

OOGAH BLAST

OFFICAL PUBLICATION - GOLD COAST REGION OF M.A.R.C.

MAR./APR.
2015



COVER ARTICAL ON PRESIDENT'S PAGE

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
 Lester's Diner (Back Room)
 4701 Coconut Creek Pkwy, Margate, FL
 (North side, one block east of 441)
 (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

From the Presidents Desk



Well there's not much of a guess that the fellow on the cover is confused and frustrated with his situation. The look on his face says he is having a problem knowing what to do, or what part of, or where on the car are they from and why so many parts and will they all fit in???

One thing that is apparent, this fellow needs some knowledgeable help. Fortunately, there is a great wealth of information available if you are a member of the "Model A Restorers Club". When you are a member of MARC you will receive the "Model A News", which is their official publication. Within these pages, the person on the cover would have been able to find any number of ways of getting help.

For starters, there is the Technical Questions & Answers section, along with this there are articles on how to repair parts, tips on how to fix your car and also the many books and manuals you may want to get that show how to assemble any part of, or a whole car.

Note, that even if you have someone else work on your car, just having the information on how your car works, helps when you are driving down the road and you should happen to hear something that does not sound right, or feel something different in the way it runs or handles, you might have an idea on what needs to be corrected.

It's great to have this amount of information available, but let us not forget something else that is extremely important. That would be the Liability Insurance that comes automatically with being a member of MARC National. We feel it is necessary to protect the members of our Region, so we ask that everyone who wants to be a member of our Region, please join MARC National.

P.S. I will bet there are many antique car people out there who can tell, just by looking at the pictures of the parts shown, this person own's a Model "A" Ford. How many of the Parts & Tools on the cover can you recognize or name.

Richard Rust

IT'S UNFORTUNATE THAT WE HAVE LOST A LONG TIME FRIEND AND MEMBER

Robert Dobbins

By Ron Hayes

HYPOLUXO ISLAND
— When Bob and JoAnn Dobbins left Hypoluxo Island for a simpler life in Atlantis about a year ago, the poinsettias stopped appearing



on Dave Stewart's porch. "At Christmas, they'd always bring us a poinsettia," Stewart

recalls. "And not just for me, for neighbors around us, too. We'd come home and find them and say, 'Well, Bob and JoAnn have been by.' It was those little things that made them such a great addition to the town."

Mr. Dobbins, who was 91 when he died at home on Dec. 23, had been a Hypoluxo Island resident since 1989.

"It was so cute when he and his wife moved into the neighborhood because they'd go for walks holding hands," recalls Stewart, who lived across the street from Mr. and Mrs. Dobbins for 24 years and is also the mayor of Lantana.

"I hated to see them go."

Robert Thomas Dobbins was born on Nov. 16, 1923, in Pittsburgh to Robert and Mary Dobbins.

From October 1942 to June 1945, he flew 218 combat missions and logged 1,300 hours flying "over the hump" — the Himalayas — in the China-Burma-India theater, for which he was awarded the Air Medal and Distinguished Flying Cross.

"When he enlisted, he lied about his age," Stewart said. "I think he was 17 or something. I guess his dad was mad at him for a while, but he flew more missions than he had to."

After the war, Mr. Dobbins logged more than 35,000 flight hours with United Airlines and retired after 38 years as first on the seniority list of those still flying.

When the couple bought a home on Hypoluxo Island, he brought his love of aircraft with him. At Lantana Airport, he kept an E-35 V-tail Bonanza, a 1947 Cessna 120 and a Cherokee 120, which he flew to a second home in the Bahamas.

"He built the house on Bimini himself," Stewart said.

"One day I saw him outside. He'd bought a brand-new washing machine and he's taking the panels apart so it would fit in his plane so he could take it over there."

In addition to his love of planes, Mr. Dobbins also indulged a love of antique automobiles and added a six-car garage to his Hypoluxo Island home to accommodate his Packards, Lincolns, a 1932 Roadster and his favorite, the Model-A's. In total, he had more than 50 cars.

"He was always working on them, and his wife would be washing them and helping him," Stewart remembers. "They were a pleasure to have as neighbors."

In addition to his widow, JoAnn, Mr. Dobbins is survived by his eight children, David Dobbins, Karen Gridley, Susan Gridley, Bobby Cooke, Deborah Dobbins, Robert Dobbins Jr., Brett Dobbins and Heather Dobbins; 26 grandchildren and 10 great-grandchildren.

The family asks that donations be made to TrustBridge Hospice, 1531 W. Palmetto Park Road, Boca Raton, FL 33486.

I don't know how many members remember Bob Dobbins, but if you were fortunate enough to know him you know what kind of wonderful person he was. I remember late one night just before a Model A show the next morning, and I needed an intake manifold. Nowhere to buy one, it's 9:00 PM and Bob Dobbins says to me, come on over I got one you can have. He gave it to me no charge, and we made the show. I'm sure there are other people who could tell similar story's.

Dick Rust

Tony Spaich's Blast From the Past



THE OOGAH BLAST
SEPTEMBER, 1993



MYSTERY TOUR TO RIVERWALK BREWERY

By Gwen Hammar

Riverwalk Brewery

& Restaurant



Sunday, August 15, found ten Model "A"s driven by Tony & Helen Spaich, Bob & Joann Dobbins, Dale & Ellen Hempstead, Richard & Dorothy Page, Lou & Parris Puma, Gene & Mary Ann Mueller, Royanne Ramsey and her friend Nancy, Frank Vercouteren, Don McArt and Jim & Gwen Hammar. Rex & Marge Laubaugh had their Avanti, Dick Rust & Audrey Franz were modern as were Tom & Pat Mueller and their daughter Melissa, guests of Gene and Mary Ann.

We met at Pompano Fashion Square and were detained a few minutes with car problems. That time gave us a chance to visit and catch up on what has been happening this summer.

We left Fashion Square about 1:30 P.M. and drove south along A1A, then over to Federal Highway and onto Broward Boulevard. We ended up at the Riverwalk Brauhaus & Restaurant. The manager allowed us to park the cars off the street in their lot, so we

saved all those quarters I told you to take for parking.

Our table was waiting, along with glasses of icewater which sure tasted good as it was a very hot day and the only A/C in our cars is what comes thru the windows. The two waiters took our drink and food orders - oh, that brew was SO good and cold! We all had an assortment of meals and either we were very hungry or the food was very good 'cause we all cleaned our plates.

David Board's name was drawn for \$30. Sorry you missed it, David.

After we ate, we walked down to the Riverwalk. Lou and Parris Puma showed us "their" brick in front of the Chart House. We all had fun reading the names on the bricks and watching the boats pass by. After we relaxed on the benches and visited more, we decided to head for home as the clouds were building up on the west.

Editor's Note: Special "THANKS" to Gwen and Jim Hammar for hosting this delightful and refreshing outing.

DO YOU KNOW WHERE THESE WERE TAKEN?



Fords & Friends V8 Car Club Show



Well we did it again at the V8 Fords & Friends Car Show. We recieved the **Club Participation** Trophy. That's not all, because Mike Habstman got a Trophy for **Best of Show** for Model A's. On top of that Audre Franz won a **Gift Certificste** for \$25 dollars.

I am sorry there were not more of our members there. We had a very good time, and I was able to talk to some of the members of the Palm Beach A's. I gave some of our All Model A Show registration forms to Larry Buchan, who is going to give them to there President to pass out to there Members. Just maybe we might get some of them?

MODEL A'S RULE



Carol Lawatsch's "Getting To Know You"

BREAKFAST AT LESTER'S — JANUARY 10TH, 2015

The January breakfast brought out a larger than usual crowd, 27 in all, including some "Snow Birds" to join us "year rounders". Ten Model "A's" made for quite a parade! One "Snow Birder" who joined us was Tim Wiglesworth who arrived in his wife's 1929 "Woody Station Wagon" which they have owned for 10 years. Tim hails from Kansas, and comes to Ft. Lauderdale for the winter season. The Station Wagon was designed, Tim tells us, to transport travelers arriving by train to hotels or lodges "back in the day". This woody is one of his collection, which includes 15 vehicles of various makes and models. As a collector and aficionado of antiquities, he and his wife participated a year or so ago in a Minnesota tour from New London to Brighton. The run was for cars from years 1903 to 1908. His wife, Tim noted humorously, "drove modern"—the 1929 woody!

Accompanying Tim to the breakfast was his mountain climbing partner, Carty Johansen. The two have climbed many peaks, including those in Russia, Alaska, Colorado, (including the 14,110 Ft Pikes Peak) as well as about half of Colorado's other "14's" (there are 55 of them). So far perhaps their biggest challenge was in Nepal, reaching Mt. Everest Base Camp, (19,800 Ft.) But they are not done yet! They have a goal to climb the highest peaks in all 50 US states!



GOLD COAST REGION'S 41st ANNUAL ALL MODEL 'A' FORD SHOW



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Best in Show and
Dash Plaques



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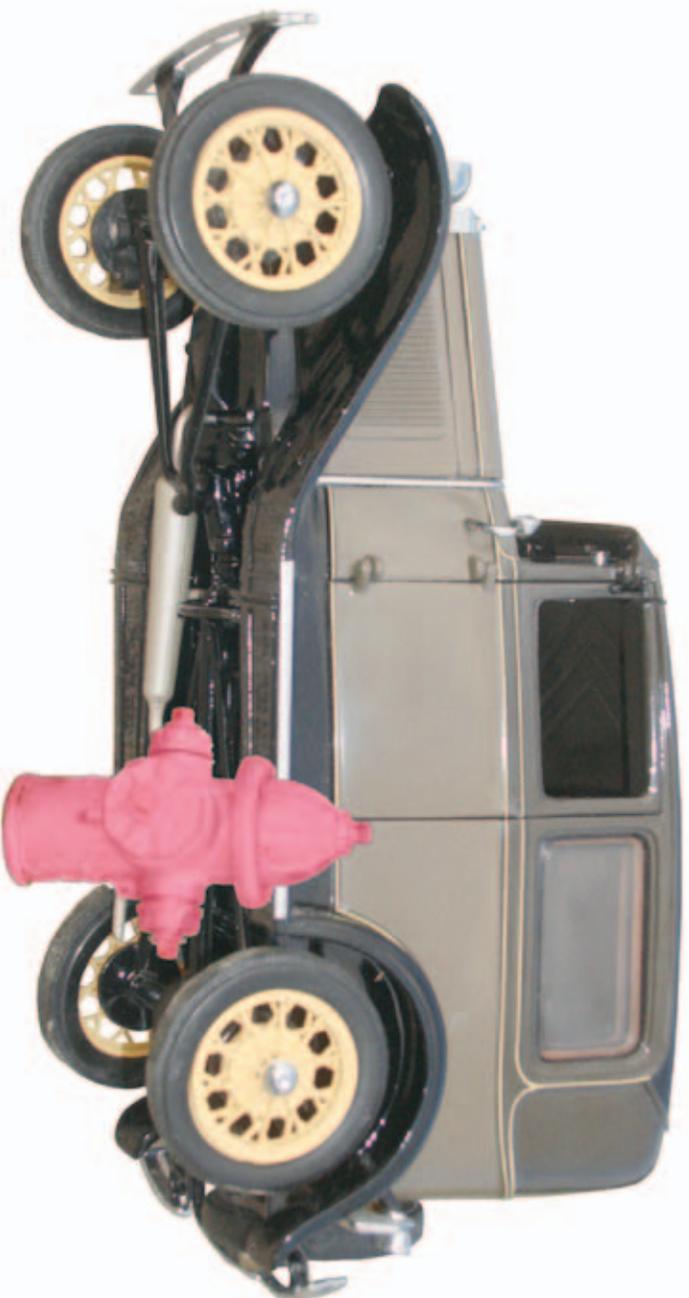
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YOU MUST BE A MEMBER OF M. A. R. C. NATIONAL**

Name _____

Make _____ Model _____ Year _____

Make _____ Model _____ Year _____

**MAIL ENTRY FEE WITH APPLICATION TO: TONY SPAICH
1290 NE 27th AVENUE, POMPANO BEACH, FL 33062**



Well, as every Model A'er knows the **FORD MODEL 'A'** is very protective of its space. It will definitely **MARK** that which it believes, is its personal space. On that note it is important that we bring a piece of Carpet, Cardboard or Plastic to put under the car so that we **DO NOT** leave marks on the parking lot. If we do, we lose our deposit. If you use something that is light weight, make sure you have something to hold it down in the wind.

MODEL “A” WOES

By Bill Stoneman



While on route to Lester’s Diner on a Saturday in November, my ’29 Model “A” pickup stalled in traffic. OH! Oh!—we were not caravanning! Luckily, a local plumber pulled across lanes to block traffic. He helped push the “A” off the roadway on to a spot of grass, then offered to take Carol to Lester’s where she alerted Dave and Fabio. The kindly plumber came back to see if he could assist me in getting started.

At first, I thought fuel had washed over causing flooding. No, not that—After a couple of tries, the problem seemed to be in the ignition. Dave and Fabio arrived. They checked all obvious sources to no avail. Dave told me to try it again—it started! I asked him “what did you do”? He said “nothing”. A mystery. Anyway, off to Lester’s to breakfast. We got started and Tony followed us home without a problem. (Tony reported that he noted my “A” was wandering to the left, which led to another repair, but that’s another story).

We pulled into the driveway, and turned off the engine. After a few minutes as I tried to start the “A” to put it in the garage, again---NO START. I pushed it into the garage with the help of a neighbor. In days following I inspected, checked the ignition switch (on the dash), shorted wires, loose connections, point gap, coil and condenser . Finally I tried to start it, and it ran fine. All fixed, I thought.

Two days later, Carol and I went for a ride on A1A to Deerfield and back. On the way home, we stopped at Juke Box Dinner for coffee and a brief “hello” to the owners. When we came out, again, to our embarrassment, NO START! After some tinkering, we called AAA and were towed home. Again, following this episode I checked everything I knew connected with ignition, and found no problem.

On the day of the December breakfast at Lester’s, we caravanned with Tony. We stopped at the light within sight of Lester’s, and again stalled! RATS! Tony and others came to my aid. They checked for spark, OK-checked for fuel, OK-checked for anything plugged or loose, all OK. Tony had a spare carburetor, and changed the lower half. He had attached a spare clamp on coil, to no avail. The guys checked inside the distributor, seemed OK. Harold Fienberg also had a whole spare distributor in case it was needed Jerry Carbone noticed a looseness on the connection the distributor rotor, and replaced the rotor with a spare, again from Tony. Hooray! It started! We went to breakfast, and Jerry followed us home-no problem. (Jerry reported that we had no stop lights).



Since then, we have ordered and received the needed parts. To date, everything seems OK. All this has been a learning experience in the joys of caravanning, club friendships and carrying extra parts. The moral of the story is, you can’t learn anything if you don’t have problems to solve.

ELLIOTT Museum Tour



READY TO ENTER THE MUSEUM

If you have never been to the Elliott Museum you don't know what you are missing. It's not a real big Museum but it is unique in its own way. The one thing I like the most is the Old Cars. As you can see by the

photos on the next page, they have some very nice and some great old cars. They have an elevator that rotates cars around. There are many



GIRLS CLUB



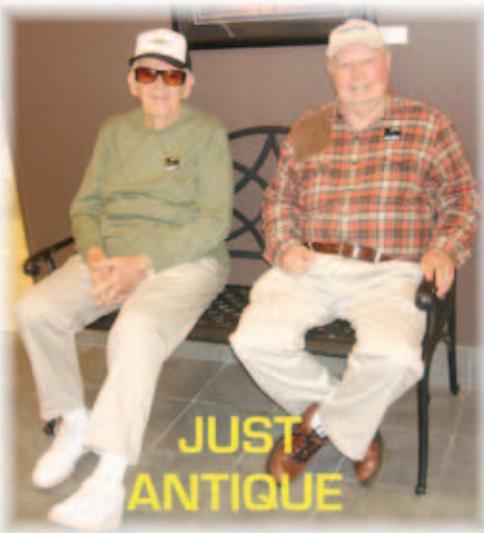
ANALYZE / SCRUTINIZE



CHECKING OUT CARS



LUNCH AT CONCHY JOE'S



Model A's to see which includes a A400. All of these cars are in great condition. As a matter of fact, they do drive them around. There are other cars that I did not have room for, along with other antiques of various kinds. Try not to miss this.

Dick Rust



Editor's Apprentice's Letter

At our regular monthly Breakfast I counted 25 members. That does not sound like a lot to some, but on that particular Saturday it was quite chilly for South Florida's Weather. I did not think there would be very many there. As matter of fact, most showed up in their Model A's.

This now made me think, is their a common denominator that would bring out a larger group of members? So after giving this some thought, it must be when there is food involved. We seem to have a much better turn out when everyones stomach is happy.

Keeping this thought in mind, I am asking Someone or Someone's to come up with an Idea or Idea's for something the members would like to participate in.

It's not hard to Host an Event, and the Board would be more than willing to help show someone how easy it's done. It would be nice if more members would get involved in being part of the Club.

Right now we are looking for someone to Host the All Model A Show Banquet. We all ready know where we want to go, we just need someone to set it up.

Dick Rust





GOLD COAST REGION OF M.A.R.C. & MODEL A RESTORERS CLUB NATIONAL

**GOLD COAST REGION dues are \$30 per year due Jan. 1st
Make check payable to MARC and send to Tony Spaich:
1290 NE 27th Avenue, Pompano Beach, FL 33062**

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Year: _____ Make: _____ Body Style: _____

Year: _____ Make: _____ Body Style: _____

Also you must be a member of the Model A Restorers Club National in order to be a member of the Gold Coast Region of MARC. The National dues are \$40 a Year. You can Send to MARC: **6721 Merriman Rd. Garden City, MI 48135 or Call: **734-427-9050** or go Online: **www.modelaford.org**. with this you get Liability Insurance and the National Bimonthly Magazine.**

Mike Vitetta's Tech-Tips

CAR OVERHEATING or JUST PUMPING WATER OUT or BOTH??

Submitted by Mike Vitetta

Did you ever say the following: "My engine continues to overheat. We have put on a new water pump, the radiator was 'cleaned and soldered and filled', but it still overheats." Not an abnormal thing especially in Florida summers.

First let's define overheating.....is it steaming or just pump water out the top.... If it just pumping water out you may be over filling it....let the radiator find its own level... each "A" seems to have its own level. As an example, I added water to our 1930 all the way to the top -- I knew it was too full but it sure looked good!! When I started the car it promptly pumped out the excess water until it reached its normal operating level I would always add the same 2 pints every couple on months.

Suggestions:

There are several things that can cause a Model A to overheat. The main cause is usually the radiator. First you can check to see if your radiator has 3 rows of tubes. Some of the older replacement radiators had only 2 rows. That will not provide sufficient cooling. If the radiator is old and has been in the car a long time, the fins of the radiator become loose and cannot dissipate the heat. Also, if the radiator is old and has been in the car a long time, calcium deposits in the radiator will reduce the cooling efficiency of the radiator.

Model A owners have a choice to make if a radiator change out has to be made, originality or efficiency. Six fins per inch, 10 fins per inch, round tube, or flat tube are available.

Now let's consider other potential causes of overheating. First make sure the timing is set correctly. Then make sure nothing is blocking the front of the radiator, like a license plate. If you have a new engine, it will sometimes run hot until it is broken in. There are several books and articles that have been written that will tell how to correctly set the timing. A blown head gasket can also cause overheating. Check for bubbles in the water at the filler neck. This may indicate a blown head gasket. Running your car too lean (Gas Adjustment Valve, GAV) can also contribute to your motor running hot. In this hot weather there can be many contributing factors. Engine pans also help in the moving of the air over the engine.

I admit this was plagiarized from a site in Tulsa OK. I did change a word or two and added a few others but since it was exactly what I wanted to say it is 97% from the site.

Mike

Mary Voigt's Period Fashions

MARC OF FASHION Common Techniques of Waving

By Karen Keeley



MARCEL WAVE

First, heat curling iron. Insert iron in hair having the groove of the iron underneath, prong on top. Roll away from you 2 or 3 times, at the same time guide hair with comb to right or left according to where dip is to be placed.



Little finger is placed between handles to open iron.



All fingers are over handles when rolling iron.



Comb is used with iron to shape wave.

Place your little finger between handles, open iron slightly and slide the necessary distance to

Second, place iron under crease you have just made and roll iron toward you; turn iron half way only, at the same time guide or swing hair with comb to the direction opposite of which you did previously.

Third, turn iron back (from you) half way. Obtain width of wave you desire. If a wider wave is desired, slide a short distance further. Always allow iron to touch hair during the process of sliding (always hold hair in place with a comb). You now have the first half of the first wave. Continue in this way by repeating down the strand of hair.

As the wave is continued over the head, each section must be matched with the one

previously done. Wave hair to ends. The ends are then curled with bobcurls either turned up or down.



Finished straight back marcel.

BOBCURLS

This curl is used to finish the ends of the hair. Using a hot iron then open and place hair between groove and prong of iron and roll upward or downward as desired. If curls are rolled upward, groove of iron must be underneath when you start to roll. Always roll close up to head, inserting a comb at root of hair to avoid touching scalp with iron.

WATER WAVE

Water waves can only be used on people with naturally wavy or permanently waved hair. There are special combs made for this purpose and they vary in size from 3-6 inches. It is necessary to have at least 18 combs of various sizes for a head of hair.



Water Wave combs are curved.

The hair is combed into the position you wish the wave to lie when completed. Place the first comb in hair, teeth upward. Always draw the first (top) wave toward face. Place second comb directly under first comb, about 1 inch apart and, also with teeth upward, draw this comb in the opposite direction. Continue in this manner to the bottom.



Combs hold strands of hair forward and back alternately.

The ends can be curled by rolling and securing with bobby pins.

A net is placed over the head and the waves are dried. When hair is dry remove combs and let set awhile before combing.

FINGER WAVE

Saturate head thoroughly with curling fluid and comb through. Start with small strand about 2½-3 inches wide.

Hold hair firmly to the head with hand and comb hair a little to the right or left. Then, with comb in hair, push up toward part and to the face to find the location of the first wave. Form the next wave by pushing the hair up well with comb between the first and second fingers, holding the first wave firmly with third and fourth fingers to produce the crease.



Setting Fourth Wave

Be careful to hold each wave firmly to head so that in combing you will not disarrange the waves already set. Continue downward. After completing the wave on the first strand, pin dips and waves into position.

Waves should continue in an unbroken line around head. Ends are then taken care of by rolling them over a pencil or rolling up into a ringlet and pinning in place. Place net over head before drying.

PAPER CURL

For this curl, the hair must be dry. Take a small strand of hair and roll toward you on a curling stick, being sure that ends are securely wound around the stick close up to the head. Slide curl off of stick being careful to hold small coil firmly in the fingers. Give a slight turn to the left and place the curl on a triangular piece of paper. Slip the paper with base of triangle nearest the head under the curl. Fold one side of paper over the other so it will be a funnel shape, then fold across again and give the paper a tight twist at the end.



Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5

Numeral order for folding paper.



Curls are all rolled in the same direction.

After this has been continued all over the head, you are ready to use the pinching iron.

Heat iron and pinch each curl until it is heated through. Care must be taken to pinch each curl on the flat sides so the heat will be distributed evenly.

Let curls cool thoroughly before removing papers. After removing papers, comb each curl well and brush with a stiff scalp brush.

TRANSFORMATIONS

Transformations were hair pieces that came in a large variety of shapes, sizes and lengths. They were to be added to a head to aid in awkward "growing out" stages or to add volume to a head of hair. They were very popular in the Model "A" era as the late 20's bobbed hair was being grown out.



Transformations.



Side pieces.



Coronet Braid.

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LET'S DRIVE INTO SPRING - 2015 CALENDAR

Mar 03 - Board Meeting, 7:00 Lester's Diner

Mar 07 - ALL Model A Show, Saturday, 8 AM, Pompano Air Park, Federal Hwy. Pompano

Mar 14 - Breakfast at Lester's Diner, Saturday 9 AM, 4701 Coconut Creek Pkwy., Margate

Mar 14 - St. Max Carnival, Saturday, 11 AM to 3 PM, 701 N. Hiatus Rd., Pembroke Pines
Right after breakfast we will tour to St. Max

Mar 18 - General Meeting, Lester's Diner, Wed. 7:30, 4701 Coconut Creek Pkwy., Margate

Mar 28th - All A Banquet (tentative) or April 11th Tropical Acres Steakhouse

All Model "A" Show, Saturday Mar 7th, Pompano Air Park, (Mar 21 rain day)
There will be a need for judges - so think about what you would like to judge.
Awards Banquet will follow. You will use your points for the Dinner.

Apr 06 - Board Meeting, 7:00 Lester's Diner

Apr 11 - Breakfast at Lester's Diner, Saturday 9 AM, 4701 Coconut Creek Pkwy., Margate

Apr 15 - General Meeting, Lester's Diner, Wed. 7:30, 4701 Coconut Creek Pkwy., Margate

May 04 - Board Meeting, 7:00 Lester's Diner

May 09 - Breakfast at Lester's Diner, Saturday 9 AM, 4701 Coconut Creek Pkwy., Margate

May 20 - General Meeting, Lester's Diner, Wed. 7:30, 4701 Coconut Creek Pkwy., Margate

NATIONAL MARC MEETS - 2015

April 9 - 12 - Membership Meet, JOLIET, ILLINOIS, REG. INFO. IN MODEL "A" NEWS
NOV./DEC. ISSUE. MORE INFO CALL - CAROL HEALY 705-79-9142

June 25-July 1- National Meet, NIAGARA FALLS, ON CANADA. REG. FORM JAN./FEB.
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