

OOGHA BLAST

March 2014



*St. Max Pics
Fords/Friends Pics
2014 Survey Results
2001 Sunday Supper Drive
Toojay's - Flagler Museum
Fortin Pickup Restoration*

*Getting to Know You
Adjust Your Carb*

SPRING 2014 CALENDAR

- Mar 30** - Festival Spring Car Show, 10-4 Sun., Sample & Turnpike, Pompano, RSVP Mike
- Apr 1** - Board Meeting, 7:00 Lester's Diner
- Apr 5** - Creative Workshop Auto Fab. Tour, 9:30 Sat, 118 Hill St., Dania, drive modern
- Apr 12** - Harbors Edge MARC Show & Lunch, 10:30-2 Saturday, northwest corner Linton & Intracoastal Bridge, Delray
- Apr 16** - General Meeting, Lester's Diner, 7:30 Wed, 4701 Coconut Creek Pkwy, Margate
- Apr 19** - Breakfast at Lester's Diner, Saturday 9 AM, 4701 Coconut Creek Pkwy, Margate
- Apr 27** - Flagler Museum Tour, Sun. 10-3, A1A to Palm Beach, details to be announced
- May 4** - Classic Car Roundup, Sun. 10-4, Bergeron Rodeo Grounds, 4271 Davie Rd, Davie
- May 6** - Board Meeting, 7:00 Lester's Diner
- May 10** - Breakfast at Lester's Diner, Saturday 9 AM, 4701 Coconut Creek Pkwy, Margate
- May 21** - General Meeting, Lester's Diner, Wed. 7:30, 4701 Coconut Creek Pkwy, Margate
- May 24** - Tune Ups & Tube Steaks, Elks Lodge, Saturday 9-2, 700 N.E. 10th St., Pompano
- Jun 3** - Board Meeting, 7:00 Lester's Diner
- Jun 11** - Breakfast at Lester's Diner, Saturday 9 AM, 4701 Coconut Creek Pkwy, Margate
- Jun 15** - Father's Day Car Show, 9-4 Sunday, Mizner Park, Boca Raton, Russ G Events
- Jun 18** - General Meeting, Lester's Diner, Wed. 7:30, 4701 Coconut Creek Pkwy, Margate
- July 4** - Margate 4th of July Parade, 8:30 -11 Friday, Margate Blvd.

No Oogah Blast in April – Updated Calendar & Flyers Only!

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

SOUTH OF BROWARD BOULEVARD

- Apr 6 - Dream Car Classics, 10-2, Downtown Hollywood*
- Apr 26 - Cooper City Founder's Day / AACA Car Show, 1-5, Cooper City*
- May 2-4 - Exotic & Custom Car Show, Ft. Lauderdale Convention Center*
- May 4 - Dream Car Classics, 10-2, Downtown Hollywood*

NORTH OF BROWARD BOULEVARD

- May 17 - Beacon Light Annual Open Car & Truck Show, Shoppes of Beacon Light, Pompano*

SOUTH PALM BEACH COUNTY

- Apr 6 - VR Veterans Open Car Show, 11-3, Canyon Town Center, 8780 Boynton Beach Blvd.*



From the President's Dash

I want to thank all of you that came to St. Max for the show. The weather was perfect, the food booths were open at noon and we received our tickets at that time with no problems. We had 13 cars and 18 members at the show and again, THANKS! For those not there, we were treated by Dick Rust allowing us to drive his T on the show grounds.

We have a truly eclectic group of Model A owners. We have those that would drive their cars anywhere anytime and those that fear driving out of site of home. Those who only drive in perfect weather and those who would brave anything just to drive these beauties.

Because of this, we as a board have scheduled more “official” events then we have in some time. This should give you members a chance to get your cars out at least a few times this year.

This year we have added more established car shows to our official club activities. These shows help club members and/or charities. It appeared to us that having the same small group of members hosting events time after time and year after year was burning them out. How about pitching in? Host an event, don't know how, we can help.

Please look at the schedule of events to see what is coming up next so you can plan accordingly.

In the early 1920s, Ford had a large plant in the Upper Peninsula of Michigan; to be exact, Kingsford, Michigan, the town named after Henry Ford's Cousin. Henry Ford was always looking for new ways to combine resources. One day as the Model T cars were coming off the assembly line, Ford realized a solution for the many wood scraps being discarded would be sent them to his chemical building to be made into charcoal. Thus was born an entirely new industry and an American tradition, charcoal briquette cooking, a.k.a. “Barbeque”.

The Kingsford Company was formed when E.G. Kingsford, a Ford relative, brokered the site selection for Ford's new charcoal manufacturing plant. The company, originally called Ford Charcoal, was renamed Kingsford® Charcoal in his honor. Kingsford Charcoal is made from charred woods, and then mixed with ground coal and other ingredients to make a charcoal briquette. The Kingsford High School sports teams are named the Kingsford Flivvers, with their mascot a Ford Model T. True story!

Mike

From the Editor's Desk,

Hi all antique car lovers. Although it is a bit late due to a variety of reasons, there's a lot in this *Oogah Blast* issue.

Coming up within the next two months are six different club events starting with the **Spring Festival Show!** Yeah! Check out the calendar and pick your favorites to attend. There are two car shows, three opportunities to eat a lot of good food, a museum tour and a restoration shop tour and on May 24 our Spring Tuneups & Tubesteaks. The indoor Classic Car Roundup in Davie on May 4 sounds really good. Check out the flyers and get your registration in early to get some nice benefits. Maps to all event locations other than the Elks & Festival are in this issue to make it easy for you to get there without getting lost.

Also in this issue are the **2014 Gold Coast Survey results** and **event pics from the Ford & Friends Meet and Mike's St. Max car show** and **a restoration article and pics by Daniel Fortin for his 31 pickup**. Also in this issue is a new Blast feature page "*Getting To Know You*" by Carol Lawatsch. It will profile a different member each issue beginning with Tony Spaich. Thanks Carol for your great new contribution.

Special thanks goes to Mark Gompertz again for his event photography, this time for St. Max. And thank you Harold Fienberg for a couple of photos from the McDougal House and First Brazilian Church car shows. And thank you Tony, Mary and Mike for your pages this month.

I hope you enjoy this issue and that you'll be able to attend a few of the events scheduled in the coming weeks. Happy Motoring

John Ford, Editor



2014 St. Max Carnival



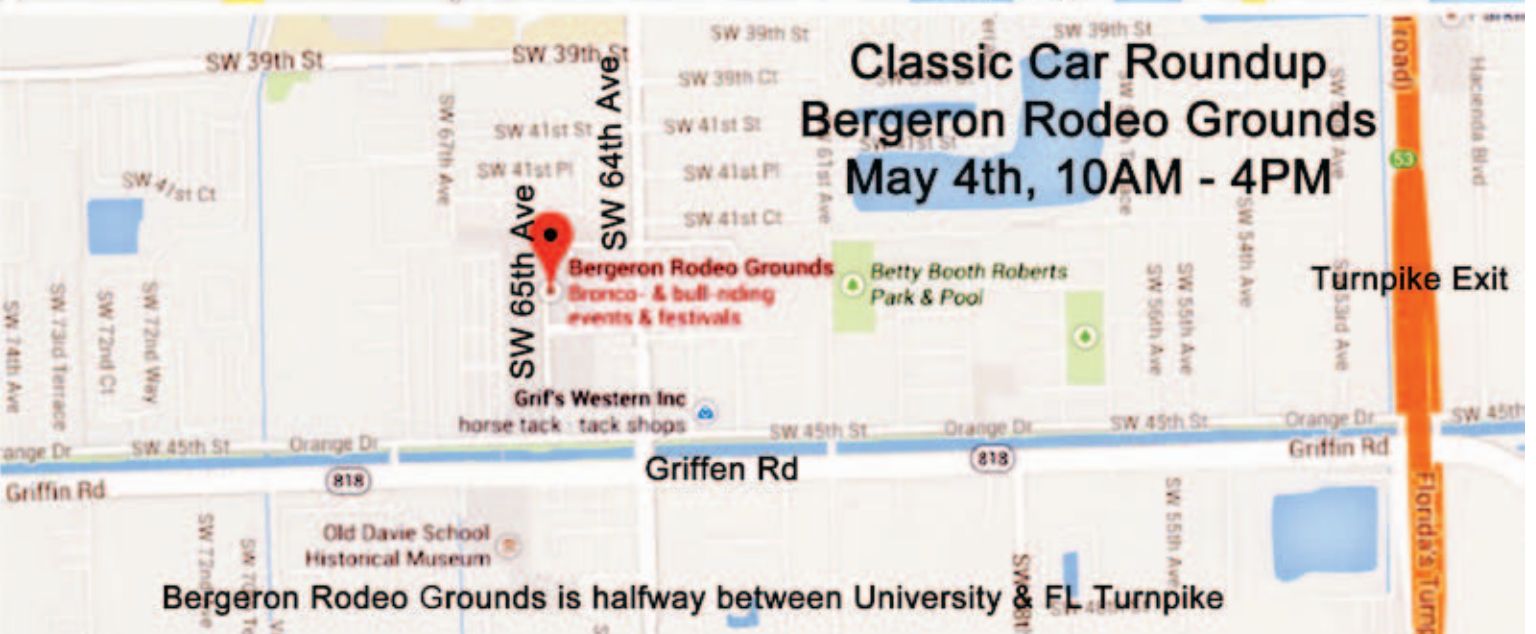
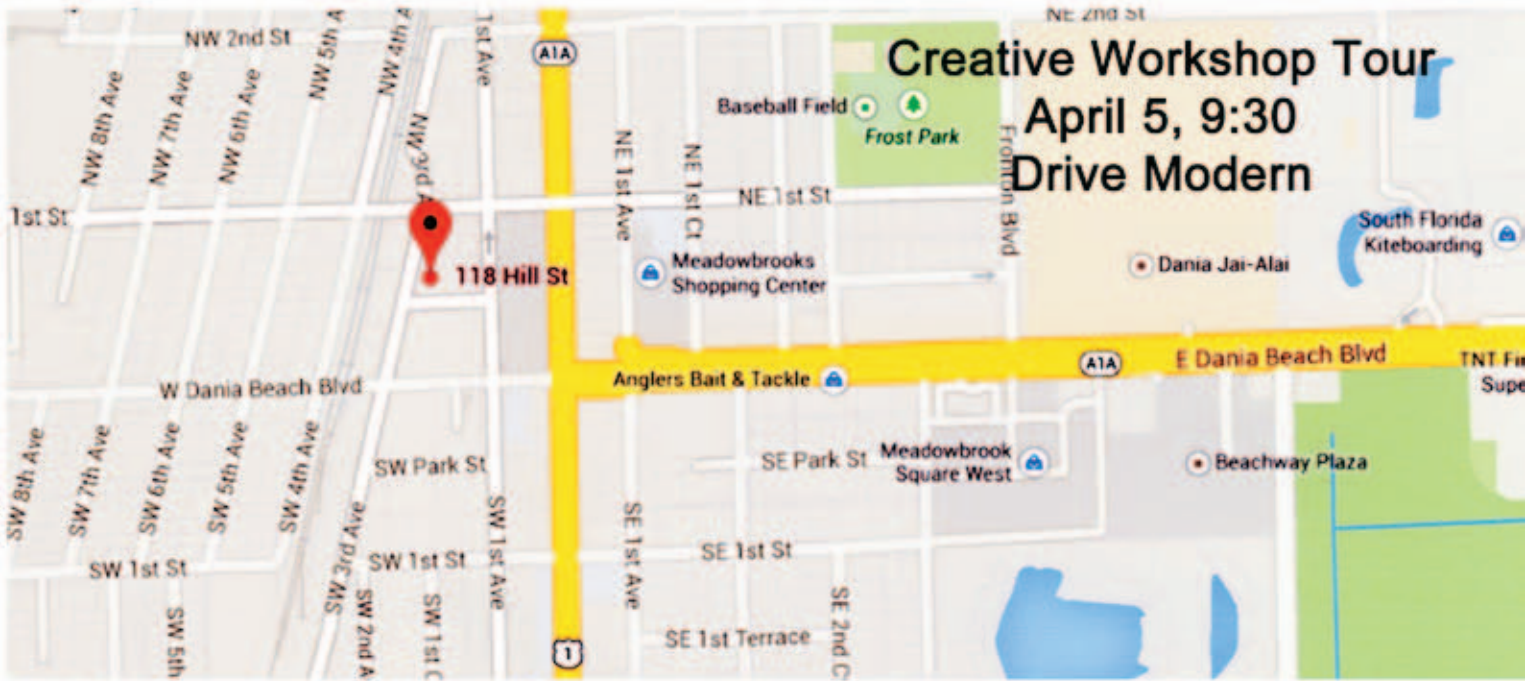


2014 MEMBER SURVEY RESULTS

16 members filled out the survey. Only a few members answered every question, so the sampling is somewhat limited. Of interest is the first question showing our membership is just about equally divided north and south with the center line probably along Sample Blvd. So Lester's is an ideal meeting place. Four members have cars that need some work and everybody is aware help is available. Some members are willing to drive another member's A, but not any T's. Sounds like a T driving school might be of interest to some of our members. MARC members drive their cars an average of six times a year with some driving a lot more often. Regarding event miles, a majority preferred events of 40 miles or less. Four are willing to drive 100+ miles during an event. The survey responders were about equally divided on overnight trips. Our members prefer antique car shows more than open car shows, try to attend as many club events as possible and attend about four car shows a year. Regarding event preferences, an A1A drive with a meal tops the list. All our club events got high ratings with longer distance events slightly less. Everybody is fine with the Blast being a bimonthly publication. Shown below are the number of members responding positively, unless it's a 1 to 5 scale score with 5 being best. John Ford

1. I live south of Broward Blvd: = 4 members; north of Broward Blvd: = 7 members; live in P. B. C. = 5 members
2. Elks General Meeting Location: change it ; A better location would be: Lesters
3. Elks Lodge food score with 5 being the highest: 3; Lester's food score: 4
4. Saturday Breakfast Location: OK; A better location would be: no suggestions
5. My Model A/T is running and can do shows and other club events: 13 out of 16 said yes
6. # of members needing Model A/T works: brakes work = 3, engine rebuild = 1; clutch adjustment = 1; gas = 1
7. I am aware there is a group of members willing to help with my A / T repairs: 16
8. I would like to know more about how thing work on my A / T? 6
9. I am willing to go to a member's home to learn/assist in repairs: 8
10. I would like to attend club outings but would prefer that another member drives my A/T 0
11. # willing drive another member's car to an event: Model A: 5 members, Model T: 0 members
12. I prefer to just drive a modern car to daylight club events: 5 members, ride in a member's car to club events 3.
13. How often did you drive your A or T in 2013: 14 responded = average 6 times. Some wrote 10+ times
14. Approx. how many times did you drive your A or T to a club event in 2013: 8 responded = average 6 times.
15. I do not own an A or a T: 0 responses
16. I am looking to buy a Model A: 1 Eric Gompertz wants a Victoria; a Model T: 0
17. The max miles I would drive my A / T for a car show or club event is: 7 members 40 avg; 4 wrote 100 miles +
18. The likelihood I would do an overnight tour in my A / T is: 7 yes, 6 no
19. The average number of car shows I like to do a year is: 11 responded, average was 4
20. The average number of club events I can do a year is: 11 responded, average was "as many as possible"
21. # of members preferring the following types of events : Open car show: 6; Antique Car show: 9; All A & T show: 6; Tune Ups event: 7; Club event in members home: 6; Restoration Business Garage Tour: 7; Driving School: 3; Mystery Tour: 6; Museum Tour: 6; A1A breakfast +: 9; A1A tour & lunch: 8; West Broward Breakfast +: 6; West Broward tour & lunch: 0; South Palm Beach breakfast+: 4.
22. I would be interested having a monthly MARC lunch 6, on Sun __, on Sat __, A1A __, at Lester's __
23. Other event suggestions: Car Games Event, Goodyear Blimp Tour; Airboat Ride; multi-day Island Cruise, Intercoastal Dinner Cruise; Valentine's Day Dinner; wedding on beach
24. Rate the following club events in 2013: Tune Up Tube Steaks 4-5; Ford BBQ 4-5; Festival Shows 4-5, St. Max 3-4, Holiday Dinner 4-5, A1A Tour north 3-4;
25. The Oogah Blast is fine the way it is: all wrote yes
26. I'm OK will the Oogah Blast being a bimonthly all wrote yes
27. I would like to see more Oogah Blast articles about: member's car project; how their A or T was acquired; member's car collection, national events, assign one member a month to write a Blast article.

UPCOMING EVENTS



Bergeron Rodeo Grounds is halfway between University & FL Turnpike

MARC Gold Coast Region A1A Tour , Sunday April 27

Toojays Palm Beach Brunch & Flagler Museum

Make your reservation now for museum discount

Regular \$18/person, Early Reservation \$14/person

Toojays 11AM 313 Royal Poinciana Way, Palm Beach, 33480

Flagler Museum 1 PM Guided Tour - Coconut Row & Whitehall Way



From A1A heading North: In Palm Beach turn left onto Royal Palm Way. Go west one block to Coconut Row, turn right. Drive north 7/10ths mile to Toojays in shopping center on the left.

From US 1, I-95 or Florida's Turnpike: Drive north to Okeechobee Blvd in West Palm Beach. Go east over the Intracoastal Bridge, then take the 2nd left - Coconut Row, drive 7/10ths mile north to Toojays in shopping center on the left.

A1A rendezvous at Ice Cream Club in Manalapan at 10:00 AM or earlier at prearranged points along A1A.



----- CUT ALONG LINE -----

Name: _____

in Party _____ **\$** _____

Will come in Classic _____ **Modern** _____

**Make check out to M.A.R.C.; Mail check to: Harold Feinberg
16878 Knightsbright Lane, Delray Beach, Fl 33484**

Tour Chair: Dick Rust 561-495-9258 home 561-699-7663 cell

Carol Sawatsch's "Getting To Know You"

TONY SPAICH

Our club Membership Chairman, Tony Spaich holds title to the longest CONTINUOUS membership in the Gold Coast Chapter of MARC-1974 to present. He has presided over our club as president for 3 different terms of office-1983, 1998 & 1999. Tony has owned his 1931 Model A Deluxe Coupe since 1985 and has many awards and trophies as a result of the great upkeep and TLC he has given his Model A.

Born in Detroit, Michigan, Tony moved to Florida upon his retirement from the Detroit Police Department in 1973 after 28 years of service. He contributes many interesting "Blast From The Past" articles to the Oogah Blast, retelling club events and activities from "the good old days" while he and his wife Helen continue to participate in Gold Coast Chapter activities in our current "good NEW days". Tony and Helen do a wonderful job welcoming new members to our meetings. They are role models, offering friendly greetings and sharing information and representing our chapter of MARC with those who come to car shows.

The Spaichs live in Pompano Beach and have been married over 66 years. They have 3 daughters and 2 grand cats! They well deserve the honor recently bestowed upon them by the club. A brick bearing their names has been placed at the MAFFI Model A Museum at The Gilmore Car Museum in Hickory Corners, Michigan. Many thanks to the Spaiches for their years of service.

Watch for the Next "GETTING TO KNOW YOU" Bio featuring one of our members.



1ST ANNUAL

“CLASSIC CAR ROUND-UP”

Sunday, May 4, 2014

10:00am – 4:00pm

Bergeron Rodeo Grounds of Davie, FL

4271 Davie Rd., FL 33314

Don't Miss It!!

The **FIRST** and only **COVERED CAR SHOW** in Florida, presented by

Town of Davie

Classic, Antique, Modified, Roadsters, Exotic, Foreign

All classes welcome

FIRST 100 CARS PRE-REGISTERED RECEIVE: VIP Package

Premiere covered show spot, Continental Breakfast 8:00am to 10:00am

1st Annual Classic Car Round-Up T-Shirt, Custom Dash Plaque, Show ID Badge,

“Do Not Touch” Sign, and Sentinel Classics Goody Bag

MUST REGISTER BY MAY 1ST

ALL OTHER CARS PRE-REGISTERED RECEIVE: The Cowboy Package

Continental Breakfast 8:00am to 10:00am

1st Annual Classic Car Round-Up T-Shirt, Custom Dash Plaque, Show ID Badge,

“Do Not Touch” Sign, and Sentinel Classics Goody Bag

Show Highlights

*****Top 30 Awards, Plus 10 Specialty Awards*****

People's Choice, Mayor's Choice, Sentinel/Infinity's Choice

“DJ” Scott The Music Man, Live Entertainment,

Kids Fun Zone (Free), Food Trucks & Vendors,

Arts and Crafts (Free Fair), Petting Farm (Free), Hot Dog Eating Contest

Portion of Proceeds to benefit the Police and Firefighters Memorial

Car Clubs CONTACT Dick Barten or Jumpin' Jack for parking arrangements:

Pre-Registration ONLY \$25.00 per car \$30.00 Day of the Show

*****REGISTRATION OPENS AT 8:00AM CLOSSES AT NOON*****

THIS IS A RAIN OR SHINE EVENT

A “DB ENTERTAINMENT” & “JUMPIN' JACK PRODUCTION”

PROMOTED EVENT

Info: Dick Barten 954-563-4000 BandSouth@bellsouth.net

Jumpin' Jack 305-214-CARS (2277) www.jumpinjackproductions.com

Matthew Mlodzinski 954-797-1163 matthew_mlodzinski@davie-fl.gov

Stavros at Sentinel Classics 877-408-9499 smoforis@sentinelcasualty.com

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Registration Form

Please make checks payable to **Town of Davie**

Mail to: 6591 Orange Drive, FL 33314 Attn: Classic Car Round-Up

NAME: _____

ADDRESS: _____ CITY: _____ ZIP: _____

VEHICLE YEAR: _____ MAKE: _____ MODEL: _____

PHONE OR CELL: (_____) _____ - _____ CLUB: _____

VALUE OF VEHICLE: \$ _____

CATEGORY: ANTIQUE CLASSIC MODIFIED EXOTIC KIT CAR OTHER

Info: Dick Barten 954-563-4000 BandSouth@bellsouth.net

Jumpin' Jack 305-214-CARS (2277) www.jumpinjackproductions.com

Matthew Mlodzinski 954-797-1163 matthew_mlodzinski@davie-fl.gov

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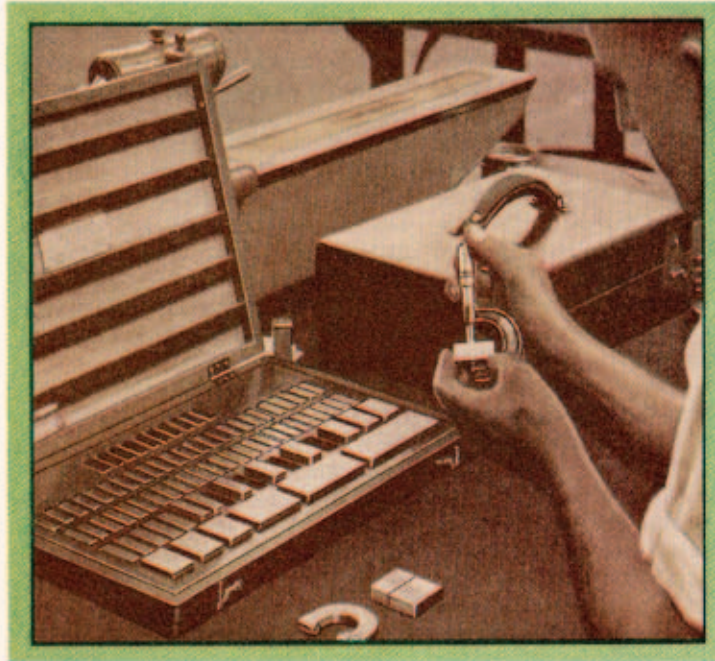
Daniel Fortin's Model A Pickup 1931 Restoration

First a little history. Purchased in Tennessee in 2007 by a man living north of Montreal, Que. He tried to use it in a parade with no brakes and the engine heated badly after 5 minutes. So he gave up on it. Five years later, he put it up for sale on the internet. That's when I found it. I had just been retired two weeks prior and looking for something interesting to do. So I gave myself a retirement gift. I received it on May 10, 2007. 90% original but in dire need of a complete restoration. There were no blinkers, engine wouldn't run, overheated immediately, and that's when the work began. The radiator was out for a new core, the engine overhauled, new bored at .030 thd, new pistons and rings, new 55 valves, new wood floor, new water pump, hoses, clamps, battery, cables, overhauled steering box arms and pins, all new brakes with cast iron drums, rebuilt tranny, repaired frame, some welding and riveting a lot of scraping and cleaning, alter all the prep, a good coat of primer and black paint. Now I have something to build on. Restoration lasted 2-1/2 years full time and enjoyed all of it. Daniel (*Daniel's Montreal to South Florida 2013 trip in this car was featured in the Nov-Dec Blast*).



CRAFTSMANSHIP

in volume production



The Ford crankshaft is made of carbon manganese steel and is ground, machined and polished to measurements as fine as five ten-thousandths of an inch. Ford crankshafts receive more than 150 gage tests for accuracy.

The main and connecting rod bearings are polished to mirror-like smoothness within a tolerance of one one-thousandth of an inch. End clearances between the connecting rod bearing faces and those of the crankshaft are held to the unusually close limit of five one-thousandths of an inch.

Great care is taken also to insure the proper static and dynamic balance of the crankshaft. The machines used for

the dynamic balance tests are set upon foundations of gum rubber and are so delicately adjusted that the very air which surrounds them is first cleansed and then held at 68° by thermostatic control.

Though weighing many pounds, the Ford crankshaft is so carefully balanced that it will remain motionless in any position when placed upon two perfectly levelled parallel bars, yet will turn if but two grams weight is placed on any connecting rod bearing.

In addition to the many check-ups and inspections in manufacture, every Ford crankshaft is set in the motor block and given a run-in test approximating actual service. Only then does it receive the final O. K.

This accuracy in manufacturing, combined with simplicity of design and the high quality of materials, has a definite bearing on the good performance of the Ford and its economy of operation and up-keep. Throughout, it has been made to give you many months and years of satisfactory motoring.

ONE OF THE outstanding features of the new Ford is the precise care with which each part is made and assembled. Many measurements are accurate to within one one-thousandth of an inch. Some to three ten-thousandths of an inch.

This craftsmanship in volume production is particularly apparent in the pistons, valves and crankshaft—the most important moving parts of an automobile engine.

To insure perfect fit in the cylinders, the aluminum pistons of the new Ford are held true to within one one-thousandth of an inch of the specified diameter of $3\frac{7}{8}$ inches. In weight they are not permitted to vary more than two grams ($\frac{1}{14}$ of an ounce). The wrist-pin holes are diamond bored within a variation of three ten-thousandths of an inch.

The Ford valves are made of chrome silicon alloy, selected because of its durability and resistance to the oxidizing effect of hot gases. The valve stems are held exact in diameter to within one one-thousandth of an inch along their entire length. There is never a variation of more than two one-thousandths of an inch from the seat to the mushroom end.

Each half of the hole in the guide through which the valve stem passes is made to limits of five ten-thousandths of an inch. This insures accurate centering of the valve and minimizes the possibility of gas leakage and loss of compression. It also reduces carbon deposits which cause sticking.

THE NEW FORD TOWN SEDAN

A beautiful family car, distinguished by the beauty of its appointments and upholstery. You may choose either Bedford cord or luxurious mohair. A choice of body colors is offered also. Other features of the new Ford Town Sedan are its fully enclosed four-wheel brakes, Triplex shatter-proof glass windshield, four Houdaille double-acting hydraulic shock absorbers, more than twenty ball and roller bearings, and the Rustless Steel used for the head lamps, radiator shell, cowl finish strip, hub caps, and other bright exterior metal parts. The first cost is low and the economy of operation and up-keep will save you many dollars each year.

Mike Vitetta's Tech Tips

Setting up the Carburetor on a Ford Model A

The carburetor should be adjusted the way it will be operated normally. If it has an air filter, adjust it with the filter in place. If you have poor results setting the idle, the carburetor may not work properly with a filter, so try it again if necessary without the filter.

1. Start and run the car to warm it up to normal operating temperature.
2. Push the spark advance all the way up (left hand lever). The spark should be left in this position, (fully retarded), for the rest of these steps.
3. Pull the throttle down to a fast idle (right hand lever).
4. Now we will find the "sweet spot" to keep the Gas Adjusting Valve, (GAV), set at. This is the choke knob under the passenger side of the dash.
5. Open GAV 1 turn (CCW).
6. Now slowly fully close GAV, and note that the car should start idling poorly as you approach full closed (CW). Slowly open the GAV back to the point where it speeds up slightly and starts running smoothly. This will be the ideal place to set the rest of the carburetor up. It will also be about the best place for driving, though it can vary with temperature, gasoline brand, etc.
7. Push the throttle back up to an engine RPM for smooth steady idling, at a speed you prefer.
8. Adjust the idle screw so that it hits the stop on the carburetor.
9. Push the throttle all the way up. The idle screw will hold the idle at the speed you preferred, as set in step 7.
10. Adjust the Air Idle screw as follows. Turn it in (CW, which is richer) until the engine starts to run poorly. Note the position.
11. Now adjust the Air Idle screw CCW (leaner) until the engine starts to run smooth. Continue turning the Air Idle screw out CCW until the engine again starts to run poorly. Note the position.
12. Turn the Air Idle screw back CW until it's about half way between the positions found in steps 10
13. Leave it there. You should try to find the spot where it runs smoothest between rich (CW) and lean (CCW).
14. Test drive the car. Check for proper performance.

Mary Voigt's Period Fashions

reprinted from *Model A News*

May-June 1979

MARC OF FASHION

by Mickie Parr

Henry Ford was nice; he provided a convenient way to date the cars he produced by putting serial numbers on each one; Not so with dress designers and manufacturers. You'll find no dates or serial numbers on labels of Era Fashions, if indeed you even find labels. You might, if lucky enough to still find a label, find out when that particular place was in business. If it was established later than 1931, it obviously was not an Era frock. Many designing houses and clothing manufacturers operated before our Era and many are still in business. So, in the Era Fashion hunt, it's by guess and by golly, and good luck!

Let's define Era Fashion: Articles manufactured or worn in the Model "A" years. This is simple to write, but they're not so easy to find nor understand. What is both a boon and a bane of Era Fashion is that a change occurred in fashion design and style right smack in the middle of our Era years. To be a bit more precise, our Era of fashion began about 1926 and ended about 1934, give or take a year on either side. From 1926 to and including a part of 1929, designers were doing all they could to rid any and all resemblance to the Roaring Twenties, while bringing in the slimmer look. The slimmer figure style continued on even past 1934, but there were then some changes that very distinctly said "not early 30's."

We are really dealing with two, very distinct styles. The early and late look or the late and early look, whichever way you prefer to look at it. Confusing! But fun, so bear with me.

The only statement I'll make that says a frock is not our Era has to do with its length. If it is above the knee, forget it! Other than that, almost anything goes. Now I'll go back and fudge on that statement, if the frock is for a girl under 14, and it is above the knee, then it could be perfectly proper. In that case, her knobby knees were covered with itchy wool or cotton stockings.

The early styles are noticeably different from the later styles. The waist and hemlines are the easiest ways to aid in dating the frock. Early in the Era, the waistline, or what was known as such, was found resting at or on the hips, while the hemline just covered or just fell below the knee. As the style changed, the waistline crept up while the hemline snuck down. By 1931, the waistline was defined at the true waist and in some styles, even an Empire look, while the hemline might be found only 10 or 12 inches from the floor. There are, of course, many other ways to date an Era frock, some subtle and some not so subtle. In time, perhaps we will explore them.

To go with the changing style in frocks, accessories also changed. Shoes changed from low heels to a higher heel, and in some cases to a 3" heel. Gloves changed from short, fitted, over the wrist to the gauntlet wrist at mid-forearm.



The sketches shown are from "Delineator", January, 1926, (left), and Good Housekeeping, December, 1931. They are simply to show the difference that four years can make. Note the models shown from head to toe. Both very proper afternoon frocks, but worlds apart in style and design.

Hats changed from head-covering cloches, with brims covering the eyebrows to jaunty, little side numbers that barely covered the head, let alone the brows.

Again, perhaps later we'll deal more in detail with the changes and how to date them. What I am getting at here and will continue with in the next few articles, is the boon of that span of fashion change; regardless of your shape and size, there is an Era outfit that is YOU! The excuse "I can't wear that style," is a cop out! Which style are you talking about? The early one because you are too thin, or the later one because you are too well-endowed?

In the coming series, I will be dealing with all the different shapes and sizes, and how they will relate to Era clothing. Hopefully when the series is completed, you have only to look in the mirror to see which one suits you and your figure.

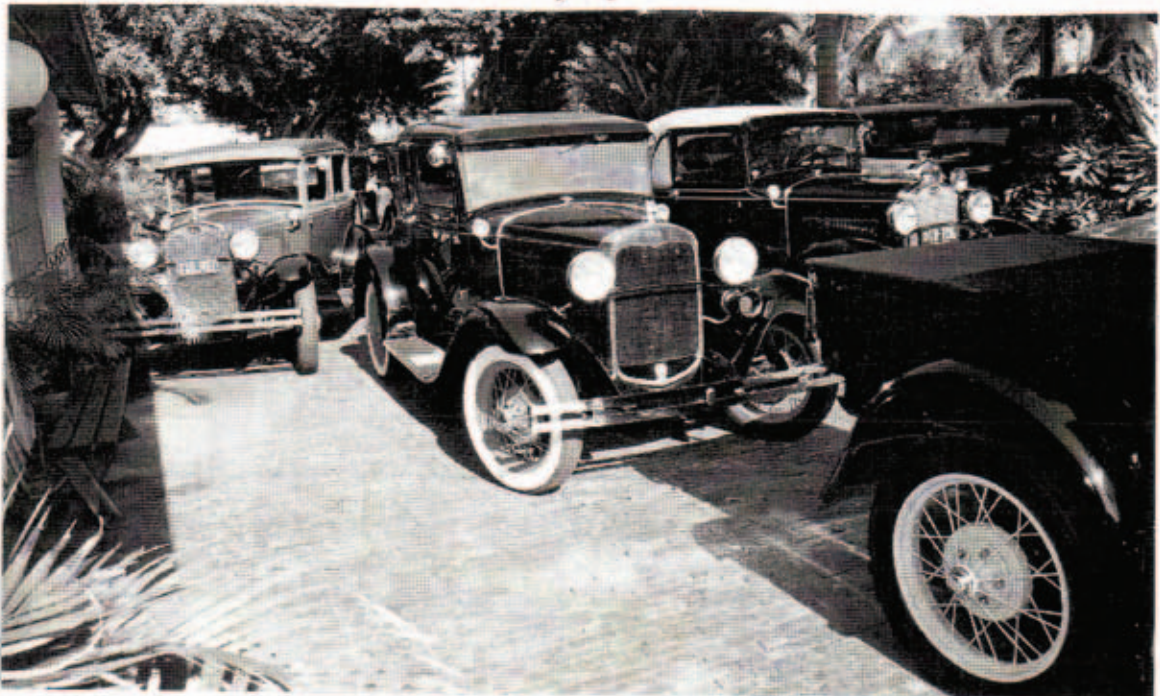
Tony Spaich's Blast From The Past

SUNDAY SUPPER DRIVE June 2001

Dorothy Page has done it again with her dedication to making our Sunday Supper Drive a gala affair for everyone who attended. Jane Orben started the day with drinks and hors d'oeuvres at her lovely home. It was a warm day and everyone enjoyed the cool drinks and her wonderful array of goodies-especially the Alpo on the Ritz that Jane found in the Dog Lovers Cookbook. Among those attending the cocktail party were Frank & Val Fabricius, Tony & Helen Spaich, Dorothy Page & Lee McElroy, Joy Thornhill, Mary & Bob Nobbs, Bill Parker and his guest, Jack Bailey and Gene Mueller, Marge Laubaugh and her guest Richard, Jim and Gwen Hammar, Bob and Cathy Collins and Clark Ballard. After leaving Jane's, 7 Model "A"s and a couple modern cars caravanned up A1A to Lantana, where the Dobbins awaited our arrival with more food and fun. Among the first to arrive there were Mary Louise and Ron LaVergne on their Harley. They had been to the west coast for a rally. Janet and Dan Clevenger arrived in style in their 1914 Model "T". What a gorgeous car! Also joining us there were Juan & Diane Sordo and Nancy & Grady Stearns in their Model "A"s. Audre Franz and Dick Rust (our every ready photographer) joined us also. We also had the joy of seeing Bob & JoAnn's beautiful "new" 1947 Lincoln Continental Convertible.

Tables were set up outdoors with a beautiful view of the intra coastal and we were impressed by the water fan that blew misty water for everyone's comfort. Dinner was like being at a 4 star restaurant, with ham, salads, asparagus spears, a great bean and rice dish, rolls and lots of cool drinks. JoAnn's daughter Heather and granddaughters, Samantha and Ashley acted as greeters and caterers. They did a beautiful job. After dinner Bob took us on a tour of his car collection. One of the highlights of the day, was Bob's spectacular model train display. Many hours of work have gone into this lavish display of trains and villages. It was like a trip to the Smithsonian. Our next stop was at the famous ice cream club in Manalapan. (I did not stop for ice-cream as we were just too full). Thank you to JoAnn & Bob and Jane and to Dorothy for making a beautiful day into a special day to remember. Who has more fun than the members and friends of the Model "A" Club?

By Joy Thornhill



Remember These?

15th ANNUAL
ALL MODEL "A" AND
MODEL "T" SHOW

APRIL 22, 1989

Pompano Beach
Florida



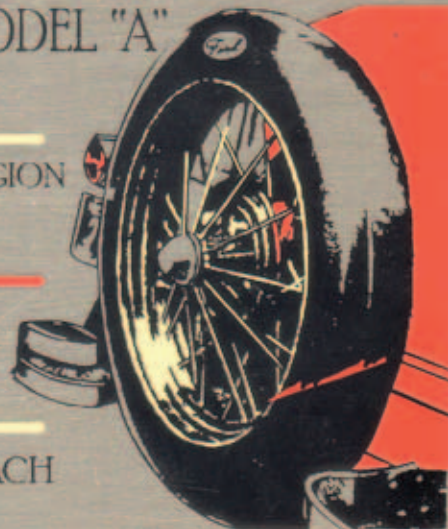
GOLD COAST REGION - M. A. R. C.

27th ALL MODEL "A"
SHOW

GOLD COAST REGION
OF
M.A.R.C.

SATURDAY
MARCH
17th, 2001

POMPANO BEACH
FLORIDA



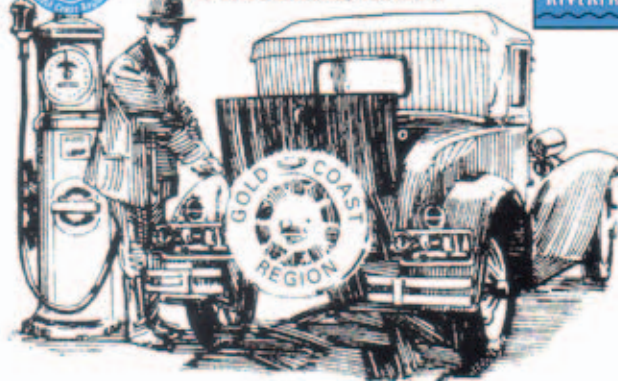
30th ANNUAL ALL MODEL A SHOW
SUNDAY, FEBRUARY 22, 2004
GOLD COAST REGION M.A.R.C.



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32nd ANNUAL ALL MODEL A SHOW

SUNDAY, MARCH 5, 2006
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GOLD COAST REGION OF M.A.R.C.
ANNUAL

ALL MODEL A&T SHOW

Sunday, March 4th, 2007



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34th ANNUAL ALL MODEL A SHOW

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Membership in the National MARC organization is optional and is separate from a Gold Coast Region membership. National Membership requires annual dues of \$38 sent to the home office: MARC, 24800 Michigan Ave, Dearborn, MI 48124 Among the benefits of a National Membership is insurance coverage while you participate in club events. You also receive the national bimonthly magazine Model A News. Further info is available at www.modelaford.org

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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 (Back Room)
 3151 NW 9th Ave, Ft. Lauderdale, FL
 (Northwest corner Oakland Park & Powerline)
 (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 27th Ave
 Pompano Beach, FL 33062

* MARC National membership is separate from Gold Coast Chapter membership and requires separate dues sent to the home office. MARC insurance for club event participation is not provided to Gold Coast Chapter members who are not National members! You must be a MARC National member to receive MARC insurance coverage at club events. Info at www.modelaford.org

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