

OOGAH BLAST

OCTOBER 2013



**WATERWAY
CAFE**

Blast From The Past

*Tune Ups & TubeSteaks +
A Day Tour Reports & Photos*

*A Peculiar Habit
1928 Sleeves*

*Annual All A&T Show
This Weekend!*

Model A Inspection Form

FALL 2013 CALENDAR

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

- Oct 16** - **General Meeting**, 7:30 @ Elks Lodge, 700 N.E. 10th 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 am registration, 10am judging, Elks Lodge
- Nov 4 - Board Meeting, Elks Lodge
- Nov 9 - **Breakfast at Lester's Diner**, 9 AM Sat., 4701 Coconut Creek Pkwy, Margate
- Nov 20** - **General Meeting**, 7:30 @ Elks Lodge, 700 N.E. 10th St, Pompano Beach
Come early for dinner: full menu+*Prime Rib Night*, Bar & Live Music till 10:00
- Dec - **No Club or Board Meetings**
- Dec - **Gold Coast Holiday Party** and All A & T Show Awards Dinner – date and location to be announced
- Dec 14 - **Breakfast at Lester's Diner**, 9 AM Sat., 4701 Coconut Creek Pkwy, Margate
- Dec 15 - **Festival Market Holiday Mega Car Show**, Pompano Beach, Russ G Events.

The dates in italics below are for non-club events. Details and entry fees at:

flacarshows.com, cruisinsouthflorida.com, southfloridahotrides.com,

- Oct 26 - *Meet Me On The Promenade Classic Car Show, 10-4PM Downtown Boca Raton, Free Entry*
- Nov 3 - *Freedom Is Not Free Classic Car Show 10AM, 441 & NW15th St., Margate Russ G Events*
- Nov 3 - *Thumpin Pumpkin Harvest Time Show, 9 AM, Bedners Market, 441 1 mile S. of Boynton B. Blvd.*
- Nov 9 - *New Covenant Church Car Show, 10 AM, 3311 NW 9th Ave., Pompano*
- Nov 10 - *Veteran's Day Classic Car Show, 10 AM, CitiCentre, Pompano, Russ G Events*
- Nov 17 - *Isle Casino Open Car & Truck Show, 11-5, Trakside, Pompano*
- Dec 7 - *Pearl Harbor Day Car Show 9 AM, 350 SW 35th St., Ft. Lauderdale*
- Dec 7 - *Lowes Home Improvement Cruise-In, 10AM, 1500 Corporate Drive, Boynton Beach*

Now Available Magnetic MARC Signs
\$8.00 - 8" \$10 - 11.25"
email or call John Ford 561-495-9119 to order



The image shows two blue circular magnetic signs attached to the side of a silver classic car. Each sign features a white illustration of a classic car's front grille and headlights. The text "MODEL A RESTORERS CLUB" is written around the top inner edge of the circle, and "GOLD COAST REGION" is written around the bottom inner edge.

GOLD COAST ANNUAL ALL A & T SHOW

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

9 AM - 2+ PM JUDGING BEGINS AT 10



GOLD COAST REGION MARC GENERAL MEETING
September 18, 2013, Elks Lodge, Pompano Beach, Fl

Call Meeting to Order

Pledge of Alligence

Last meeting Minutes *Approved Disc Rust 1st, Audrey 2nd*

Treasurer's Report *4,456.59 plus 139.00 new dues*

Membership Report 65

New Members or Visitors - *Mike & Kathy Harrington (Pres. Palm Beach Model A's)*

Old Business:

4th July Parade- Who attended/Info? *4 cars, good time*

Ice Cream Social at Jaxson's- Who/Info? *8 people, poor turnout, good time, great food*

Breakfast at Lester's Diner, Margate. *Averaging 14-20 people*

Sat. June 21st "Free Wine & Cheese" Deerfield Beach Chamber of Commerce

Deerfield Beach Train Station on Hillsboro Blvd., from 6 pm – 8 pm

Also open at The Butler House, 380 Hillsboro Blvd. 3-4 cars needed contact Trish Davis

Club Member Joe Longo is doing well, at home.

NEW BUSINESS:

Tune Up & Tube Steaks at Elk's Lodge, Sept. 21, Saturday, 10am- to get cars ready for International Model A Day drive and Judging Show. (Harold-Will be scheduling a hour long Tutorial).

Saturday, Sept. 28th, International Model A Day- schedule just a driving tour.

- A) Cars from South Broward- arrange to meet and drive together.
- B) Cars from South/Central/North Broward meet at Tony Spaich's House, 1290 NE 27 Ave. , just west of the Intercoastal, just south of NW 14th Street.
- C) First stop the Ice Cream Shoppe parking lot in Manaplan, west side of A1A. Rest stop, others to join in the parade, modern cars can join.
- D) Lunch at The Waterway Café, 2300 PGA Boulevard, Palm Beach Gardens, 33410; SouthWest side of the Intercoastal waterway and PGA Boulevard. Reservations for approx. 25-30.
- E) Return south on A1A.

Palm Beach A's - Mike Harrington - Their Model A Day is a road trip to the Elliott Museum in Stuart

Discussion about April's General Meeting. Arrangements have been made to eat from 6:30 to 7:30 in the dinning room area. Then the membership will move to a separate meeting facility for the privacy and quiet.

New Business:

Schedule Awards Dinner – At Elks Lodge within two weeks of judging show.

April's General Meeting - Inventory of club equipment - Jerry has the majority of the equipment.

Magnetic signs for displaying club info on the cars. John - designed round magnetic, \$10.00 each, has an order for at least twenty.

50/50 Lottery (two pots)

Adjourn meeting 1st, Carolyn House, 2nd Missy Schmidt

September General Meeting Minutes regarding the Yearly Judging Show on next page

2013 YEARLY JUDGING SHOW September General Meeting Minutes-

Where/When Elks Lodge, Pompano Beach, Fl. October 20th/ rain date Oct.27th (check). 9-9:30am for judging, Other clubs judging will be given trophies at the end of the show.

Model A's & T's, get roster from Palm Beach & Miami to invite their members, personally.

1st car small fee of \$10.00 for club members, \$15.00 for non-members, same person additional cars free.

John Ford – Produce registration Forms, Car ID display Sheets to be handed out by Registration personnel for peoples voting, voting cards and Invitations to other Model A & T clubs.

1. Invite 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

Chief Judge Jerry Carbone - Will assign judging books, clip boards and judging sheets.

1. 8 judging teams of 2 people each team. INTERIOR- David & Missy Schmidt
2. Chief Judge provides clarification(s) of requirements.

Event Coordinators - George Phipps, Steve Peterson and David Schmidt

1. Makes the reservations and contacts with known vendors, participants, etc
B. Determines if Hold Harmless agreement is required with Elks Lodge.
2. Verify the Head Judge has what he needs to oversee judging.
3. Point of contact for all members, other car clubs, vendors.
4. Pre-determines parking of show vehicles and obtains the required safety equipment.
5. Responsible for volunteers to clean up after the show.
6. Arranges for Trophies and /or plaques, both club awards at the show and non-club day of show.

Registration Group - Tony & Helen Spaich to head the team. Additional personnel required. 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 - Ron LaVergne to head. Purpose is 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.



FROM THE PRESIDENTS DASH

Cooler weather is upon us, time for our Model A season of road tours, car shows and good times together. The Tune Up & Tube Steaks Meet was a success. A dozen cars were on hand as well as about thirty people. Many thanks to the visiting members of the Palm Beach Model A Club for traveling the distance and sharing in our day together. See my report and photos in this Blast.

The following Saturday was International Model A Day. Another beautiful day, over a dozen Model A's driving up A1A from Pompano Beach to Palm Beach. Lunch at the Waterway Café on the Intercostal Waterway where the food was delicious and the company was even better. The return trip brought many different sights and another enjoyable day was had by all.

Sunday, October 20th, starting at 9am at the Elks Lodge in Pompano Beach is our annual Model

A judging show. This show was rained out last year and it certainly would be great if all of our club members would attend and enjoy the food and beverages provided by the Elks Lodge. Another great day to enjoy the company of fellow club members, visiting guests and seeing all the club cars out on display.

Let's enjoy this beautiful season. So many people spend thousands of dollars to enjoy the weather you wake up to every day. This club is one of the strongest in the South Florida region. Good friends, helpful club members that will go out of their way to assist you or to make the complete repair to your Model A. That is what this club is all about, family.....a gathering of family, enjoying the company, the conversations and the cars.

Together.....let's have a great season.

George



From The Editor's Desk,

I'll be brief this month. My International Model A Day report is pretty long, so I'll only say a couple of things.

First, we sure hope you can come to our Annual All A & T Judging Show. It's been a long time coming due the rain last year. I'll be there with my big camera and tripod, so if you would like to get a nice portrait of you with your car, perhaps in period dress, this is your chance. I'll be printing, free of charge later, high quality picture frame ready letter size photos for all A & T attendees. Larger 12" X 18" photos are also available for \$10.

Second, the following weekend on Saturday Oct 26, 10am – 4pm at Palmetto & U.S. 1, is Boca's annual Meet Me On The Promenade car show. There is no entry fee! Thousands of people attended the car show last year. I enjoyed it, got a tiny little trophy just for being there and will be go again this year. John Ford, Editor

TUNE UP & TUBE STEAKS

September 21, 2013 -- report by George Phipps

The morning started out with a little rain during the drive to the Elk's Lodge in Pompano Beach. However, once at the park, the sun shined and a slight breeze kept everybody comfortable. It was a beautiful day with over a dozen cars in attendance. Parked on the grass near the pavilion, many of our cars were shaded by the trees.



With the Hot Dogs, salads and beverages prepared by the Elk's Lodge personnel and many different desserts and other deliciously prepared foods by club members, no one went home hungry.



Phane Jones of Stuart Model A was in attendance with a large assortment of Model A

parts for the club members. Items such as coils and distributors were required for some club members as the order of the day was to come out and tune up or make small adjustments to the Model A for a problem free driving season.



Members of the Palm Beach Model A Club made the long drive to visit with our club and enjoy our day together. Hopefully, in the future, both clubs will become better acquainted and enjoy many, many events together.



If you weren't there, we missed you. If you did attend, many thanks and I hope for many more enjoyable times together.

George

INTERNATIONAL MODEL A DAY AIA TOUR & INTRACOASTAL LUNCH

September 28, 1931 – report by John Ford

For some of our south Broward members this tour will probably be remembered as “The Long Drive”. But boy what an absolutely beautiful day for an A1A tour. Dick, Audry and I met for an early breakfast on AIA in Delray with Harold Feinberg joining us a bit later as he was having some engine issue that needed attending. The plan was to rendezvous with the Broward A’s on their way north as they passed through Delray. By the end of breakfast, the beach parking was beginning to fill up and a lot of photos were being taken of our cars. Down south at Tony’s place the tour was delayed a bit due to the long drive to Tony’s for the SW Broward A’s. Rather than spending \$.25 per ten minutes to continue parking on the beach, we decided to drive up to the planned rendezvous point, the Ice Cream Club in Manalapan.



Finally at about 10:30 all the Broward A’s arrived. Among the cars joining us were Helen and Tony Spaich in their 31 Deluxe Coupe, Terry & Marlene Nagy in their 29 Fordor, Carolyn & Harry House in Carolyn’s 31 Victoria, William & Carolyn Stoneman in their 29 Roadster Pickup, Steve Peterson in his 28 Speedster, Mike Vitetta in his 30 Fordor, David Schmidt and Silvio Cote in his 26 Model T Coupe, new members Rick and Jo Chavez in their 30 Coupe. Melissa Schmidt brought up the rear in her PT Cruiser. The Ice Cream Club was not yet open so most everybody headed to Mr. G’s restaurant a few

stores away for a potty break. After milling around for a few minutes it was back into our A’s and away



we went up to what has to be one of the prettiest drives in Florida if not anywhere. That pretty sums up A1A throughout Broward and Palm Beach County. It’s hard to beat a drive with ocean views on one side, the Intracoastal Waterway on the other and beautiful landscaping on both. The skies were clear and admiring pedestrians smiled and waved to us as we oogah blasted our way up north. I had taken over the lead of our procession and was making full use of my oogah horn. That’s one of my most favorite things about driving my A, tooting that horn and turning heads.

While there was some uncertainty about bridges being closed due to construction and a walkathon, I was pretty sure we could stay on AIA all the way up to the Okeechobee Blvd bridge, which we did. There we crossed over the Intracoastal and we headed north along Flagler Drive which runs along the West Palm Beach waterfront. Eventually we had to head west over to U.S. 1 to get around the Port of Palm Beach Inlet. I was about to run out of gas at that point and assumed there might be others also in need of a fill up. Unfortunately I pulled into the next gas station. It had only one bathroom and no light. I’m not sure if it even had toilet paper. My apologies to all who

suffer through that. From there we headed north along U.S.1 through what seemed to be miles of road construction, barricades and shifting narrow lanes.



Finally, a little after noon we arrived at the Waterway Café on PGA Blvd. Waiting for us was club president George Phipps and Jim & Gwen Hammar who had come up in modern cars. Cold drinks were very welcomed and our al fresco lunch on the Intracoastal was refreshing. Everybody seemed to enjoy their lunch. My crispy fish sandwich was delicious.



Time to go home. All the Broward A's headed back down U.S. 1 and A1A on another enjoyable drive. Our little Delray breakfast group decided to go back via Military Trail. We didn't get very far before Harold had to pull over due to an almost complete lack of power. He and Dick retimed his A and off we went. We didn't get very far before pulling over again. This time Harold put on a spare carburetor he over a third time. At Dick's suggestion they replaced



Harold's new distributor with a spare distributor Dick was carrying in his truck. Finally, after setting the timing, Harold took off and we never caught up with him the rest of the way home. My only contribution to all these trouble shooting stops was moral support and a bit of sacrificial traffic blocking with my A. It's nice to travel with guys who can solve just about any A issue. Keep that in mind for our future outings. If you have a problem along the way, somebody's probably got a spare part. As it turns out, Harold told me later, it was a bad condenser.



For those of you who have kidded me about the A/C in my Texas A; it was a delightfully cool ride home in my 82 year old air conditioned antique while listening to big band music from the 20's & 30's. I really felt like I had stepped back and it was 1931.

I got home about 4:30. It was a long and memorable day. We should find more things to do along A1A and the Intracoastal; maybe just not go so far north. JF



The wide lace "Bertha" collar covering the bare arms is first introduced.



Modified gathered bell, shows embroidery matching on sleeves, bodice and collar.



Formal afternoon dress with tight fitted sleeve. Jabot effect of the dress is repeated on the sleeve.



Formal afternoon dress with flared below the elbow sleeve. Flared lace effect in the skirt is repeated in the sleeve.



Active Sports Frock, note the material inset to cover the shoulders and upper arm.

1928 — Sleeve length had its part in denoting the type of wear. Short sleeved or sleeveless frocks were reserved for active sports or house frocks. Some street or spectator sports wear could be found with the shorter length sleeves, but always worn with a long sleeve jacket as a two or three-piece outfit or with a wide shoulder scarf covering. Even many of the so-called sleeveless frocks did not always show the complete arm bared up to the shoulder. In the construction of the garment, the top of the dress line was cut wider so that much of the shoulder was capped or covered with material. A cut to shoulder bared arm sleeveless dress was only for the very young women.

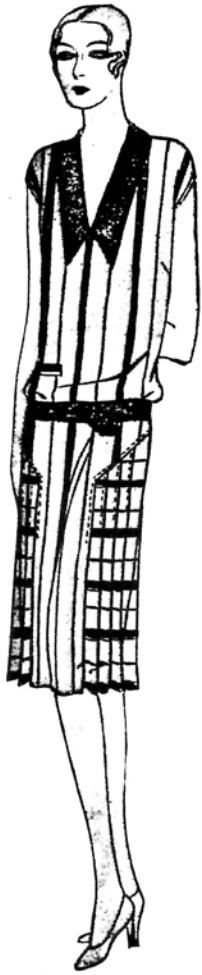
Style dictates considered the norm were from nine in the morning to noon, (shopping, informal lunch, some spectator sports) smallish bishop sleeves with band tightly closed around the wrist, plain sleeves with turned back flaring or short cuffs and bell sleeves, moderately belled. From two until seven or to early evening, long clinging sleeves which were either

wrinkled at the wrist or extended down over the back of the hand in bell-like, curved or triangular shaped pieces.

As usual, one could find exceptions for every fashion rule and sleeved versus sleeveless rules were no different. Many summer or warm weather frocks were both long sleeved or sleeveless, this went for both the active sports and other types of wear. In active sports, it was considered proper to wear the sleeveless frocks only on the "field" then a cardigan, jacket or a three-quarter length coat for cover. For golfing, arm covering was a must to prevent sunburn, this was done by a cardigan, jacket, or a wide shoulder scarf. The sheer lovely afternoon dresses were either long unlined sleeves or sleeveless with a wide laced collar or cape so that the edges extended down over the shoulders and upper arms. Sleeveless dinner dresses had matching jackets for the most part. Style did seem to dictate that for the day-light hours, if not actively participating in sports, somehow,

"A" SLEEVE Part 1 - Daytime

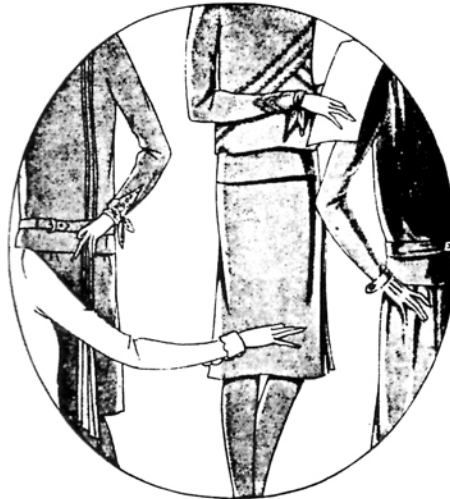
by Mickie Parr



Housefrock, note top cut so sleeve effect is created covering the shoulders and upper arm.



Sleeves long and slender, lingerie touch on sleeves matches collar in organdy.



A variety of sleeve treatments, all are long, slender and close fitted.



One of those "basic Black" dresses with lace trim on collar, vestee inset and cuffs.

someway, the upper arms at the very least were covered, and most often the complete arm.

The long sleeved types were either smallish bishop, moderate bell, or slender straight fitted shafts, depending on the type of material and style of the dress. All without exception were close fitted from the shoulder down to at least the elbow, if not even further below to the wrist. Cuffs were both narrow bands or wide turn backed.

Sleeve trimmings were varied and found applied near the elbow or below. Puffs, tiers or insets were found, these to enhance the sleeve but not adding to its width. Puffs were generally in lace or other frail material, insets or hanging points of fabric pieces were generally the same fabric that matched insets or hanging points on the skirt of the dress. Matching collars to cuffs in laces, satin, or other trimming pieces were quite popular. For example, pique trim on collars also showed pique trim at the wrists or in narrow cuffs. Grosgrain ribbon trim on a dress could also be

found hand applied to sleeve fronts. Embroidered bodices would show embroidery matching on the sleeve. Crepe dresses were found trimmed with bands of reverse material on both the dress and sleeves. Two or three colors were often used for banding trim on necklines and sleeves.

It seemed almost a mandatory rule that in every ladies wardrobe there was that basic black "good dress." For fall and winter, this was quite often in velvet. The sleeves on these velvet dresses were almost all without exception, long and close fitted and boasted a flattering, delicate lace cuff with matching collar, frill, or jabot. Though this lace could be found in white, more often than not it was ecru. Other wrist treatments were unusual lace and lingere touches, tailored buttons, tie bands or band trims. These same treatments would also be found on some other part of the dress, either the neckline, collar, top, waist or skirt, so as to always carry relationship from one part of the dress to another.



This is a wonderful story by Michael Gardner, editor of newspapers large and small and president of NBC News. In 1997, he won the Pulitzer Prize for editorial writing. It was forwarded to the Blast editor by club member Bill Stoneman.

A Peculiar Habit

My father never drove a car. Well, that's not quite right. I should say I never saw him drive a car. He quit driving in 1927, when he was 25 years old, and the last car he drove was a 1926 Whippet.

"In those days," he told me when he was in his 90s, "to drive a car you had to do things with your hands, and do things with your feet, and look every which way, and I decided you could walk through life and enjoy it or drive through life and miss it." At which point my mother, a sometimes salty Irishwoman, chimed in: "Oh, bull shit!" she said. "He hit a horse." "Well," my father said, "there was that, too."

So my brother and I grew up in a household without a car. The neighbors all had cars -- the Kollingses next door had a green 1941 Dodge, the VanLaninghams across the street a gray 1936 Plymouth, the Hopsons two doors down a black 1941 Ford -- but we had none. My father, a newspaperman in Des Moines, would take the streetcar to work and, often as not, walk the 3 miles home. If he took the streetcar home, my mother and brother and I would walk the three blocks to the streetcar stop, meet him and walk home together.

My brother, David, was born in 1935, and I was born in 1938, and sometimes, at dinner, we'd ask how come all the neighbors had cars but we had none. "No one in the family drives," my mother would explain, and that was that. But, sometimes, my father would say, "But as soon as one of you boys turns 16, we'll get one." It was as if he wasn't sure which one of us would turn 16 first.

But, sure enough, my brother turned 16 before I did, so in 1951 my parents bought a used 1950 Chevrolet from a friend who ran the parts department at a Chevy dealership downtown. It was a four-door, white model, stick shift, fender skirts, loaded with

everything, and, since my parents didn't drive, it more or less became my brother's car.

Having a car but not being able to drive didn't bother my father, but it didn't make sense to my mother. So in 1952, when she was 43 years old, she asked a friend to teach her to drive. She learned in a nearby cemetery, the place where I learned to drive the following year and where, a generation later, I took my two sons to practice driving. The cemetery probably was my father's idea. "Who can your mother hurt in the cemetery?" I remember him saying more than once. For the next 45 years or so, until she was 90, my mother was the driver in the family. Neither she nor my father had any sense of direction, but he loaded up on maps -- though they seldom left the city limits -- and appointed himself navigator. It seemed to work.

Still, they both continued to walk a lot. My mother was a devout Catholic, and my father an equally devout agnostic, an arrangement that didn't seem to bother either of them through their 75 years of marriage. (Yes, 75 years, and they were deeply in love the entire time.) He retired when he was 70, and nearly every morning for the next 20 years or so, he would walk with her the mile to St. Augustine's Church. She would walk down and sit in the front pew, and he would wait in the back until he saw which of the parish's two priests was on duty that morning. If it was the pastor, my father then would go out and take a 2-mile walk, meeting my mother at the end of the service and walking her home. If it was the assistant pastor, he'd take just a 1-mile walk and then head back to the church. He called the priests "Father Fast" and "Father Slow."

After he retired, my father almost always accompanied my mother whenever she drove anywhere, even if he had no reason to go along. If she were going to the beauty parlor, he'd sit in the car and read, or go take a stroll or, if it was summer, have her keep the engine running so he could listen to the Cubs game on the radio. In the evening, then, when I'd stop by, he'd explain: "The Cubs lost again. The millionaire on second base made a bad throw to the millionaire on first base, so the multimillionaire

on third base scored."

If she were going to the grocery store, he would go along to carry the bags out -- and to make sure she loaded up on ice cream. As I said, he was always the navigator, and once, when he was 95 and she was 88 and still driving, he said to me, "Do you want to know the secret of a long life?" "I guess so," I said, knowing it probably would be something bizarre. "No left turns," he said. "What?" I asked. "No left turns," he repeated. "Several years ago, your mother and I read an article that said most accidents that old people are in happen when they turn left in front of oncoming traffic. As you get older, your eyesight worsens, and you can lose your depth perception, it said. So your mother and I decided never again to make a left turn."

"What?" I said again. "No left turns," he said. "Think about it. Three rights are the same as a left, and that's a lot safer. So we always make three rights." "You're kidding!" I said, and I turned to my mother for support. "No," she said, "your father is right. We make three rights. It works." But then she added: "Except when your father loses count." I was driving at the time, and I almost drove off the road as I started laughing. "Loses count?" I asked. "Yes," my father admitted, "that sometimes happens. But it's not a problem. You just make seven rights, and you're okay again." I couldn't resist. "Do you ever go for 11?" I asked. "No," he said "If we miss it at seven, we just come home and call it a bad day. Besides, nothing in life is so important it can't be put off another day or another week."

My mother was never in an accident, but one evening she handed me her car keys and said she had decided to quit driving. That was in 1999, when she was 90. She lived four more years, until 2003. My father died the next year, at 102. They both died in the bungalow they had moved into in 1937 and bought a few years later for \$3,000. (Sixty years later, my brother and I paid \$8,000 to have a shower put in the tiny bathroom -- the house had never had one. My father would have died then and there if he knew the

shower cost nearly three times what he paid for the house.)

He continued to walk daily -- he had me get him a treadmill when he was 101 because he was afraid he'd fall on the icy sidewalks but wanted to keep exercising -- and he was of sound mind and sound body until the moment he died. One September afternoon in 2004, he and my son went with me when I had to give a talk in a neighboring town, and it was clear to all three of us that he was wearing out, though we had the usual wide-ranging conversation about politics and newspapers and things in the news. A few weeks earlier, he had told my son, "You know, Mike, the first hundred years are a lot easier than the second hundred." At one point in our drive that Saturday, he said, "You know, I'm probably not going to live much longer." "You're probably right," I said. "Why would you say that?" He countered, somewhat irritated. "Because you're 102 years old," I said. "Yes," he said, "you're right." He stayed in bed all the next day. That night, I suggested to my son and daughter that we sit up with him through the night. He appreciated it, he said, though at one point, apparently seeing us look gloomy, he said: "I would like to make an announcement. No one in this room is dead yet". An hour or so later, he spoke his last words: "I want you to know," he said, clearly and lucidly, "that I am in no pain. I am very comfortable. And I have had as happy a life as anyone on this earth could ever have." A short time later, he died.

I miss him a lot, and I think about him a lot. I've wondered now and then how it was that my family and I were so lucky that he lived so long. I can't figure out if it was because he walked through life, Or because he quit taking left turns.

Life is too short to wake up with regrets. So love the people who treat you right. Forget about the one's who don't. Believe everything happens for a reason. If you get a chance, take it & if it changes your life, let it. Nobody said life would be easy, they just promised it would most likely be worth it.

Enjoy Life Now – It has an expiration date.

OCTOBER Tony Spaich's Blast From The Past
DIRECTORS MEETING 1977

The September Board of Directors Meeting was called to order by Director Don Estes at 8:05 Pm, with all Board Members present except Bob Rogers and Holly Matteis. Ron Huelbig gave a treasure's report of \$812.15. The membership report was given by Irene Huelbig, we have 103 paid families.

Don started with the Meet and Eat, a few things went wrong but as it turned out, this had to be one of the best Meet and Eat's we've had. Sorry about the plaques not being ready but everyone that registered will be receiving one soon. One of our members went to South Florida's Antique Auto Parts and bought door prizes for this event and didn't clear it with the board, a few months ago the board agreeded that anything that is either donated or purchased for the club espically things that will remain in the club room should be approved by the board first. There will be more discussion on this next month.

The shirts that are being made for the club was discussed and Tony said we should have a sample of the front of the shirts soon. The price of the shirts should be around \$3.00 each. The ice cream social was discussed and everything is all set. The Pompano Fashion Square is the same day and Joe Goater is chairing our half of the show. The Garage Tour is October 2nd at 1:00 at the Estes garage. On October 15th we have a car show at the Diplmat Mall in Hallandale, Dave Johnson is chairing this event and needs 10 cars, it will be from 9:30 to 5:00 PM. Paul Grill suggested that we make up a list of what a chairman has to do to chair an event, so when a new person offers to chair an event he or she will have a guide line that will show them what to do and how to do them.

On October 23rd we have a car show at Wynmoor Cond. in Pompano on Cypress Creek Blvd. from 11:00 to 5:00 OM the club will receive \$150.00 there will be a people's choice trophy, Evelyn Finnegan will chair this event. We will have another Hayride this year and a date is being set for sometime in November. The Christmas Party was discussed and Dave Neill asked if we want a band again this year and how much he could spend on the party. Dick Brandt made a motion to allow Dave \$250.00 toward the party, it was voted on and approved by all. The party will be at the Neill's and will be for paid club members only. A New Editor for next year has been found, Judy Duerstock has accepted the position, my personal thanks to you Judy. Meeting adjourned at 10:35 PM.

Respectfully Submitted
 Rick Kornowski

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This form provided by Mike Vitetta's Tech Tips

Model A Ford Inspection Results

By *Bob Bidonde*

Name: _____ Model A: _____

Engine

Compression: #1 _____; #2 _____; #3 _____; #4 _____ (Below 55 psig = tired engine)

Timing: Retarded; Correct; Advanced

Water Pump Shaft Play: Acceptable; Excessive

Fan: Acceptable; Cracked; Bent; Loose

Distributor: Spark lever travel OK or Needs adjustment; Points & condenser OK or Replace

Coil Polarity: Primary wiring hookup correct; Primary wiring reversed

Exhaust: Encapsulation of pipe flange by clamp at the manifold OK or Needs Fixing

Front Suspension

King Pins: Excessive play & need replacement; Acceptable play;

Wheel Bearings: Excessive play; Proper adjustment;

Steering: Gearbox loose; Drag Link loose; Excessive sector shaft play

Rear Axle

Wheels: Loose; Hub to backing plate clearance insufficient or OK

Axles: In – out play excessive; In – out play acceptable

Road Test With Owner Aboard (Owner Takes Notes Of Driver's Comments)

Engine Performance: Acceptable; Fix _____

Steering & Tracking: Excessive play; Toe-In needs adjustment; Acceptable

Service Brakes: Inadequate (Do not lockup); Pull to side; Acceptable

Clutch: Needs adjustment; Needs replacement; Acceptable

Inspection By Owner

Headlights; Tail Lights; Cowl Lights; Dash Light; Turn Signals; Fuses; Windshield Wiper;
 Horn; Engine Oil Level; Coolant Level; Fan Belt Quality; Fan Belt Adjustment; Steering
Lube; Battery Terminals Bright & Tight; Battery Ground to Frame Bright & Tight; Battery Water
Levels; All Wire Connections Bright & Tight; Abnormal Leaks; Service Brake Wear; Emergency
Brake Adjustment; Wheel Bearing Grease; Wheel Bearing Adjustment; Transmission Oil; Chassis
Grease; Shock Absorber Fluid Level; Rear Axle Oil Level; Wiring Integrity; Generator Charging
Rate; Tire Inflation Including Spare; Tire wear; Tire Sidewall Cracks; Lug Nuts Tight (50 ft-lbs);
 Cotter Pins In All Castle Nuts; Cotter Pins In All Brake Pins; Spare Parts; Tools Sufficient To
Install Spare Parts; Door Latch Adjustment; Exhaust Leaks; Frame / Crossmember Cracks;
 Current NYS Inspection; Current Registration.

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Spouse's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Residence phone: () _____ Bus. Phone: () _____

Email Address _____

Please list all cars owned, including parts cars.

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

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

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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

Elks Lodge

700 NE 10th St., Pompano Beach, FL

(South side NE 10th St. between Dixie & U.S.1)

(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**

CLASSIFIEDS OCTOBER 2013

Free space available here to advertise your automotive parts
Free space is also available throughout the Blast for personal announcements / messages: Anniversaries, Birthdays, Get Well, etc.

1930 Tudor - Washington Blue, black roof & fenders, straw wheels, good paint, no rust, 2 year old tires, runs great. **Price reduced again, now \$10,500 m.b.o** Located in central Florida at The Villages near I-75 & Turnpike. Ted & Alva Alexander, 352-633-3319

1931 Roadster – Black, fiberglass body, engine out - has been rebabbeted and rebored, two spare tires in fenders, original chassis, radiator & housing, pleated imitation leather interior. In Deerfield. **Make offer.** Paul Dolan 561-213-2277

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1929 Model A Roadster Pickup new top and frame assembly (Lebaron & Bonny) \$950
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Model A wheel 19" & 17" \$75 each; Model A tires, 19" & 21" good used take offs \$50 each
Heavy Duty Steel Pallet Racks; Miscellaneous Model A partsinquire
Manual Tire changing machine, perfect for older wheels and spokes. Comes with attachments, everything in good condition, change your own. \$750
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Russ Galiano, Jr. 954-779-1420 work, 954-560-5412 cell or merklvr@msm.com

Two tan Model A canvas tire covers. Make Offer. Audrey Franz 561-495-925

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