

# COOGA H B L A S T - M A Y 2 0 1 3

*Our Youngest Member  
Thomas Valenti - age 13*



# APRIL - MAY CALENDAR

## New General Meeting Location

- May 15 - General Meeting, 7:30 @ Elks Lodge, 700 N.E. 10<sup>th</sup> St, Pompano Beach**  
Come early for dinner: full menu+*Prime Rib Night*, Bar & Live Music till 10:00
- May 17 - St. Andrews Residence, Friday 10-1PM, two to three cars needed for old folks rides.
- June 3 - Board Meeting, Elks Lodge
- June 8 - Breakfast at Lester's diner, 9 AM Sat., 4701 Coconut Creek Pkwy, Margate**
- June 19 - General Meeting, 7:30 @ Elks Lodge, 700 N.E. 10<sup>th</sup> St, Pompano Beach**  
Come early for dinner: full menu+*Prime Rib Night*, Bar & Live Music till 10:00
- July 13 - Breakfast at Lester's diner, 9 AM Sat., 4701 Coconut Creek Pkwy, Margate**
- July - No General Meeting, No Board Meeting**
- Aug 10 - Breakfast at Lester's diner, 9 AM Sat., 4701 Coconut Creek Pkwy, Margate**
- August - No General Meeting, No Board Meeting**
- Sept 2 - Board Meeting, Elks Lodge
- Sept 14 - Breakfast at Lester's diner, 9 AM Sat., 4701 Coconut Creek Pkwy, Margate**
- Sept 18 - General Meeting, 7:30 @ Elks Lodge, 700 N.E. 10<sup>th</sup> St, Pompano Beach**  
Come early for dinner: full menu+*Prime Rib Night*, Bar & Live Music till 10:00
- Sept 21 - Tune Ups & Tube Steaks, pending, Elks Lodge - details to be announced**
- Sept 28 - International Model A Day, possible driving tour - details to be announced**
- Oct 7 - Board Meeting, Elks Lodge
- Oct 12 - Breakfast at Lester's diner, 9 AM Sat., 4701 Coconut Creek Pkwy, Margate**
- Oct 16 - General Meeting, 7:30 @ Elks Lodge, 700 N.E. 10<sup>th</sup> St, Pompano Beach**  
Come early for dinner: full menu+*Prime Rib Night*, Bar & Live Music till 10:00
- Oct 20 - **Gold Coast All A & T Show, 9:00 judging, Elks Lodge, Pompano Beach**
- Oct 27 - All A & T Show rain day

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

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

- May 18 - *Shoppes of Beacon Light Annual Classic Car Show, 10-3 Sat, 2450 N. Federal Hwy, Pompano*
- May 18 - *Delray Motors Cruise In, 11-3 Sat, 2101 S. Federal Hwy, Delray Beach*
- Aug 1 - *Benefit Classic Car Show, 11-4 Sun, Chevy Chase Shopping Ctr, Margate & 441, Russ G Events*
- Sept 26 - *CitiCenter Classic Car Show, Copans & Federal Hwy, Pompano, Russ G Events*
- Oct 16 - *Pompano Elks October Fest, 700 N.E. 10<sup>th</sup> St, Pompano Russ G Events*
- Nov 21 - *Festival Annual Mega Show, Fevestival Flea Market, Sample at the Turnpike*

## GOLD COAST REGION MARC GENERAL MEETING

April 17, 2013, Elks Lodge, Pompano Beach, FL.

- Call Meeting to Order
- Pledge of Allegiance
- Request Approval of last general meeting minutes per Blast
- Treasurer's Report- Harold
- Membership Report – Tony
- **Old Business:**
- Breakfast at Lester's Diner, Margate, Florida. Was on 04/13.
- Yearly Judging Show- *Elks Lodge, judge our own cars. October 20<sup>th</sup>/rain date Oct.27<sup>th</sup>.*
- *9-9:30am for judging, Model A's & T's, get roster from Palm Beach & Miami to invite them. Possibly invite Pompano Lincoln Mercury as sponsor for show, have new cars on display. Other clubs to be invited to awards dinner.*
- Spoke about March 23<sup>rd</sup>, Russ G. (Elks Lodge) *Good Show 75 cars John Knox Village Tony 4 club cars, good food*
- **New Business:**
- Elk's Lodge, new permanent General Meeting place
- *Next General Meeting- try to get inventory of club equipment- table, board, banner. Ask members to inventory what they might have and list names and equipment.*
- Possible Mystery tour April 27<sup>th</sup>. Local museum (Mid Broward-No cost), lunch at a place to be selected.
- Future shows/runs- *Second Tuesday of every month Bokampers Restaurant in Plantation, 4/20 Citi Center, 04/28 50<sup>th</sup> Year Celebration Parkland, Coral Springs, Tamarac at the Equestrian Center in Parkland.*
- *Russ G. presenting a 5 car, 4-5 hour display at a retirement home in Lake Worth. \$ 75.00 per car plus food. Discuss at General Meeting. Ask members if they wish to attend-let them keep the money, maybe if they want to donate some of the proceeds to the club.....*
- *Schedule Tune Up & Tube Steaks at Elk's Lodge, possibly Sept. 21, Saturday, to get cars ready for International Model A Day drive and Judging Show. Again, get with Exalted Ruler, jerry to lock down this date.*
- *Saturday, Sept. 28<sup>th</sup>, International Model A Day- schedule just a driving tour. Meet for breakfast, plan two or three stops of interest, maybe finish with lunch. Suggestion- Meet in Pembroke Pines for breakfast, drive east to A1A, north to Delray or Lake Worth, then west for lunch. Actual planning to follow, but by meeting in the south and driving north, all club members are involved.*
- Shows- Sept. 21, Saturday 10-2pm, Outside pavilion, Tune Up & Tube Steaks
- Hoilday Dinner- Sunday 08,2013 Drinks 5-6 pm, Dinner 6-8 pm
- Magnetic signs for displaying club info on the cars. *John to obtain more info*
- 50/50 drawing
- Meeting Adjourned

## *From The President's Dash*

The month of May signals the coming of a close to our best driving season here in South Florida, or does it. Back in the late 1920's, did the proud owners of a Model A stay inside the house because of rain....or even the threat of rain. Did they stay in the house because it was too hot to drive. Not being there at that time, I don't know, but from reading all the magazine articles, old newspaper articles and other such media of the time, I believe the Model A was their enjoyment....a drive around town was exciting and it still is.

I am happy to report the Model AA truck is back in action, overheating problem eliminated, all because of a worn out radiator. Installation of a new radiator by Steve and Shawn while I was working, enabled me to enjoy the fun and excitement of finally driving the Ole Truck to the Saturday morning breakfast meeting.

Every stoplight was a smile and a wave, sometimes conversation. How many times does a smile appear driving by people waiting at the bus stop. A quick push of the horn button always produces a thumbs up and a bigger smile. The Model A's bring a happiness to all around them. Do you get the same response when driving your modern vehicle?

Do you go to the beach, do you go boating or biking or any other activity outside. Not comfortable, fun, but not comfortable. Well I believe it is time to look at this season as an extension to our cooler driving season.

Lets drive the cars, spread happiness where ever we drive, lets enjoy all this hobby has to offer, fun in driving. Fun in spreading happiness. We all know the cars are hot and no one really wants to get the car

dirty from rain, but a quick shower after the quick car wash and another memory is made.

Memories for us and for those that watched us drive by. Time with friends and time driving the vehicle we call a hobby, the Model A.

I want to apologize for not being able to attend the first general meeting at the Elk's Lodge in Pompano Beach. As with everything new, we will work out the minor details or problems with time, and with your suggestions so please feel free to talk to me about any concerns.

Hoping for a great summer driving season!

George

### *Message from Carolyn House:*

*I so appreciate Steve, George, and David for putting up with a non mechanical female that loves her old car "when it runs". Thank you so much for all you do - not only for me, but others as well.*

*Lucille, my 1931 Ford Victoria is named for my Mother and she was stubborn. Sometimes I think my Mom is behind the wheel or hiding in the engine.*

*My interest in the Model A would not be the same without you all and the club members. Drive safely and enjoy the summer. We are traveling quite a lot this spring and summer including, North Carolina, Missouri (my home state), and to Russia to visit our friends Yulia and Vladimir.*

*Regards, Carolyn House*

From the Editor's Desk,

I love George's articles this month. He's articulated very well the feelings we get when we take our Model A's out for a ride. Everybody loves a Model A. No other car turns so many heads and causes so many smiles. Not Ferrari's, not Lamborghini's, not Posches, etc. etc. We are the luckiest car owners on earth. Our cars are good old fashion family fun. The slower we drive the more people can gawk. Toot your Oogah horn, put a smile on people's faces and let all enjoy seeing a bit of American lore drive by.

After a 2012 season of All A & T Show rain cancelations we have settled on a date and location for our 2013 All A&T judging show. It's Oct. 20 at the Elks Club with the following weekend as a raindate. We're also going to have a preshow TuneUps & Tubesteaks on September 21. The following is from George's minutes of our last Board Meeting regarding our annual event. Read through it. As you can see a lot is involved in putting one of these shows together. So please begin thinking how you can help out. JF

- **Where/When** Elks Lodge, Pompano. Oct 20<sup>th</sup>/rain date Oct.27<sup>th</sup>. 9-9:30am for judging,
- Other clubs judging will be given trophies at the end of the show.
- Invite all Model A's & T's; get rosters from Palm Beach & Miami clubs for personal invitations.
- 1<sup>st</sup> car small fee of \$10.00 for club members, \$15.00 for non-members, same person additional cars free.
- Possibly invite Pompano Lincoln Mercury as sponsor for show, have new cars on display.(Trish Davis-Contact?)
- John Ford – Produce invitations to other Model A & T clubs, Registration Forms, car ID display sheets & voting sheets to be handed out by registration personnel.
- Invite all A's & T's, Friends of Fords up to 1953 (V-8's & Flatheads)
- Food to be provided by Elks Lodge, - Burgers & Hot Dogs, BBQ, Beverages
- DJ to attend at a possible cost of \$250.00 to \$300.00, 30s-40s-50s music
- **Select/Volunteer Chief Judge**- Will assign judging books, clip boards & judging sheets.
  1. 8 teams of 2 people each team.
  2. Chief Judge provides clarification(s) of requirements.
- **Event Coordinator**- Steve Peterson and David Schmidt
  1. Makes the reservations and contacts with known vendors, participants, etc
  2. Determines if Hold Harmless agreement is required with Elks Lodge.
  3. Verify the Head Judge has what he needs to oversee judging.
  4. Point of contact for all members, other car clubs, vendors.
  5. Pre-determines parking of show vehicles and obtains the required safety equipment.
  6. Responsible for volunteers to clean up after the show.
  7. Arranges for Trophies and /or plaques, both club awards at the show and non-club day of show.
- **Registration Group**- 3 people needed. Will need table, coffee & donuts at the check –in point and Voting Box.
  1. Check in Registrants, records odometer mileage, judges as Team 7 (Horn, Lights, Wiper, Tools)
- **Car Parkers**- To guide the cars to the parking places, ensuring they are parked safely. Acts as safety man while drivers are driving/backing Stress the importance of safety. Ask if the car owner/driver plans on leaving early, park them on the outer edges so as to not create a problem upon their early departure.
- **Vote Counters**- Three members to go over scoring sheets, count the votes, group the sheets by car number and record the total.
- Other clubs to be invited to awards dinner.

### **Saturday Breakfast Report by George Phipps:**

The morning started out a little cloudy, however it was the first real drive after the overheating problem of the ole AA Stake Body truck was solved. While I was working, Steve and Shawn installed the new radiator purchased from Fhane Jones at Stuart Model A Parts. The drive was great, especially after I was able to drive for a distance and I never even saw the temperature gauge rise to the bottom of the circle.

Driving up US 1, I stopped to pick up Sylvio. Always ready for a party, Sylvio decided to ride with me and off we went to Lester's Diner in Margate. First to arrive, we found the management at Lester's had roped off a section of parking spaces in front of the diner. It was then I noticed Jerry Carbone, who came modern (Hint-hint, Jerry I have a truck for sale). Within minutes, here came the Model A's and what a site they were coming down the road and pulling into the parking lot. Frank & Frank Lacava, followed by Allen & Trish Davis, Fabio & Elaine Catarcione, Dick Rust & Audry Franz and Tony & Helen Spaich. Erich Gompertz also was there and we had a total of 14 members with six Model A's sitting out in front of the diner. Patrons of the diner were looking at the cars and asking questions. A few came and spoke about remembering the Model A in their family and even driving one in the day. How come it never gets old, watching the smiles and listening to people relate stories about their past, about better times, about some of their best memories.

We were welcomed by the hostess and escorted to the rear atrium of the diner. We sat down to a great breakfast in a room all to ourselves. Great service and even better food, along with conversation and visiting with our extended family, other club members. As usual, two hours later, the breakfast was over and one by one, the cars were exiting the parking lot. Sylvio and I went to visit an ole club member, Don Dunkerley. Don was closing down his warehouse and was offering some of his remaining Model A parts to us as a gift to other club members who might benefit from using them.

After loading some of the parts, Sylvio and Don visited for awhile. Listening to the conversation, again, it was made clear to me the importance of becoming a club member. Sylvio told me he and Don had been friends for

many, many years. I had known Don as a warehouse neighbor since 1989. Don is a true craftsman whose woodworking ability and mechanical knowledge was second to none. Don was always the first to help anyone and always with a smile. It was Don who encouraged me to join the Model A club, but don't hold that against him.

After dropping Sylvio off at his home, I drove to A1A and continued south, enjoying the strong breeze, the scenery and the sound of the four cylinder engine. In total, I drove fifty miles and was out for about five hours, including breakfast. Thanks to Harold and Trish for their time. Another memory created.

*George*

### **Green Market Report by Trish Davis**

On April 28<sup>th</sup> we made our end of the season showing of our Model "A"s at the Green Market in Deerfield Beach at the Cove. Showing off our cars were: Frank Lacava, Jr., Harold Fienberg, Ron & Mary Louise LaVergne, Louis & Patricia Kipp, Tony & Helen Spaich and Allen & Trish Davis. The weather was on our side. There were not as many booths as the first show because many snowbirds have gone home. Liz Emily, Alva Alexander's contact for the City of Boca Raton, gave the club a check for \$100.00 for our participation. She has expressed her desire for us to join her next year at the Green Market at the Cove more often, we made 2 appearances. I am to contact her October 2013 and she will run an ad in the Oogah Blast. The market will be open every Sunday for November 2013 thru to April 2014 from 10:AM to 1:00PM.

After the show we all went over to the 2 Georges at the Cove on the intercoastal and had lunch. Ron & Mary Louise just got back from vacation and had another commitment so they weren't able to join us. Frank Lacava's two daughters joined us for lunch as well as Mary Voigt. Chris Byrnes, the Manager of the 2 Georges, sat us in the outside area near a circular turn around so we could see our cars. The place was packed and lots of people were admiring our cars. Food was good, conversation was great and not enough can be said about the company.

*Trish*



Thomas Valenti & Grandfather  
Harry Benedict



Silvio's 26 T

**Editor's note: Photos were taken at the breakfast but the file size of each was too small for printing in the Blast. Most people don't realize that to print a non blurry, clear photo on a desktop printer requires a lot more information (bigger file size, more dots per inch) than your computer monitor or phone screen requires. If you think the photos you are taking at a club event might be of use for the Blast, always adjust your camera and phone "Settings" to take large file size photos. Adjust to 400k minimum and 1 megabyte is even better. Thanks. John Ford**



## Deerfield Green Market 4/28



**“NEW GENERAL MEETING LOCATION”  
ELKS LODGE**

**700 NE 10th St. - Pompano Beach  
(South side of the Pompano Beach Airport)  
Between Copans and Atlantic Ave**

**South Side of NE 10th St - 2.5 Blocks East of Dixie**

**Wednesday June 19 - General Meeting 7:30  
Come early for dinner & Prime Rib Night**



*“Good Times Are Here Again”*



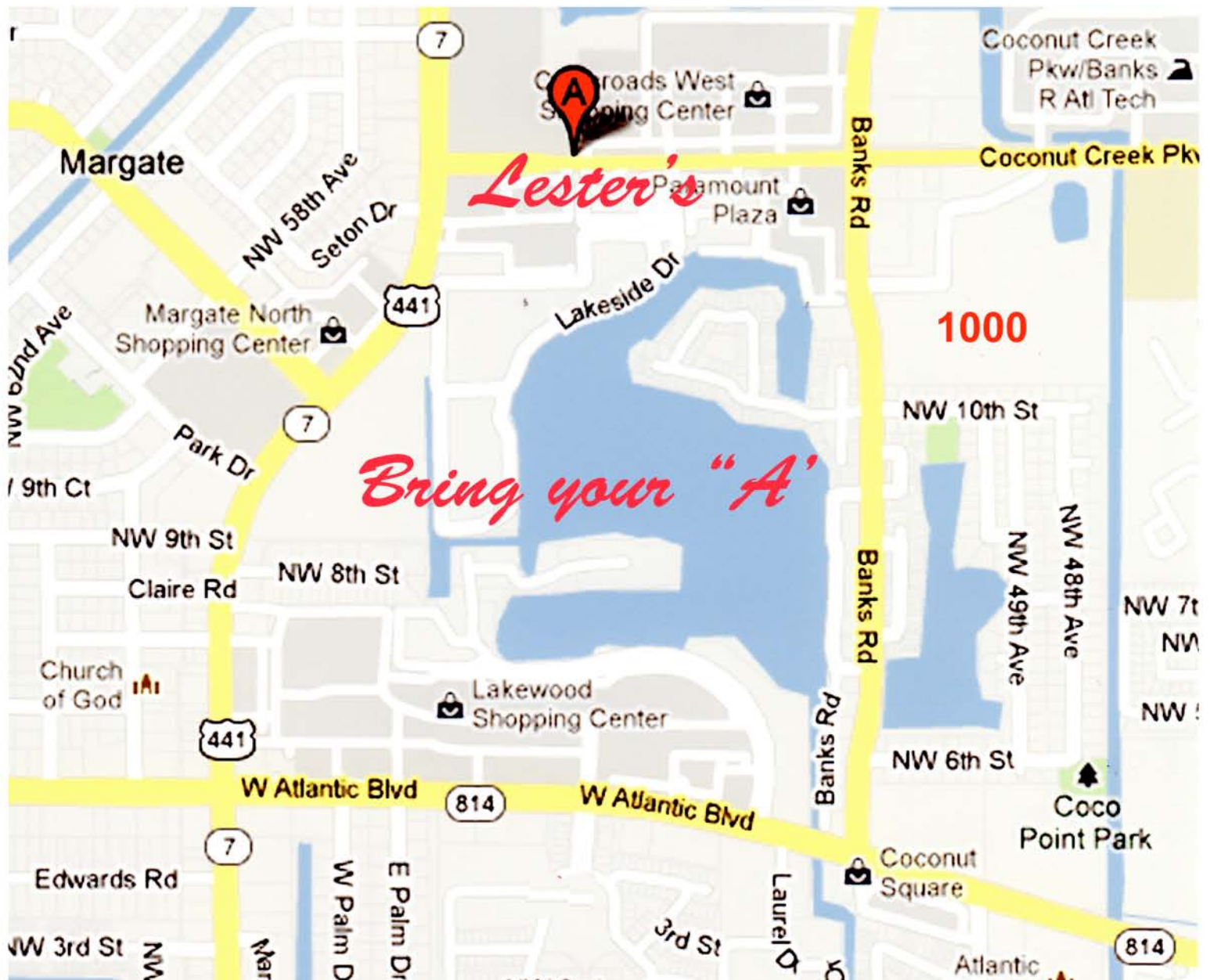
*New 2nd Saturday Breakfast Location*

*Lester's Diner*

*4701 Coconut Creek Pkwy, Margate*

*just east of 441*

*2nd Saturday every month 9AM*



# *Tony Spaich's Blast From The Past - 1993*

## **A SHOCKING DAY IN THE PARK**

**BY TONY SPAICH**

Our region was invited to attend the Palm Beach Model "A" Ford Club of America's "Day In the Park" on Saturday, March 12th at Bryant Park in Lake Worth.

So being a nice group that we are, we decided to go and help out the cause.

It was one of our overcast, windy, chilly days. As we arrived we were greeted with a neat dash plaque and a goody bag.

The Dobbins were already setting up their folding tables as were Jim and Gwen Hammar. Helen and I followed suit and put our table in line with the others. Frank Vercouteren arrived and in popped Ron LaVergne. Billy Sigmon Jr. and his prize Deluxe Pickup was parked was parked a few rows away. Harold Simon, one of our newer members, trailed his 29 Coupe all the way from Kendall. Our friend Bob Nobbs came along with his 66 Thunderbird which he sold at this show.

This show was open to all types of older cars, Hot rods, Classics and Special interest cars.

After spending quite some time looking and admiring the 60 or more cars displayed we all had an idea of what our favorite car would be and who we thought would win. It was a peoples choice and three trophies were donated for the favorite cars.

Back to the tables, we had lunch and a good time solving the problems of the world. Many

people stopped by and asked questions about our Model "A" cars and we did have quite a number admiring our Model "A"s, young and old alike. I find it difficult to find a person who doesn't like a Model "A". Seems everyone somewhere in their life was involved with a Model "A".

Some of us spent quite a while browsing through the flea market. I bought a small item that I needed and I'm sure others did also

The day progressed quickly and it was time for the trophies to be awarded. A 1932 Pontiac hot rod got 3rd place, then a beautiful yellow 1937 Packard Roadster was awarded 2nd place. Everyone said if that Packard got 2nd "Who will get first?" The tension mounted....then came the shock of the day. First Place - Jim Hammar and his 31 Victoria. Jim & Gwen dropped their jaws (I wish I had a camera) Jim walked up to the show chairman and said "are you sure you didn't make a mistake?" Vince said "No, you won it fair and square." With a smile from ear to ear Jim accepted the trophy and walked on air for almost a week. Godparents, Joann & Bob Dobbins were also beaming, after all it used to be their car. When the excitement settled and Gwen showing Jim how to strap the huge trophy onto the rear of the Vickey, we all bid farewell to one another and headed for Manalapan and the Ice cream parlor.

A very enjoyable day for the Gold Coast Region and that's what it's all about



# HANGAR SALE

Bob & Joann Dobbins  
561-308-2514

*Where:* Lantana Airport – Hanger #107

*When:* Friday May 31<sup>st</sup> & Saturday June 1<sup>st</sup>

*Time:* 9:00 am until 4:00 pm

EVERYTHING  
GOES.....

## MISC AIRPLANE AND AUTO PARTS

Model "A" Fenders

Mint 1931 AA Truck fender

1940 V-8 Transmission, rebuilt - \$1,000

Rebuilt 28-31 Transmission

Model A Transmission

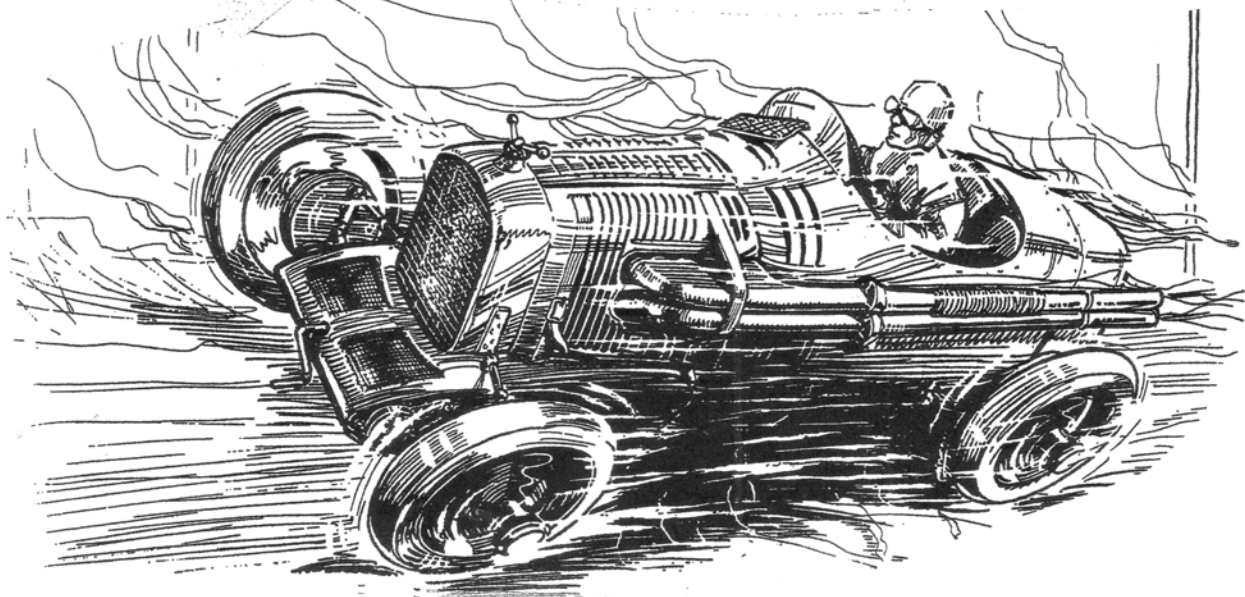
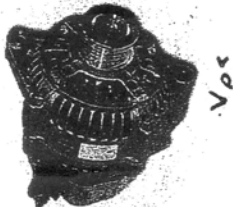
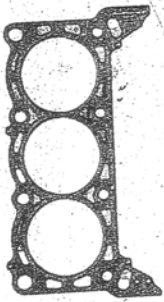
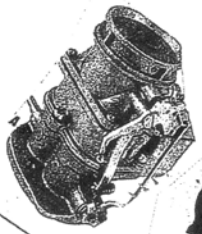
12 V Starter; 6 V Starter

V-8 Hubcaps

Tires, Wheels, Carburetors,

Bonanza Steering Wheel

Tools, Nuts & Bolts



# *My Earliest Car Memories*

*By John Ford*

This month's cover brings back a lot of memories of growing up in Tulsa, OK. In spring 1961 got my beginner's driver's license at age 15 ½. We had two family cars, a red and white 59 Rambler Ambassador Cross Country Station Wagon and a baby blue 1961 Triumph Herald convertible. The little Triumph was my mom's car. Although its 1147 cc four cylinder was underpowered with just 39 HP, the Herald weighed only 1760#, had a four speed stick on the floor and sports car handling. Unlike Florida, northeastern Oklahoma has hills and curves. So for a kid my age, it was heaven on earth and a blast to drive all rolled up into a four wheeled teenage freedom machine. I was really lucky to have such a cool mom.

What is my earliest memory of that car? Letting my 14 year old cousin test drive it through a barbwire fence a block away from our house! Ouch. When I yelled "stop", he hit the gas instead of the brake. The car shot forward, plowed through the fence, ripped up the new front rubber bumper, scratched the hood and fenders, and got me grounded with no beginner's privileges for many weeks. I got some wisdom that day and still have a barbwire scar on my right elbow that I rub every once in awhile as a reminder of good intentions gone wrong.

I don't know how you all grew up, but in Oklahoma in the early 60's we were into drag racing and drinking Coors beer obtained with an altered driver's license. It's truly a wonder I never crashed one of our cars. By the time I turned 16, I was sneaking out the Triumph in the middle of night several times a month. It was easy. My younger brother and I would crawl out our bedroom window, quietly go around the back of the house, very carefully open up the garage door, roll the Triumph out the driveway and down the street. I pre-stripped some of the ignition wires for quick hot wiring and always disconnected the speedometer under the dash just before taking off. Oh yeah, our black and white Border Collie would jump out our bedroom window with us, ride in the tiny backseat, head in the wind with wild eyes and a big thank you, thank you grin on his face during every one of our midnight joy rides through the Oklahoma countryside. We had a

blast and probably did it a fifty times over the years until I went off to college. Never got caught! When I told my parents a couple decades later; they were dumbfounded. Cars aren't so simple anymore. Can't hot wire them or disconnect the speedometer so easily now. And there's radars and lasers that will quickly put a kid in jail for the speeds we drove back then.

Another great memory I have is of a 1964 weekend trip in my dad's Ford Galaxy with my brother and three of our high school buddies. I drove us 150 miles over to the Missouri Mountains for a cave exploring trip. Once we got off the paved roads the fun began, starting with faster speeds and a couple of six packs of Coors beer from a country store. Slipping, sliding and yehawing our way around the gravel mountain roads, we were having great time until something felt wrong with the car. At the next gas station we discovered, much to my horror, that the gravel (sharp flint) and my reckless driving had ripped my father's Galaxy tires to shreds, two of which were now flat. With what little money we had, I bought a couple of their cheapest retreads. The rest of the trip was somewhat of a slow speed downer. You should have seen my father's face when we got back home and he saw his two remaining tires. "What the !^\*# happened!" "The gravel was really sharp, Dad. Can you believe what it did to our tires? I'll sure never be going back to that cave!" Amazingly I never got in trouble for that one. I've always wondered if he guessed what really happened and let me write it off as a life experience.

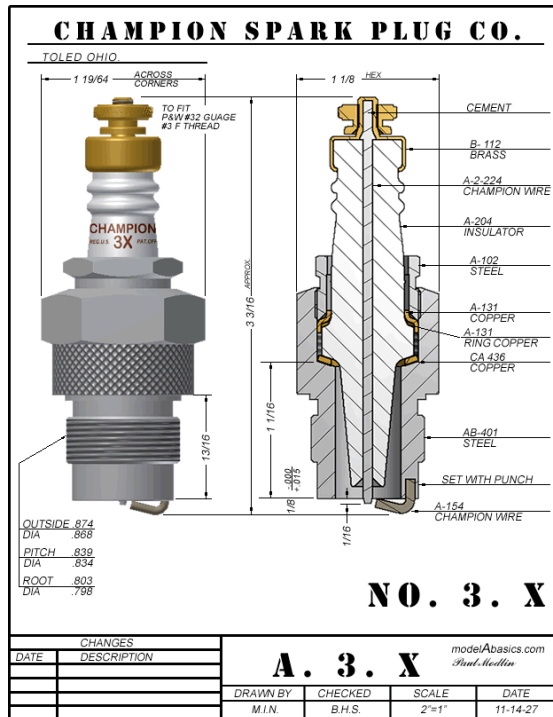
Both of my parents are gone now. But, I sure thank them for introducing me to the wonderful world of cars. Young Thomas Valenti, who lives in CT, is a lucky kid to have a grandfather like Harry Benedict who's willing to share the ownership of his Model A Ford. When you get your license young man, be safe and drive it carefully. Enjoy the many miles to come in all your cars and the wonderful satisfaction we all get from turning that ignition key on and taking our cars out for a drive to, well, wherever you haven't been. As they say, "It's about the journey not the destination".

# Mike Vitetta's Tech Tips

## CHAMPION 3X SPARK PLUG

There has been an article here in the Oogha Blast about the heat ranges of the plugs that fit the Model A and even an article about how to check the plugs in your Model A.

Here I want to explain the Champion 3X spark plug, the originals and the reproductions.



The 3X plug is a take a part plug, with 6 parts.

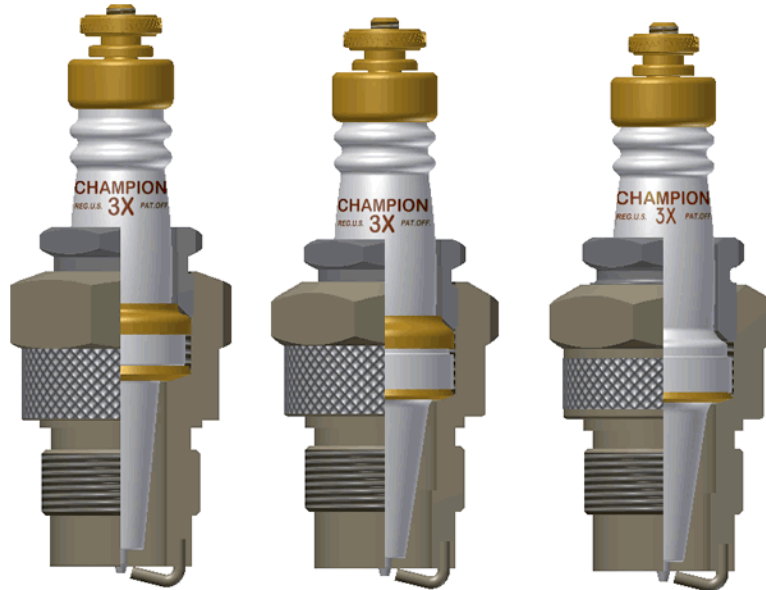
There are two styles of plugs, an early plug and a later one. The difference between the two is the size of the hex flats on the body of the plug as seen on the drawing on the left from ModelABasics.Com.

The color of the lettering can be light orange to red but all four plugs should be the same shade if entered in fine point judging.

The early plugs had larger flats then the later plugs as seen in the photo below.



The easiest way to tell a modern reproduction plug is by the #3. The reproductions have a flat topped 3, while the original has a rounded top. The knurling on the body of the plug does not come all the way down and the knurled nut for the spark wire is smaller than original. The picture below shows an early plug a late plug and a reproduction plug.



There is one exception to the rounded top rule. In 1997 for a MAFCA meet Champion made a reproduction plug with a rounded 3 but wrong knurling of the body and nut.



The plug on the left in original and 3 on the right are 1997 reproductions. There is, on the market, a base that has the correct knurling and vendors sell the correct nut for the top so a 1997 plug can be made to look like a late 3X plug.

Mike Vitetta

## SPORTS CLOTHES FOR MEN

By *Christine de Socarras*

Appropriate dress was just as important for the men as the women of the era. *Vanity Fair* provided a Correct Dress Chart which presented the details of men's dress for various occasions. In 1928 their magazine stated that the most interesting part of a man's wardrobe was his sporting kit. Extreme simplicity as to design in fabrics, restraint in the use of color and a sense of the fitness of the ensemble for the occasion were characteristic of the sophisticated sportsman.

By July 1930, bright colors and the ensemble note were fast becoming a prime consideration for the well-dressed outdoorsman. Slacks were worn for golf but most players preferred knickers — the narrow kind that didn't come down too far on the leg and were worn over socks. For the golf coat, if worn, plenty of fullness was necessary. Most players, however, preferred wearing only a sweater. Heavy French linen was a favorite summer material since it didn't wrinkle easily. Gabardine and light-colored flannels were other favorites while the new tropical worsteds, light in weight and porous, were also popular. The best golf shirt was the white Oxford cloth with soft collar and long sleeves. For shoes, either the regular rubber-soled buckskins with a black or tan leather trim or the brown leather oxfords with cleats that could be removed were worn. Color even played a part banning the battered black umbrella which changed into a sea of blue and white or bright orange and white striped affairs.

For tennis there was less stress on color, at least when the game was on. All white seemed to be the thing. White shirts with turn-over collar and chopped-off sleeves were popular and worn by everyone with white slacks. Before the game, a pull-over sweater was usually part of the tennis outfit, and here some men liked a touch of color. Most preferred a V stripe around the neck or sweaters all in one tone, a soft green or copper red.

Water fashions for men featured one-piece suits for serious swimmers while others wore dark two-piece jersey suits in either black or navy blue, sometimes with a white belt or stripe. The beach coat worn over the suit was the colorful part of the bathing outfit. Most were striped terry cloth, made in polo coat style. There were seen in all colors — blue and white, yellow and white and green and white. Also popular for men were the slipover tops patterned after a sailor's jersey, copied from continental beaches and worn with white duck or navy blue jersey trousers, along with a navy beret.

Men had the same need for spectator sports clothes that women did. Most wore their business suits out to the races. For those who were going to the country, a double-breasted flannel or worsted was a good choice. For the seashore or

country club, white slacks worn with a dark brown or dark blue coat were the usual attire. This also made a good yachting costume. Shoes of white or white buckskin and tan leather were normally worn with this ensemble. The all white linen suit fit right into a background of leisure and hot weather. Consisting of a Norfolk jacket worn over slacks or knickers, it was worn with a cap of the same material along with a tie.

Men's summer hat styles varied with the type of activity. The yachting cap was worn for boating, and the visor cap sometimes for golfing. The stiff straw style hat called a "boater" or "skimmer" were popular, however, the Panama was found to be more practical since they easily stayed on the head.



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