

OOGAH BLAST

OFFICIAL PUBLICATION - GOLD COAST REGION OF M A R C

MAY/JUNE
2015



See Fold Outs for Cover Story

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.

2015 Gold Coast M.A.R.C. Chapter Officers

President	Richard Rust	561-699-7663	oogahupdate@gmail.com
Vice President	William Stoneman	954-942-3751	sedab1@yahoo.com
Treasurer	Harold Fienberg	561-716-0998	hfienberg@bellsouth.net
Secretary	Melissa Schmidt	561-213-6563	schmidt245@comcast.net
Sgt. At Arms	Tony Spaich	954-604-2552	aspaich@bellsouth.net

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Mike Vitetta	954-443-0077	mjvitetta@aol.com
Jerry Carbone	954-675-7341	jerbone@bellsouth.net
John Ford	561-495-9119	b_jford@yahoo.com
Steve Peterson	954-605-5343	peterspeed28@yahoo.com
David Schmidt	954-605-5344	dscats@comcast.net

MEMBERSHIP CHAIRMAN Tony Spaich 954-604-2552 aspaich@bellsouth.net

OOGAH BLAST EDITOR John Ford 561-495-9119 b_jford@yahoo.com

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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

I have to inform the membership that the Board of Directors has come up with a few changes that they would like to make, to help increase participation at our General Meeting. Our Saturday breakfast has two parts to it that seem to bring out the most members. The first thing is, its in the morning, which helps to bring out the Model A's and the second is, it has food.

The Board has decided to try and have our General Meeting on Saturday morning. We will have breakfast first, then we will have our General Meeting. This will go into effect on May 9th. At this time we will decide to keep it on the Second Saturday or move it later in the month. This will cancel the regular breakfast at this time. We will decide at the Meeting if we still want to do a regular breakfast, or have more open Saturdays for something else.

Something else the Board would like to change, is that there will no longer be a hard copy of the Oogah Blast. Some of the board members want the Oogah Blast to be sent to everyone on the Internet and also placed on our website.

I will send out a message to everyone to let me know how they would vote on this proposal. The reason some of the Board Members want a change is to save the high cost of printing and mailing the Oogah Blast. If the Oogah Blast is dropped, the money may be used to offset the Banquets we have or some other outing during the year.

I am looking into some cost cutting ideas to see if we can still produce the Oogah Blast as a Hard Copy. But just in case, don't let this influence your vote just in case I can't make it much cheaper.

Dick Rust



A Get Well Visit with John Ford

On Saturday March 28th, 7 of our members paid a visit to John Ford who is pictured here with his wife Roberta (Bobbie) and his dog Maya. By the way John is our Chief Editor for the club Newsletter. Over the last year John

has had 4 operations on his left knee. That came about because he had Cancer in his leg. I am told now, that John is Cancer free and all he needs to do is recover from all the operations, and

get his strength back. That's so he can get around without the use of the wheelchair or a walker. John has missed the Model A Club for some time now, so he wanted to see the Model A's. We were able to get 5 cars to John's house and one modern car along with seven club members to let John know that we have not forgotten him. Get well soon John, we all miss you.

Dick Rust



Carol Lawatsch's "Getting To Know You"

OUR PRESIDENT, DICK RUST

Where was our club president born and raised? Why, Dearborn Michigan, of course—headquarters of Ford Motor Co. and home of Henry Ford himself! Dick's recollection of Dearborn in those days-just about everything was "all about Ford". Although Dick did not work for Ford, most of his family members did. Dick's father emigrated from Scotland as a child, settled in Vermont and learned the stone cutter's trade. Later he sharpened tools for Grave Stone Cutters. Dick's aunt was involved in the auto trim business, and Dick worked with her from age 16 to age 22. That, and many other experiences prepared him with skills he has used in later life. As a youngster, he had hobbies such as gas powered model airplanes and motorized erector sets, but his interest in cars came later. While Dick heard stories about Model "A"s & Model "T"s previously owned in his family, there were none by the time he was born. Like many others of us, he learned to drive on a tractor while working on a farm in Michigan as a youngster. When it came time for his first car, Dick had his eye on a 1950 Mercury, a gleaming beauty with side pipes, a big engine and big fenders. "Father said NO" So the first car was a 1949 Plymouth convertible. He had not owned it long when he got his first "education in auto mechanics" when the engine gave out. He repaired that, and began customizing cars of the 50's. From age 22 to age 70, Dick worked in the printing business. Beginning to see a pattern here? He studied typing in High School, learned photography and set up his own dark room to develop photos. All these skills make it possible now to do the wonderful job he does producing the Oogah Blast while John Ford recovers from surgeries. Dick moved to Florida in 1985 because of changes in work and family situations. He has one daughter, one son and a three year old granddaughter. In the 1990's, Dick and Audrey Franz were both on their own, and were introduced by friends. When Dick first "met" Audrey's 1931 Model "A" Deluxe Coupe, it was up on jack stands in her garage. The leaking top which they covered with a checkered tablecloth soon had to be restored, followed by restoration of the engine, fenders, etc. The most unusual thing was the discovery of a bullet hole in the engine, a mystery which still remains unexplained. Audrey's first trophy as a result of the restoration was in 2007. The greatest adventure Dick & Audrey have had with antique cars happened when they went on a 5-state tour with a group of Model "T" owners. Dick had bought a Model "T" on e-bay in 2010. They trailered the Model "T" to North Carolina where the group gathered, then covered the 979 mile trip in a convoy. At one point, coming down a steep mountain, the "Rocky Mountain Brakes" on Dick's "T" gave out, setting some wiring afire. When smoke filled the cab, he turned the "T" right into the mountain to stop it. They escaped unharmed, made some repairs and drove on! Dick stepped up to become president of our Gold Coast Region of MARC in December of 2014 when Mike Vitetta's term ended. He has somehow managed to do both jobs-president and assistant to the editor of Oogah Blast, doing an amazing job for which he deserves our thanks and our support. He welcomes suggestions for events & hosting, and would appreciate offers of help with activities. Many thanks, Dick.

MARÉ of Fashion

by Mickie Parr



"A" SLEEVE PART IV - DAYTIME

Mid-season showed sleeves continuing to be in the forefront in style changes in early 1931. The leg-o'-mutton, (even though spelling changed from a couple of months ago) is still the favorite, but in a more modified version. The "new" dolman sleeve was introduced and immediately accepted as it went so well with the draped and cowl necklines.

Sleeves for spring were long, short; tight, loose; plain and ornamented. Some sleeves were so long they almost drooped over the hand. Short sleeves were of any length from just below the elbow to the smallest cap or a mere suggestion of a sleeve and quite often no sleeve at all, usually these had shoulder capelets. Some sleeves were fitted very close to the entire arm, while others bloused out in a large puff below the elbow. Many sleeves were ornamented with pleating and ruffles in abundance. Three-quarter length sleeves were seen not only on dresses, but also on suit jackets, with the long sleeve of a blouse puffing out below it at the wrist.

New were washable lingerie puffs that could be inserted in the sleeves of dark dresses or detachable puffed undersleeves of lingerie blouses for use below the three-quarter length jacket sleeve.

Summertime, sleeves just escaped being no sleeves at all by means of a dropped shoulder line or a yoke that capped the upper arm. The cape vogue was applied to perky new circular cut short sleeves. Sleeve length varied from the cap to wrist length, from fitted close to the arm to flaring, and trimming in much variety.

For fall, the smartest sleeves expanded below the elbow by means of cut or cuff for more arm freedom. The construction of some showed signs of a wider line look to the shoulders, attained by wide armeyes, raglan sleeves, dropped shoulders and epaulet effects.

The use of two-color combinations or plain material combined with a print that gave a wider look to shoulder lines, or a general use of a lighter color on the sleeves and/or bodice than the main portion of the dress were later than 1931 styles, as were the very wide collars that extended straight out over the tops of shoulders.

Editor's Apprentice's Letter

Well I have to tell you, this was a fun issue to do. At first I didn't think there would be much to talk about. We just did not seem to do much with any outings or any other activity that might be exciting.

But then, along came the All A Show followed by the Show Banquet and Trophy presentation. To tell the truth, this really opened up the opportunity to show off our Club. It was a lot of work to put these 12 pages together, but it was worth it. There is a need to give thanks to Donna Ripley for all the pictures at the All A Show and also to Harold Fienberg for taking the pictures of the Trophy presentation at the Banquet.

Now having all this ammunition to work with, there is a need to begin with the issue that I never thought I would be able to do. The fun began and the time rolled on by, when it was all over, the results were all that satisfying.

I have heard that this may be the last Hard Copy of the Oogah Blast, but to some extent it will keep going in a different form on the Internet. I am looking into cutting cost for the Hard Copy, should the membership decide to keep it going.

Dick Rust



SAINT MAX CHURCH CARNIVAL

It was a beautiful Saturday morning, March 14, 2015. We met at our usual monthly breakfast at Lester's Diner in Margate. After we ate, a group of us toured to St Max's Church Carnival in Pembroke Pines.

I was in the lead and obtained directions by Goggling the name of the Church. I did not pay attention as the automatic spell check gave directions to St Mark's Church in Pembroke Pines. The ride was uneventful and the weather could not have been better. When we arrived, Tony Spaich noticed my error. Fortunately, St Mark's Church was on the way to St Max's Church. We arrived to the Carnival on time.



We were met there by some of the members from that area who had just arrived including Mike Vitetta (the event chair) who had to come modern due to some transmission problems.



In all we had seven Model A's. Someone brought a tent to provide some shelter from the sun. There was a flea market there which provided us all with entertainment and then we were provided with tickets for free eats. What could be better, we sat and talked and played around with some of the cars. Many people attending the carnival and flea market stopped by to look and ask questions.

We stayed there from about 11:00 am till about 2:00 pm, and then we broke up and proceeded home. The trip home was uneventful and everyone arrived home safe and sound.

All in all a great time. If you missed it this year, make sure you attend future events like this.

Harold Fienberg

After reading this in my newest issue of The VINTAGE FORD Magazine, I know people in our club should see this. Originally being from Michigan, and owning a Model T, I know what Winter is all about. For these people to come up with something to do to push away the winter dole-drums is fantastic. And to think there going to do it next year is wonerful. This might be something to go see. This is a partial reprint of the Vintage Ford Magazine, March/April 2015

ICE T

Meltdown Winter Ice Festival

Richmond, Indiana
January 28-February 1, 2015

By Jay Klehfoth

Special Thanks for Photos

Stephanie Harrison Photography

Mark Atkins

and

Sandy Nocton

In the Midwest, the time between Christmas/New Year and the end of March when the NCAA Basketball Tournament begins is usually referred to as "Hibernation Time." The Daytona 500 may be the only exception that people actually move about—but mostly inside in front of their televisions.

In Richmond, Indiana there were those who thought there should be more to do than hibernate and decided to host an event that gets people excited, bundled up and outside in the cold weather. Thus, the Meltdown Winter Ice Festival was created. The organizers invited thirteen of the country's finest ice sculptors to come and transform the downtown and Depot District area into a Winter Wonderland...if only for a few days.

This year one of the feature sculptures was the creation of a nearly full-size Model T that people could sit in (freezing your buns off took on a whole new meaning), take pictures and admire. Three sculptors started with 9,600 pounds of ice and worked around the clock, logging nearly 40 man-hours, to create this T sculpture. Not sure how it came about, but the sculpture became universally known as "Ice T."

There was an activity area for kids, complete with an ice slide. There was competitive, time-limited sculpting. And lots of other activities for young and old, and the cold. There was hot chocolate available and even (particularly for Model T people) homemade ice cream.

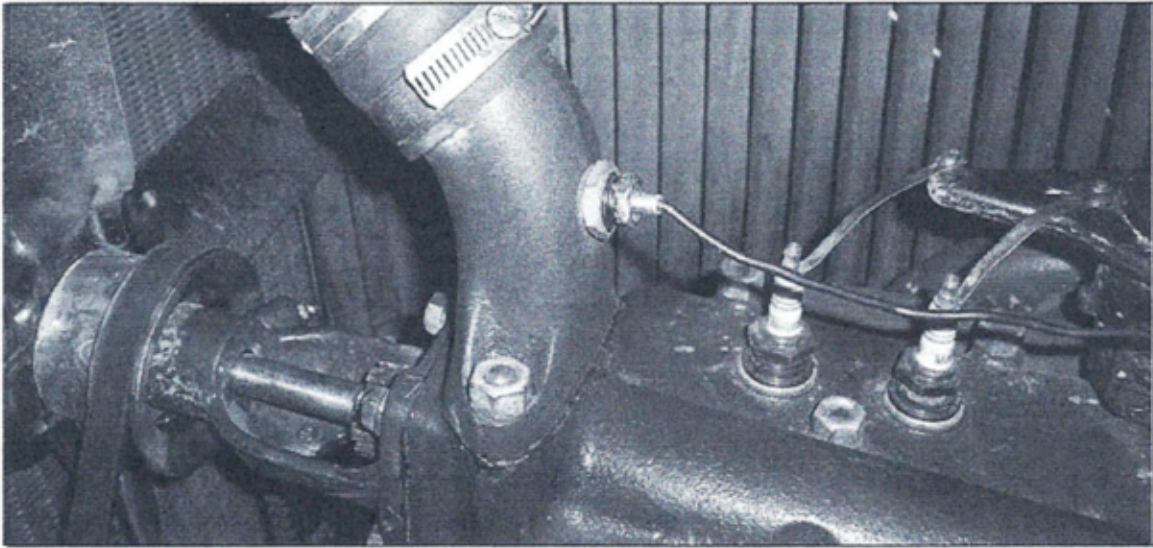


Mike Vitetta's Tech-Tips

Do I need a thermostat on my Model A?

Stolen and submitted by Mike Vitetta

That is a question that has been kicked around the garage for some time now. The early thoughts were that a thermostat was needed to slow the water flow in the radiator. Extensive tests have shown that



changes in the rate of water flow through the radiator results in negligible change in water temperature. A Model A radiator should cool the engine under normal driving conditions.

A good clean radiator, even a stock one, should keep the engine operating at a normal level (160 -170 degrees). If your engine is running hot you should look at all of the things that could cause that to occur. An older radiator, one that appears in good shape and flows well, may have deteriorating connections of the fins to the tubes, which reduces its ability to transfer heat to the surrounding air and is usually the cause of engines running hot.

The original design of the Model A radiator is for a Thermo-Siphon system used in conjunction with a water pump. The entire cooling system was engineered to use the best of both types of systems. The thermo-siphon system keeps the coolant in place until the engine reaches an operating temperature of around 180 degrees. The pump increases the flow of coolant when the engine is operating at higher speeds and the thermo-siphon system would not move the coolant fast enough to cool the engine. So the Model A was equipped to have a thermostat of sorts with the thermo-siphon system helping the engine warm up before the coolant started moving.

This still doesn't answer the question regarding installing a new thermostat. The modern fuel of today requires the engine to operate at above 160 degrees to burn clean and with the most efficiency.

Tests were made using a new reproduction radiator along with a high compression head. The Motometer temperature gage (thermometer) on the radiator cap takes it's readings through a special stud, mounted in Motometer. Through many operating conditions, the thermometer never rose to the operating range on the Motometer. A modern temperature gage with degree readings was then installed along with a temperature sensor mounted in the upper water outlet neck. After running the Model A through many operating conditions it was surprising to find that the newly installed temperature gauge never rose above 140 degrees on a hot summer outing.

After seeing the engine operating so cold, a 160-degree thermostat was installed in the upper radiator hose. In a short period of time the engine water temperature now rises to 160degrees F as seen on the Water Temperature Gauge. The opening and closing of the thermostat can be seen on the temperature gauge as the indicated temperature rises to 170° and then drops to 160° as the thermostat opens and closes.

If your engine is running "cool", installing a thermostat will allow the engine to operate at the most efficient temperature range, getting the most out of the fuel that is being used and at the prices we are being forced to pay you best get the most out of your money.



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

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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.

**GOLD COAST REGION of the MODEL A RESTORERS CLUB
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FOR NON M.A.R.C. MEMBER (GUEST) OF GOLD COAST REGION IN 2015**

**IN CONSIDERATION OF BEING PERMITTED TO VOLUNTARILY PARTICIPATE (AT MY REQUEST) IN ANY
EVENTS OF THE GOLD COAST REGION of the MODEL A RESTORERS CLUB ("GCRMARC"), THE
UNDERSIGNED AGREE(S) TO THE FOLLOWING:**

1. THE UNDERSIGNED HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE GCRMARC, THEIR OFFICERS AND AGENTS ("Releasees") from all liability to the undersigned, his or her or their personal representatives, assigns, heirs, family members and next of kin ("**Releasors**") for any loss, damage, or claim therefor on account of injury to the person or property of the Releasors, whether caused by any negligent act or omission or other fault of the Releasees or otherwise while the undersigned or a family member is participating in any Event or using any of Releasees' facilities in connection with the Event.

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I ACKNOWLEDGE THAT I HAVE READ THE FOREGOING, THAT I AM VOLUNTARILY ENTERING INTO THIS AGREEMENT AND THAT I AM AWARE OF THE LEGAL CONSEQUENCES OF THIS AGREEMENT, including that it prevents me, my personal representatives, assigns, heirs, family members and next of kin from suing the Releasees if I or a family member is injured or damaged for any reason as a result of participation in any Club Event.

IF THE PARTICIPANT (any of my family members) IS A MINOR, I hereby agree, on my own and said minor's behalf to the terms and conditions of the foregoing agreement.

I understand that I may talk to my legal advisor about this agreement and I have either done so or chosen not to. I understand that I have the right and have been given the opportunity to object to and bargain about the provisions of this agreement. I am voluntarily signing this agreement and intend it to be the unconditional release of all liability to the greatest extent allowed by applicable law.

BEFORE SIGNING, I HAVE CAREFULLY READ THIS ENTIRE AGREEMENT: If any accident, injury, death or damage to personal property occurs, you (by signing this agreement) will be giving up certain legal rights. If any part of this agreement is held invalid, the rest of the provisions shall remain in effect. If you do not understand anything in this agreement, you should not sign it and you should instead consult your legal advisor.

Guest of GCRMARC (1) Signature _____ Guest of GCRMARC (1) Printed Date: _____

Guest of GCRMARC (2) Signature _____ Guest of GCRMARC (2) Printed Date: _____

SUMMER - 2015 CALENDAR

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

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

May 00 - Tube Steak Picnic, Information to come later

June 01 - Board Meeting, 7:00 Lester's Diner

June 13 - Breakfast an General Meeting Lester's Diner, Saturday 9 AM,
4701 Coconut Creek Pkwy., Margate

June 00 - Breakfast and Machine Shop Tour, See how Model A Engine is rebuilt - Date to follow

No Board Meetings or General Meetings during July and August only Saturday Breakfast

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

Aug 08 - Breakfast at Lester's Diner, Saturday 9 AM, 4701 Coconut Creek Pkwy., Margate

NATIONAL MARC MEETS - 2015

June 25-July 1- National Meet, NIAGARA FALLS, ON CANADA. REG. FORM JAN./FEB.
MODEL "A" NEWS. VISIT WEBSITE WWW.MARCNIAGARAFALLS2015.COM

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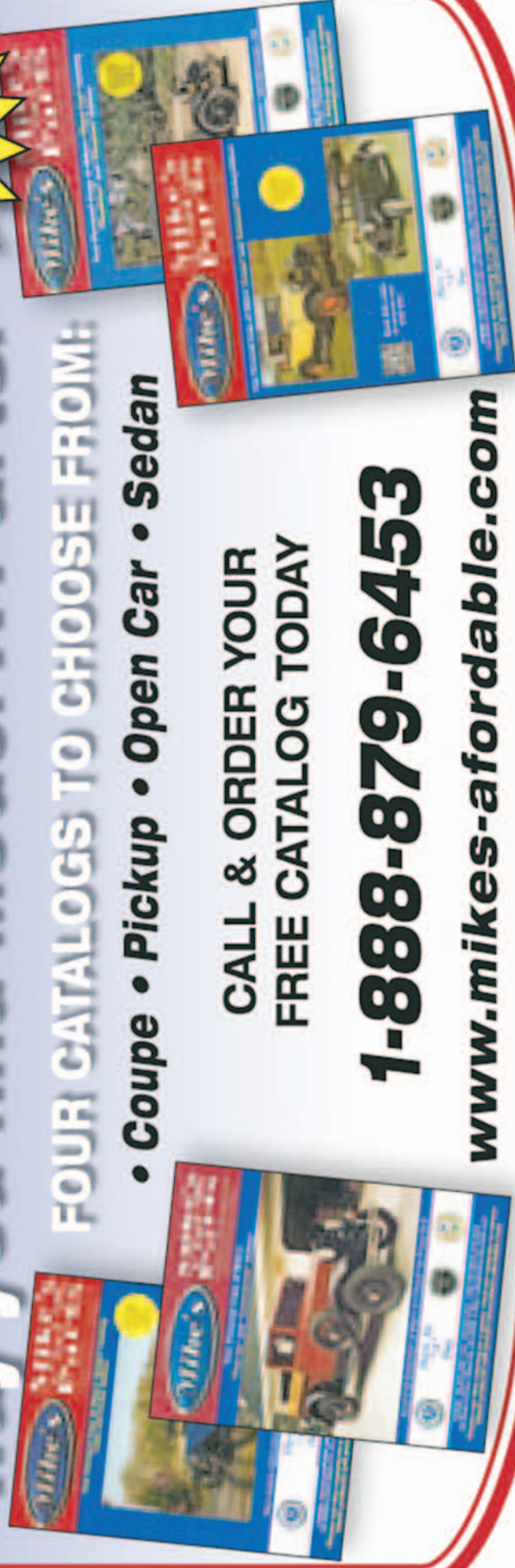
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