears were becoming important as indicated in the fourth and seventh picture. Sometimes one ear would be revealed and the other covered. Soft ringlets secured at the nape of the neck with barrettes or pins are shown in the fifth and seventh pictures. The third and fourth heads show shorter hair with waves and added curls at the neck.

The article also pointed out that these styles were more suited to the younger woman and that older, more mature women might want a more dignified arrangement. Although fashion sponsored curls, it was pointed out that some women would always be more attractive with straight hair. It was stated that "whatever fashion may dictate, nothing can surpass in beauty a well-brushed and neat arrangement of straight hair."

Maybe these ideas and illustrations will help, when one is required to go hatless in a fashion show. Individuality, level of maturity and the attire that you are showing will help you to choose a becoming and appropriate hairstyle.



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6

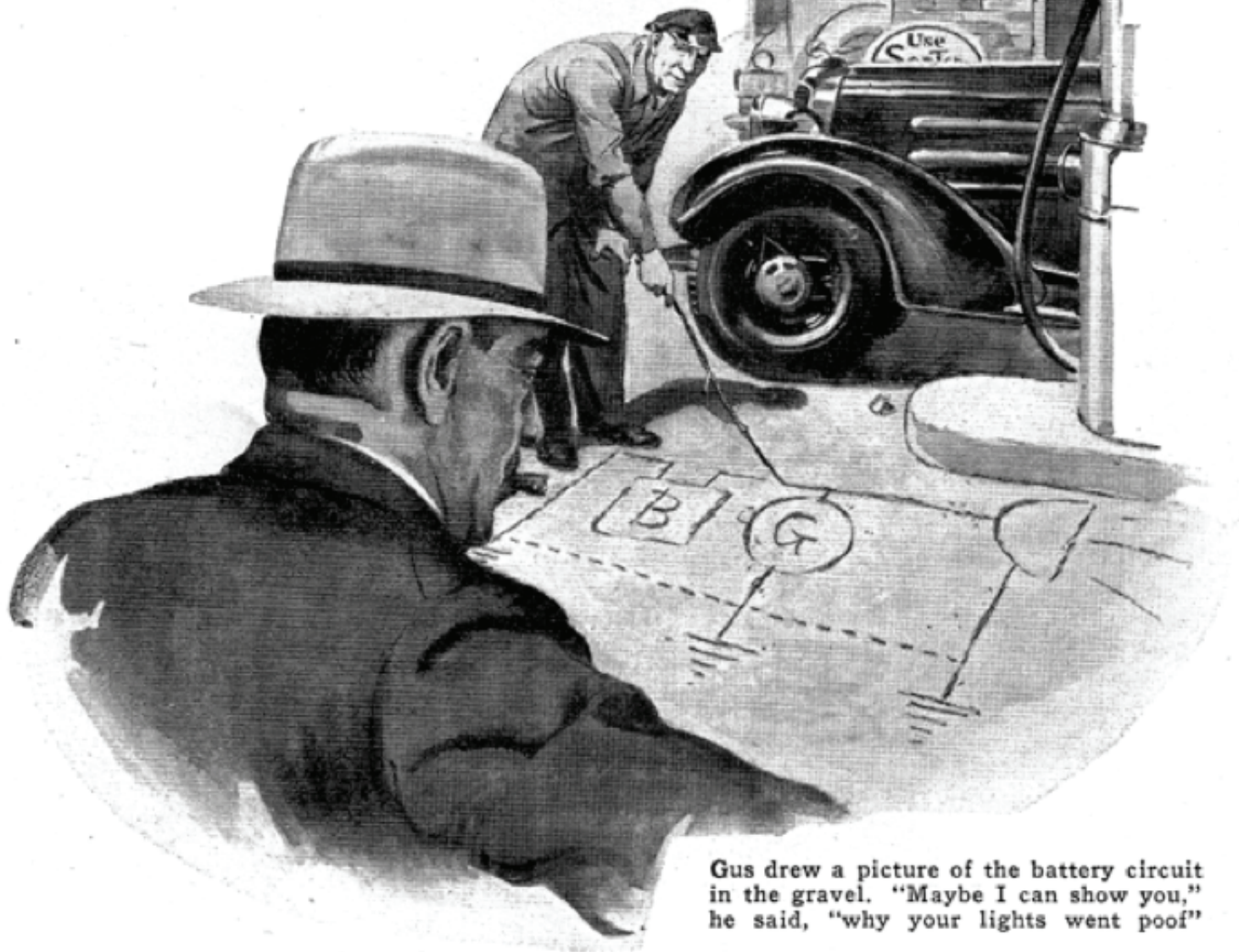


Figure 7





# *Gus Tells of Things That Can Burn Out Your Bulbs and What to Do if Stranded in the Dark*



Gus drew a picture of the battery circuit in the gravel. "Maybe I can show you," he said, "why your lights went poof"

"Who's the mechanic around here?" The gruffness of the voice brought Gus Wilson's head around with a snap. A large sedan had rolled to a stop in the Model Garage driveway, "I am," he replied walking toward it.

"I hope you're better than the rest of them around here," grumbled the driver as he stepped to the ground. "I'll bet I've had this car to four garages in the last two weeks."

"What seems to be the trouble?" inquired Gus courteously.

"If I knew I wouldn't be here," replied the driver. "But I do know that my headlight bulbs and tail light burn out as fast as I put them in."

Gus walked around to the front of the car and patted the headlamps. "Burn out while you're driving?" he asked casually.

"Yeah, that's what makes it bad. I'll be breezing along when all of a sudden they'll flare up and go out. The thing that gets me is that new bulbs always light when I put them in. That doesn't seem right."

Gus slid into the driver's seat and ran his hand over the rear of the instrument panel. Evidently satisfied with what he found, he pulled up the seat cushion and centered his attention on the battery.

The owner ventured a suggestion. "Do you suppose the generator has anything to do with it?"

"I'll say it has," was Gus's abrupt reply, "But not the way you think. Take a look at this."

He held up the frayed end of one of the battery cables. "Your battery ground wire," he announced. "Your battery looks like it's been loose for some time and in joggling around it's gradually broken the wire in two."

"Then, how come the car started?" demanded the man.

"That's the funny thing about it," said Gus. "As long as the battery stayed still, the two ends of the wire most likely rested against each other and closed the circuit. But every time you hit a big bump, the rebound of the springs tossed the battery up in the air, pulled the two wires apart, and opened the circuit. When she settled back in place again the

two wires came together and closed the circuit but if you had the lights on at the time, the damage was done."

The customer looked puzzled. "But I still don't see how a broken battery wire can blow out lights," he argued.

"Maybe I can show you 1344" Gus said as he picked up a short twig and drew a rough picture of the battery circuit in the gravel that bordered the driveway.

"In the first place the generator is connected to the battery, and as long as it stays connected, its voltage can't get any greater than the battery voltage. The current flowing through the battery won't let it. Now, suppose we break the ground connection to the battery," Gus suggested as he smoothed over the gravel to form a break in the line. "That cuts the battery out of the circuit, the generator voltage skyrockets and poof go your lights.

"As a matter of fact, a loose, dirty connection or a partly broken wire will cause the same trouble. Anything that puts a lot of resistance into the charging circuit will let the generator voltage build up too high. Then, if your lights are on they'll blow out.

"I had a case last winter that showed me what a little resistance in the battery circuit can do. I had just put new headlights bulbs in a customer's car. The next day he came in and said that the new bulbs had burned out the night before. Since I had regulated the generator earlier in the winter, I knew that the charging rate wasn't too high so I had to look somewhere else for the trouble.

"It almost had me stumped until I thought of the battery. It turned out that because of the cold weather, the internal resistance of the battery got a little higher than usual and added just enough resistance to the circuit to shoot the generator voltage up and blow the lights."

As the gray-haired mechanic worked over the battery, replacing the broken wire with a new one, his customer, less grumpy than when he arrived watched with interest.

"It seems to me," he said, "that manufacturers should supply their cars with some sort of emergency light that could be used when your driving lights burn out. I was in a tight spot the other night. A pitch black road, no lights, and no room to get off the road. I expected to be smashed into any minute."

"Why didn't you turn on the dome light?" asked Gus as he grasped a connecting lug firmly between the jaws of his pliers. "There's no reason why that should have burned out. It wasn't on when your headlights blew."

"Gosh, I never thought of it," the man replied sheepishly.

"There are three things you should do if your lights blow while you're driving," Gus said. "First, jam on your brakes and guide yourself by watching the sky line or the edge of the road until you come to a stop. Second, get as far off the road as you can. And third, switch on your dome light for a danger signal to the rest of the drivers on the road."

"By the way," interrupted the man. "Before I forget it, when you put new bulbs in those headlights will you see if you can do anything to them to make them brighter. Even with new lamps, they seem to be awfully dull."

"It's no wonder," said Gus when he had lifted off the headlight lenses. "Look at those reflectors. They're so dirty it's just luck that you got any light. Why don't you clean them now and then?"

"Thought you weren't supposed to touch them," replied the man.

"You're not supposed to touch them with your fingers," agreed Gus. "But that doesn't stop you from using a piece of cotton or a soft cloth. A trick that I find works well to dip an old handkerchief in alcohol and then in lamp black. The combination makes a swell cleaner and polish. Don't rub the reflectors too hard, just enough to bring back some of the original silver finish. Of course, if they're too far gone, you can have them re-silvered in almost any large city.

"And while we're on the subject," added Gus, holding up one of the lens holders, "polishing won't do much good unless you renew these lens gaskets in the rims. They're pretty badly rotted and aren't much help in keeping out the dirt and moisture."

"How about focusing the lights? Would that do any good?"

"Not these headlights. They're focused already - pre focused they call them. All the newer cars have them. The only adjustment they'll ever need is a little aiming.

"You can test that by drawing a chalk line on the back wall of your garage, making it parallel to the floor and on a level with the centers of your headlights. Then, back your car out on the driveway so that the headlights are about twenty-five feet from the wall and turn on your driving lights. The upper edge of the bright beam shouldn't go much above the line. If it does, shield first one light and then the other to find out which one is out of whack and then re-aim it by adjusting the aiming screw or clamp under the headlight.

"If you will point some sort of guide line on your driveway to tell you when your headlights are just about twenty-five feet from the wall, you can test your lights every time you drive into the garage. Just stop a minute at that spot, turn on your driving lights, and watch where the beam comes."

"I wouldn't mind night driving at all," remarked the car owner, "if it wasn't for the terrific glare you get from about nine tenths of the cars on the road. My headlights don't seem to push past the other lights at all. It's just like driving blind."

"They're going to try out a tricky way of eliminating glare on the roads in Germany," replied Gus. "In the centers of the high speed roads, they're planting a long series of hedges crossways to make a lane. Being sort of planted across the road like the leaves of a shutter, they won't cut off the view but will cut off the glare.

"Speaking of glare," continued Gus as he fastened the lenses back into place, "reminds me of old man Curtis. About a year ago, Mr. Curtis had to make a lot of long trips in his car. On each trip, he took a small bottle of water and a soft cloth. Every night as soon as it got dark, he'd stop his car, wet the cloth with the water, and wash off the headlights lenses."

"Is there anything that the average driver can do to improve his lighting equipment?" the man asked when Gus had finished.

"Well, besides perhaps adding a spotlight to light up the edge of the road and a couple of fender lights, I'd say that a pilot light mounted on the instrument board and wired into the tail-light circuit would be the most helpful. The tail lamp is one important light the car owner can't see. A pilot, wired in series with the tail light, will let him know the minute the tail-light bulb fails."

END





## Tony Spaich's Blast From The Past The Legal Aspect

Once upon a time, motorists were confronted with a number of unusual and in some instances discriminatory laws. Cleverly placed "auto traps" were the least of the motorist's worries. Police in some areas were authorized to shoot at tires and stretch ropes, chains, or wires across the road. By 1909 the Automobile Club of America was up in arms. They raised funds to defend their arrested members, appealed cases to higher courts, and wrote angry articles. They charged that policemen were discriminating against the owners of powerful and expensive cars (who presumably could pay large fines) while the smaller cheaper cars, making greater

speed or driven with less care, were allowed to pass through the speed traps unmolested. "It is impossible to avoid the feeling," the *Metropolitan Auto Guide* stated indignantly in 1909, "that the financial result often figures. . . . This is arbitrary exercise of police power, a mixture of persecution and retribution." The magazine went so far as to offer its readers maps on which were marked the exact location of auto traps and "prejudiced" constables and pointing out special areas and small towns where the local speed limit was something lower than a sluggish crawl. . . . The poem below appeared in 1904.

### THE VILLAGE MOTOR-TRAP

Screened by a wayside chestnut tree,  
The village "P. C." stands,  
The "cop," a crafty man is he  
With a stop watch in his hands,  
And the muscles of his lower jaw  
Are set like iron bands!

He goes each morning to his lair  
And hides among the trees,  
He hears the sound of motors there  
And it sets his mind at ease,  
For it seems to tell of captures—and  
Promotion follows these!

Folks often call his statement lies  
And his ruse a "shady" plan.  
But he knows his watch is accurate!  
And he stops who'er he can.  
And he looks the motorist in the face  
For he fears not any man.

From morn till night he's timing there  
The cars that come and go,  
While his stop watch ticks the seconds off  
With measured beat and slow,  
Nor thinks of rest till he homeward turns,  
When the evening sun is low.



Hiding and clocking, summoning,  
Onward through life he goes.  
Each night he's had his vengeance on  
Some of his "scorching" foes.  
Somebody summoned, someone "done,"  
Has earned a night's repose.

Thanks, thanks to you, ye zealous "chaps"  
For the lesson you have taught.  
For now we read in "thicket," "traps."  
And, warned, we go uncaught.  
For where the trees are thickest—there  
We know such deeds are wrought.

—"Pedal and Crank," in *The Motor*, London

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# The Classic Car Club of America

Southern Florida Region



*Invites You to the*

## ANNUAL BBQ

### at JOHN PRINCE PARK

Lake Worth • Island Pavilion

SUNDAY, APRIL 7, 2013

Starts at 11:00 am

As in the past, members are encouraged to bring their classic or collector car for this joint car club event.

**Lunch will be served at 12:30 pm**

*(Rain or Shine - Covered Pavilion)*

This year will be a pot luck event. So bring your favorite side dish or home made dessert. There will be a prize for the best dessert by popular vote! Hamburgers, hot dogs and beverages will be provided by the club.

### **All local car club members are invited!**

**DIRECTIONS from North:** I-95 to 6th Ave. South, go west 1 mile to Park Entrance on south side of road. Sign says: Palm Beach County Parks & Recreation Headquarters. Follow signs to Island Pavilion.

**DIRECTIONS from South:** I-95 to Lantana Road, go west to Congress Ave. Go north on Congress for 1.17 miles to Park Entrance on the right (Prince Drive). Follow signs to Island Pavilion.

### **ADVANCED RESERVATIONS ONLY**

**\$15.<sup>00</sup> per person**

Please return by **April 2 , 2013** to:

Art Polacheck

(954) 428-3815

2056 Woodlake Circle, Deerfield Beach, FL 33442

Name \_\_\_\_\_

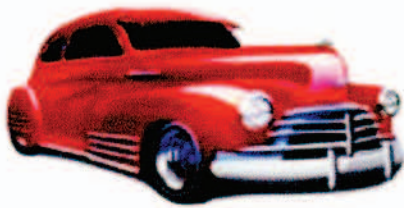
Address \_\_\_\_\_

Phone \_\_\_\_\_ Spouse/Guest \_\_\_\_\_

Year/Make/Model Car I will be driving \_\_\_\_\_

Number of Rservations at \$15.00 per person \_\_\_\_\_ Total Check Amount: \$ \_\_\_\_\_





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**10<sup>th</sup> Annual Benefit Classic Car Show**

**All Car Clubs and vehicles welcome.... No year cut-off**

**LODGE OPEN HOUSE - OPEN CAR SHOW**

**Saturday March 23, 2013**

**10 am – 3 pm Registration /\$20.00 Open 8 am**

- DJ "Scott the Music Man" playing your favorite tunes
- Trophies & Special Awards (must be present to win)
- 50/50 Drawing
- \$100. Cash - Club Participation Award
- Large Vendor area - *Register Early!* \$35.00 per space
- Complimentary Continental Breakfast in AM for all registered show cars
- Outside Pavilion open throughout the day with food & drink specials & a pig Roast
- 50's Dinner Dance & show 7:00 pm with music by Eddie Robbins "Mellow Kings"  
(Multi Million Dollar Hit . "Tonight Tonight" - Special price for show cars \$35.00 per couple/\$20.00 individual

Car Show Info: Russ Gagliano - 954-560-5412 or [russgevents@gmail.com](mailto:russgevents@gmail.com)

Elks Lodge #1898 Info Jerry Hartman - 954-695-1605

Also on [www.cruisinsouthflorida.com](http://www.cruisinsouthflorida.com)



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## Gold Coast Region MARC

Please return to:

Tony Spaich, 1290 N.E. 27th Avenue, Pompano Beach, FL 33062

Dues: \$30.00

Name: \_\_\_\_\_

Spouse's Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Residence phone: (\_\_\_\_) \_\_\_\_\_ Bus. Phone: (\_\_\_\_) \_\_\_\_\_

Email Address \_\_\_\_\_

Please list all cars owned, including parts cars.

Year	Make	Body Style
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

National membership in The Model "A" Restorers is required as well.  
National dues are \$35.00. Send to: MARC 24800 Michigan Ave., Dearborn, MI 48124



*The Oogah Blast is a monthly publication of the Gold Coast Chapter of the Model A Restorers Club  
Founded in 1952, M.A.R.C. encourages its members to acquire, restore, preserve and exhibit the Model "A" Ford  
And most importantly, to enjoy the fellowship of other Model "A" Ford owners around the world.*

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### *GENERAL MEMBERSHIP MEETING*

**Third Wednesday of the month at 7:30 PM**  
**Denny's Restaurant**  
**3151 NW 9<sup>th</sup> Ave.**  
**Ft. Lauderdale, FL**  
**(no general meeting in July, August & December)**

### *CHAPTER MEMBERSHIP DUES*

**\$30 per year due January 1st**  
**Make check payable to: M.A.R.C.**  
**Mail check to: Tony Spaich**  
**1290 NE 27<sup>th</sup> Ave**  
**Pompano Beach, FL 33062**



## Classifieds MARCH 2013

**1930 Tudor** - Washington Blue, black roof & fenders, straw wheels, good paint, no rust, 2 year old tires, runs great. **Price reduced, \$11,500 m.b.o** Located in central Florida at The Villages near I-75 & Turnpike. Ted & Alva Alexander, 352-633-3319

### Miscellaneous Automotive Items

1928 Model A rolling chassis (early model with red steering wheel) Everything there from engine to rear axle, radiator, steering column. Does not run, engine free, no sheet metal, spoke wheels, no tires. \$1,500

1930 Model A frame assembly, clean, straight, no rust. \$500

1929 Model A Roadster Pickup new top and frame assembly (Lebaron & Bonny) \$950

1929 Model A Tudor front & rear fenders, decent shape \$900

Model A wheel 19" & 17" \$75 each

Model A tires, 19" & 21" good used take offs \$50 each


Miscellaneous Model A parts .....inquire

Manual Tire changing machine, perfect for older wheel and spokes. Comes with attachments, every good condition, change your own. \$750

Have many V-8 Ford, Mercury, Lincoln parts, Packard parts, custom parts...

Russ Galiano, Jr. 954-779-1420 work, 954-560-5412 cell or [merklvr@msm.com](mailto:merklvr@msm.com)

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Two tan Model A canvas tire covers. Make Offer. Audrey Franz 561-495-9258



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