

O O O G A H B L A S T

JAN/FEB
2018

OFFICIAL PUBLICATION - GOLD COAST REGION OF M A R C



Fords & Friends Show
Story inside

Cover Photo By Donna Ripley

The *OogahBlast* is a Bi-Monthly Newsletter. Printed by BARCHARTS for the Gold Coast Region of M.A.R.C. The Gold Coast Region of the Model A Restorers Club was founded in 1966. We encourage members to acquire, restore, preserve and exhibit the Model "A" Ford and to enjoy the fellowship of other Model "A" Ford owners.

2017 Gold Coast M.A.R.C. Chapter Officers

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Pete Ohr 79	Mike Cimorelli 09, 10
Ron Huelbig 80	George Phipps 13
Bob Collins 81	Dick Rust 15
Gene Mueller 82	Harold Fienberg 16, 17

General Membership Meeting is the Second Saturday of the Month at 9:00 AM. Meet at Lester's Diner (Back Room) 4701 Coconut Creek Pkwy., Margate, FL (North side, one block east of 441). Chapter Dues are \$30 per year, due January 1st. Make Checks payable to MARC and Mail to Tony Spaich 1290 NE 27th Ave. Pompano Beach, FL 33062. National Dues are \$45 per year. Send National Dues to: MARC 6721 Merriman Rd. Garden City, MI 48135 or call 734-427-9050 or go online: www.modelaford.org.

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.

Classifieds Sept/Nov 2017

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FROM THE PRESIDENT'S DASH
FEBRUARY 2018

We are now approaching the spring season with many exciting activities. We need to keep our programs new and inviting. We are open to all ideas and hope that our membership will continue to support us and contribute to our success.

Our annual Holiday Party was enjoyed by all. Our new officers and Board were installed and as usual the food, drink and camaraderie made for an enjoyable evening. The Christmas parade in Lake Clarke Shores was a fun morning. We had great participation which was appreciated by the residents who awarded the Club with a trophy for participation. Last minute "Cruise to Nowhere" culminating with a meal are still playing well with our members and we will continue to incorporate them into our schedule. The next one is planned for Memorial Day.

Make sure that you plan to attend our "All A Judging Show". Our annual "Awards Banquet" will follow which also will be a night to remember. There will be other events including shop tours and another "Tune-up & Tube Steaks".

Our annual participation at the "Ford and Friends" event in Lake Worth was a huge success. We took home all but one award and one of our members even won the 50/50.

Since our last issue, we lost another member of our Club, Allen Davis. Allen will be missed for his many contributions to our Club. I know you all join me in wishing Trish our best and I am sure Trish will be back in a leadership roll very soon.

Please consider getting involved, every new Member brings something new to our Club in terms of activities and Model A knowledge. You do not have to be a Board Member to attend a Board Meeting and bring ideas or suggestions.

Please plan to attend our Monthly General Meeting/Breakfast on the second Saturday of each month at Lester's Diner in Margate. We meet there at 9:00 am rain or shine and enjoy the company and have input into future events. It is also an opportunity for us to get out and exercise our A's and trouble shoot with fellow members.

As we are out there driving our A's, don't forget, if you have a problem with your car, help is just a phone call away. Also, we have members who for health reasons, are temporarily unable to drive their A, but would appreciate having it driven to an event. If you are interested, please give me a call.

Finally, check out our Facebook page at:
"GOLD COAST MODEL A AUTOMOBILES AND PARTS"

And our website at:

www.goldcoastmodela.com

HAROLD FIENBERG

Meeting called to order: 10:15am followed by the Pledge of Allegiance
29 members attended 13 Model A's
Approval of last meetings minutes: all approved.
Treasurer's report: Treasurer's report read and accepted.
Membership report: 59 paid members to date.

Old Business:

1. AACA show at Sample McDougald House-Saturday Jan 20th-5 cars went over after breakfast. Steve Peterson was there with his 1915 Model T. The weather held.

New Business:

1. Renningers Flea Market, Mount Dora, FL -Sunday, February 11th. Leaving around 7am. If interested call Harold.
2. Boca Raton Concours d'Elegance, Sunday February 25, 2018--two of our members were accepted: Harold Fienberg and Jerry and Dorice Carbone. Mike and Frank Vitetta will be judging.
3. Aguias de Christo Motoclube show. Saturday March [17, 2018, 3600 W Sample Rd, Coconut Creek](#) (Tradewinds Park)-Fabio Catarcione. 10-3pm with a free BBQ lunch. It is \$1.50 per person to get into park. Those who wish to caravan contact Harold F.
4. Cruise to Car of Dreams Museum, N Palm Beach, w/Palm Beach A's: Sunday March 18, 2018. Charity car show to benefit Hospice. \$25.00 fee to enter car show which includes two tickets into museum. If you do not wish to be in car show there is a \$10.00 admission fee to the museum. Museum open 9-2pm. We will be meeting at the Ice Cream Club in Manalapan and will caravan from there. Will notify with the times.
5. All A Judging Show: Saturday April 7, 2018 at Sample McDougald House; 9-3pm. \$10.00 registration fee. Food Truck will be there serving breakfast, lunch and snacks. Awards will be given for Best of Show, Master Class, Preservation and Heritage. We will also be handing out participation trophies. We have also decided to dress in Period Costumes. There will be a trophy given for the best Period Costume. Our volunteer judges for the following categories are as follows:
#1 engine/cooling-Harold Fienberg
#2 electrical/instruments-Jerry Carbone
#3 undercarriage/exhaust/brakes-Steve Lotts
#4 roof/headlight plating/radiator-Fabio Catarcione

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FOR SALE

1930 Ford Model A Fordor, \$12,000. If buyer is not yet a member I'll throw in one years dues.

To make room to finish up another A I'm selling my Fordor.

I went over the car just last year for a trip up to NY for a week of driving in the Catskill Mountains.

The engine is countered balanced, lightened flywheel, high compression head, brass timing gear and V8 clutch.

Re-cored radiator with motometer cap.

The starter motor and generator were gone through, lubed and checked.

The head lights have the correct Ford blue print shaped reflector aluminized with the correct shaped filament in the bulb.

The carb has been rebuilt.

The brake drums and shoes matched to each other.

Transmission rebuild with new parts where needed as well as the tower with new forks and the ball is round giving positive location of gears.

Wiper motor rebuilt so it works as designed.

Trunk and car cover included.

The shocks are shot and the drivers side window needs help opening.



#5 interior trim-Bill & Joan Snow

#6 sheet metal/paint/stripping-Bill Stoneman & Scott McElroy

#7 lights/horns/wipers/tools-Dick Rust/Dave Board

#8 tires/wheels/shocks-Steve Peterson

We still need judging helpers.

Please plan on patronizing the food vendor so he will provide his services at future events.

On behalf of our treasurer, please get your registration money sent to Dick Rust as soon as possible.

6. Annual Awards Banquet Dinner: Sunday April 29, 2018 at 5:30 pm at Tropical Acres. There will be 3 entrée choices. \$35.00 per person. Checks need to be made payable to MARC. Mail your choice and payment to Dave Board. All Payments with your choices need to be in by April 14, 2018. The forms will be in the mail or Oogah Blast to you soon.

7. Tune up and Tube Steaks-Saturday, May 5th-Sugar Sand Park [300 S Military Trail, Boca Raton](#)-9 to 3pm. Rain or Shine. Bring your own beverages-NO ALCOHOL. Last names A-M please bring a dessert. Last names N-Z side dish or appetizer. Military Trail/Camino Real. The parking lot entrance for our Pavilion is off of Camino Real.

8. Memorial Day cruise to nowhere-Monday, May 28th-Juke Box Diner? Duffy's?

9. MARC Natl membership special-new members only-\$22.50 (that's half price). Contact Harold asap so he can turn them in.

10. Any other members interested in name tags, \$11.00 ea. Notify Harold.

Saturday March 3rd-Family Fun & Car Show-Tradewinds Park-10-3pm. \$15.00 fee.

Saturday March 3rd-Pompano Beach High School car show-all cars. 11-3pm. \$20.00 fee.

Saturday March 10th-Cooper City Founders Day-open car show. 1-5pm. \$20.00 fee.

Sunday March 11th-Classic Car Show, Delray Buick GMC, Federal Hwy. Benefit Wounded War Veterans. \$25.00 fee.

John Ford graciously donated the publishing of our Oogah Blast for free with the stipulation that we use that money for charitable donations. If anyone has suggestions for a charity please let us know.

Suggestions for charitable donations? McDougald House, Butler House, Boy Scouts? Adopt a Charity?

Good and Welfare. Gwen Hammar has a cast on her foot. Jim Hammar is also in a cast. Trish Davis is doing fine and hopes to join in our activities. Ron Lavergne is doing well. His treatments are finished but he has a very low immune system so is staying home for the time being. Helen Spaich is hanging in there. She is starting to gain some weight back.

50/50 drawing. There was no drawing as the member with the tickets was not present.

Adjournment: 10:50am. Motion Harold F.; second Dave Board.

Dorice Carbone
Secretary



After the General Meeting everyone gathered back in the parking lot to finish whatever they were talking about and check out all the Model A's that showed up on this beautiful morning. When something can be done on a Model A, the guys jump right in. Well Rodney Fitzpatrick wanted eye lids on his headlights. hummm, how many did it take to do that?

Mike Vitetta's Tech-Tips

Sick sounding horns

I have heard some very sick sounding horns, so this should be a good time to do a little maintenance on your those horns to get them tuned up to sounding off with a good strong AH-OOGAH.

Start by making sure all electrical connections are free of corrosion and tight. This includes battery post connections and the ground strap to frame connection.

Try the horn with the battery only and then with the engine running at sufficient RPM to get the generator working. If there is much of a difference in sound take a close look at the condition of your battery and recheck the battery connections.

Remove the horn cover and clean the brass connectors where the harness wires plug in. Clean inside the spring connectors where the bullet ends of the harness wires connect. Clean the bullet ends as well.

Next clean the commutator by holding a piece of sandpaper against the commutator while the motor is revolving. Never use metal or emery cloth on commutators.

Next use a wooden toothpick to run down each groove between the commutator sections to clean out any stray bits of copper left from the cleaning process. Place a few drops of light oil, such as 3-in-1 or gun oil on each end of the armature shaft.

Finally adjust for best sound by turning the adjustment screw on the back of the horn in one direction or another to get a really nice AH-OO-GAH.

Installing the fuel line to the carb,

When installing a new fuel line another trick to prevent the end of the fuel line from going in to far is to remove the filter screen and temporarily replace it with a 1/2-20 bolt. The bolt is larger than the filter screen and the end of the fuel line will be held in the proper position against it when the ferrule is set.

There also was a working replica of Henry Fords 1896 quadracycle. There were antique and classic Ford vehicle's, including Ford WWII Jeeps, Model A's, Mustangs, Thunderbirds, Lincoln Continental, 1958 Edsel, Skyliner, and more. I think they said there were 168 Fords in attendance. The show ended promptly at 2pm, so we drove back to the hotel and loaded up the trailer's and everyone headed back home. We made it home before dark and were thankful we had a very good time along with very good weather for the Edison & Ford Car Exhibition.



MAFFI Newsletter Minute January 2018

What's new at the Museum?

A recent addition to the Model A Ford Museum is a beautifully restored Good Humor Ice Cream Truck. This is on loan from Joe Hornacek and is a real "treat" to behold. Standing beside this truck is a mannequin displaying a uniformed Ice Cream man ready to sell a young man a frozen dessert. Many of us remember the joy of seeing one of these trucks in our neighborhood. Joe has been invited to show his truck at the Concourse De' Elegance in Texas this year. That just confirms that this is a special vehicle and outstanding restoration! Joe will return the truck to the museum after the Texas show.

We endeavor to keep the museum interesting and are continually changing our displays. Make plans to come and see us soon!



I would like to thank Leanne Criswell of the Edison & Ford Winter Estate for a well run show. The show entry fee include a box lunch and admission to a must see museum with many Edison and Ford items, photos, Edison's rubber laboratory and interesting video presentations. Check out the Edison & Ford winter estate website <http://www.edisonfordwinterestates.org/> Regards,

Steve Florence
President Sunny T's of South Florida



From the Editorial Staff

It's amazing how time can fly by. This issue will be Four Years of doing the Newsletter. I looked back at all of the issue's to see how much they have changed from the first one till now. I guess I learned quite a bit over the Four years. I am sorry I had to take over the OogahBlast because John Ford, our Editor at the time, had to deal with the unexpected and unfortunate disease Cancer. Thank heaven John was around long enough to show me how to get around on the computer. With his help I had enough to get started, and the help of someone else who knew computers you can see the results...I hope?

Everyone should have received a Roster by the start of March. Those who had paid their dues by the deadline will find their name in it. Please check all the information and let me know if there are any changes. I will print out any changes in the next Issue...March/April...there is a notes page in the Roster to write in any corrections.

There is one correction to make right now. The correct E-Mail for Daniel Gomez is daniel.gomez@dhl.com. Also he goes by Daniel not Dan. There is a addition to add in for a late arrival. That would be...

**John & Marlene Prosje 109 Hendricks Isle, Fort Lauderdale, FL 33301
954-467-8371 marlene@prosje.com
1928 Sport Coupe #41**

We are going to be busy in the Club over the next three months, so I suggest you keep your Club Calendar in plain sight, so as not to miss a good time. Mark your home calendar for Saturday September 22nd. This is International Model A Ford Day. I know this is way down the road, but let us put on our thinking cap and come up with something special to do on this day. Patches will be available for this outing, so let me know if you want one when they come available.

Remember, even though Audre and I am doing the Newsletter it belongs to the Club. So if there is something you would like to see in it, let us know and if its possible we will print it. Also if there is anything you would like to say in the Newsletter, please send it to us I am sure we can use it. Articles about how you got your car, what you had to do to get it running, or was it good to go.



We got up early and left the hotel at 7:30am and were off to the Edison & Ford Car Exhibition. We were fortunate to park next to several other T's from The Tin Lizzie Club of North Central Florida,



including Steve Ellis, Val, Barbara, and the original owner of his 1910 Touring who arrived and parked close to one of the Edison buildings see attached photo.



There was a very interesting 1924



roadster with Telescoping Apartment (First motorhome with slide-outs) owned by Herb & Sidra Spies of Shalimar, Florida.

2018 Annual Car Show

Edison & Ford Winter Estates

On Friday February 2nd at 10am, Steve Peterson with his 1915 Coupelet, Harold Glass with a 1921 Touring, Frank Fuentes and Sandy and Steve Florence with our 1926 Coupe, we all met up in Clewiston. Then we drove with our T's on the trailer's to Fort Myers, arriving at the hotel at noon, too early to check in.



We unloaded the cars from the trailer's and drove to Ford's Garage Restaurant in Cape Coral for lunch. Unusual, are not most Model A's down on the ground? When this came I did not know whether to eat it or admire it.



Went into this room, and didn't know if you should wash your hands or gas up and change tires



We went back after lunch and drove down the Palm Lined McGregor Blvd. to the Edison & Ford Winter Estate. Next we went into downtown Ft. Myers, big mistake. It was a traffic nightmare with the start of the Ft. Myers Artfest, so we drove back to hotel and checked in. After we rested we went to dinner at Mel's diner.

I know it has been said to put in Birthday's, but the only way that this will work is if everyone sends me that information all at one time and not on the Membership Form. So if enough people want this, and you all have our E-Mail address, I will try to set something up.

The National now requires that we have an Article on the Discussion of Youth Interest added to our Newsletter. I know this might not be easy for us, for here in South Florida we are more of a Retirement Community. Not too many of our members have children of that age of interest in Model A's. For this they dropped the Treasurers Report. So now we need to think about how we can come up with ideas to get the Youth in our area interested in our Model A's along with their love of Classic and Muscle Car's.

By now everyone should have the application for our All Model A Show Saturday April 7th at the Sample McDougald House. I am now waiting for the Application and the \$10.00 Dollar entry fee from those who have not returned that up to now. For those who have lost there Application, please let me know and I will send you another one.

Also in this issue is a flyer for the Application of the Awards Dinner for the All A Show. It would be nice to get this into David Board as soon as possible, it helps to get the count we will have and get the cash deposited. There is also a flyer for the Tune-Up and Tube Steak event. Map on the front shows entry and directions of what to bring on the back...no charge for this one.

I am going to make an appeal to those members who have not been making the General Meetings or our Outings to either E-MAIL me or CALL me so that I can let the rest of the membership know how you are doing, so we don't have to keep guessing. It will only take a minute of your time to do this.

Last minute entry. Just got an E-Mail from Bill Stoneman that he will not be able to be at the All A Show to judge the cars do to another commitment. We will need a replacement for him, so will someone please step-up and volunteer to take his place?

Dick Rust, Editor



New Years Day 2018 *Annual Breakfast Run*

Those of use who where there need to give Steve Florence a big thank you for setting up this years breakfast run. OOOOH what a beautiful day we had. To think we are going to tour all the way to the Restaurant with our Windows Open and our Tops Down with no thought of ICE or SNOW (sorry to all in the North).



Meeting at the Manalapan Ice Cream Shop, we started to gather at 8:00 am. By the time we were ready to start our run at 9:00 am, we had a very nice collection of motor vehicle's to chose from.



kinds of memorabilia and old signs along with his 8 Model A's and a Model T. He also has an office and a couch equipped "employee break area". The guys were drooling over all his stuff. It's every wife's dream to have a warehouse like that; that way she can ship her husband off for the day. Everybody's happy.

Anyway, we had to force ourselves to leave. There was so much to see and enjoy. Thank you to Cliff for letting us come over and admire his collection.

Dorice Carbone

COMING UP, **NATIONAL M A R C MEETS**

2018 Membership Meet

April 12 - 15, 2018

Cherry Valley Lodge

Granville, OH - Ohio Michigan Region

2018 National Meet

June 24 - July 1, 2018

Branson, MO - A Dancin' In Branson A's Region

2018 National Tour

September 17, 2018

Elkins, West Virginia - Mountain Memories

Warehouse Envy



We had a little spur of the moment adventure to member Cliff Glansen's warehouse. A few days earlier, Cliff had asked Jerry if he could come over and help him with a little problem he had on one of his 9 cars. Jerry said we'd follow him to his warehouse after the breakfast meeting. Well Harold and Bill Snow caught wind of it and decided to along too.

Bill needed gas so he left for the gas station and we were going to meet up with him. I guess there was some miscommunication because Cliff zoomed right on by the station. We were crazily blowing our horn at him. He finally pulled up a ways down the road; he must have realized that we were no longer behind him. We had pulled over and were waiting



for Bill. Cliff u-turned, Bill pulled out of the station and we were in a line once again. All was right with the world. We arrived at his shop without anymore mishaps and we didn't lose anybody along the way. Cliff commented that it was a lot harder being the leader of a caravan than a follower.

Cliff's warehouse is awesome. It's very large and he has all

We had a gathering of 15 Antique and Classic Cars, accompanied by 20 members from different car clubs. There were Model "T"s, along side Model "A"s, next to a (19??) Chevrolet, for which I did not get the year. Also, to help make the day stand out even more, along came a 1936 Ford Roadster, a 1957 Ford Fordor Hardtop, a 1939 Fordor Cadillac Roadster with 2 newer Chevrolet Corvettes in between.

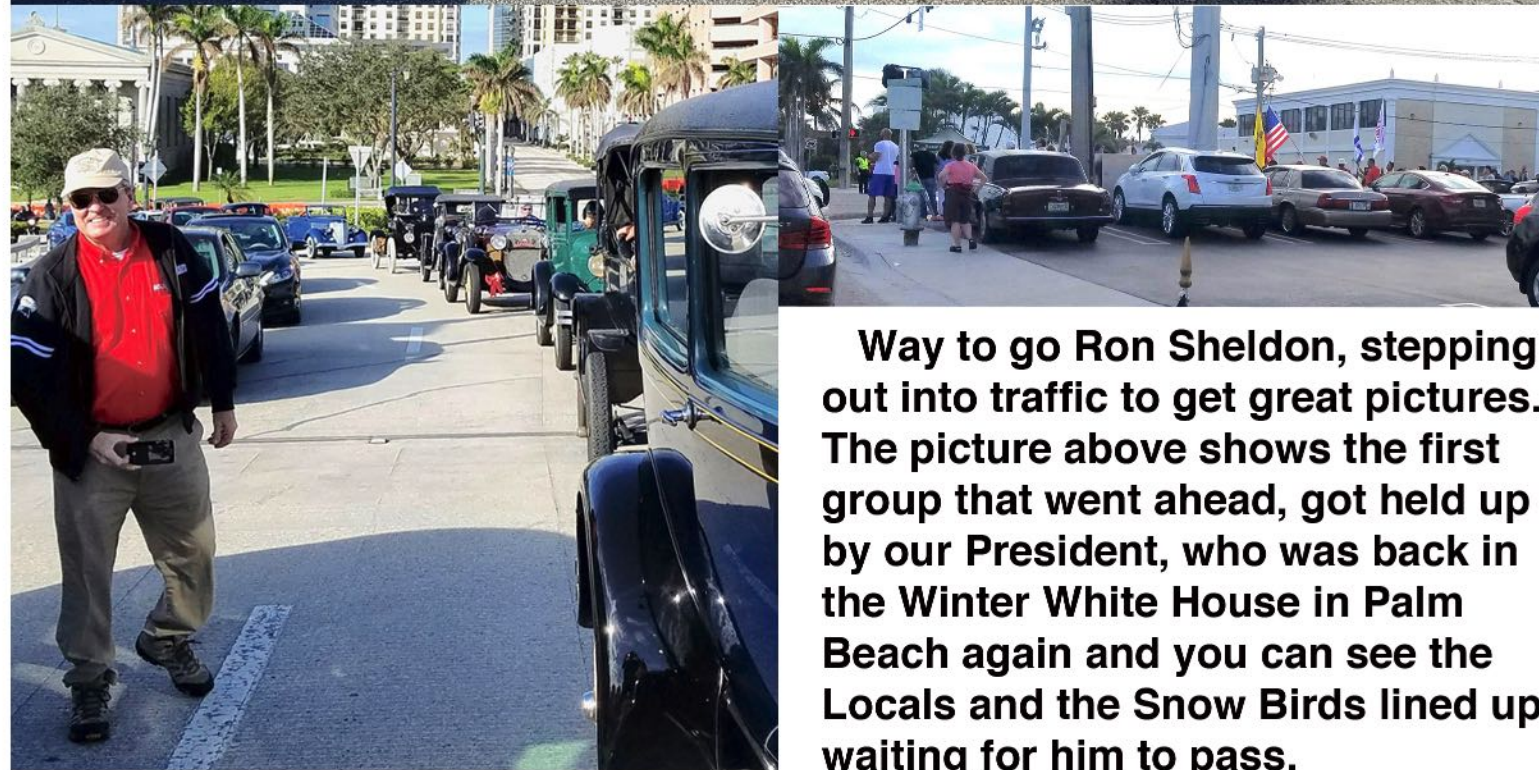


Now that everyone has renewed old acquaintances and the guys have gone over all the in and outs of most of the cars, along with the 9:00 am start time approaching we all mounted up and started to roll. Half way to our destination Petes Cadillac stopped running and he could not get it going. As 3 or 4 of us got out of our cars and pushed Pete Jarvinen out of the way, the rest continued on. Richard Hughes in a shining moment said, if Pete had his Model A we could have had him up and running in less time than it took to push him off to the side of the road. That's because we carry enough parts between us to almost rebuild a Model A on the go.

We asked Pete if he needed more help, but he said for us to go on.



I called Connie to see if they got home OK, but I haven't heard back as of now. Everyone went on to the Restaurant but when we got there, no one was there. So Harold called Mike Herbstman and they went to a different Restaurant. They said there was no parking there so they are going to join us. Well they did not wait for us, so we went in, sat down and ordered. The others joined with us and we had a great time. For those who went on ahead, they did make a great parade lineup



Way to go Ron Sheldon, stepping out into traffic to get great pictures. The picture above shows the first group that went ahead, got held up by our President, who was back in the Winter White House in Palm Beach again and you can see the Locals and the Snow Birds lined up waiting for him to pass.

construction needed no extras.

For boys, the military styles - admiral, regulation sailor or middy types - were popular all year round. Another favorite was the jockey cap style. It was not uncommon for the hat or cap to match the coat in material and color.

Winter playwear often saw children in knit caps of wool yarns for warmth. Unless a child had on a coat or jacket, hats or caps were not really necessary, even in best dress. Little girls often wore colorful dainty barettes or ribbons for best dress without a coat. Boys had, simply and hopefully, neatly combed hair.

COORDINATED APPAREL

Undergarments - Waists, vests, panties, bloomers, All-in-ones and union suits were worn. For warm weather, they were usually sleeveless or short sleeved and made of pin-check or plain nainsook, cotton knit, broadcloth, percale, cambric, muslin, rayon or sateen. In winter, some were short but they were usually long sleeved of wool blends or fleeced cotton. Many were long ankle length types for both boys and girls.

Slips - In summer they were made of nainsook, broadcloth, flannelette, batiste or silk and cotton blends; in cooler weather of part wool and cotton. Slips were in keeping with the dress style in simple or elaborate fabric and design.

Robes - Blanket cloth or flannel, never plain, with the geometric design popular. They were long sleeved with a rope belt and shawl collar. Often, they were a wrap style with no buttons.

Handkerchiefs - They were made of cotton or lawn and were plain or printed for everyday use. Printed silk were for best and were for show only, never for use. They were square shapes from 7½ to 9½ inches.

Coats - They were simple and straight cut. Some were belted all around or in back only. Double breasted styles were very common for boys. In spring, the lighter weight wools, such as cashmere, twill, wool crepe or light weight tweeds were used as fabrics. General wear usually were of durable

fabric such as homespun or tweed. Heavier weight wools or wool blends were used for winter; most with a sateen lining, some even with an inner lining for added warmth. Dress coats for girls were also made in velveteen or wool velours; some perhaps with fur collars and matching fur trimmed hats. Many children's coats had matching material and color hats that could be purchased separately.

Jackets - Flannel, cotton and even an imitation leather were fabrics commonly used. The Lumberjack style was most popular.

Sweaters - These came in a variety of styles and types, cardigan and slip-over-the-head. They were made of wool, cotton or a composition of both.

Mittens/Gloves - For this age group, mittens were worn for winter weather made of cotton, jersey, wool knits or leather. For girls, some white cotton or other similar fabric gloves might have been worn with a best dress but it was not considered necessary for this age.

ACCESSORIES

Jewelry - There was very little in the way of jewelry for this age group as it was not considered in good taste nor was it a necessity. For boys it was almost non-existent; he may have had an initial or a birthstone ring. For girls, perhaps an initial or birthstone ring, a locket, cross or initial charm on a simple neck chain, tiny dress pins or a simple band type of bracelet. Jewelry, if any was used, was only for a very dress up occasion.

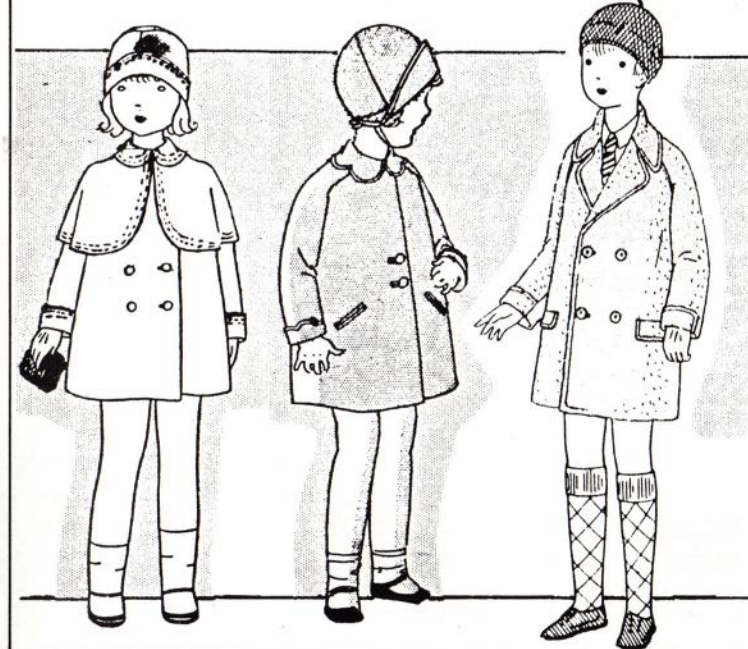
Purses/Billfolds/Coin Purse - This age group did have some special little purses and coin purses designed just for them. These purses were considered extras and most children did not carry them. Billfolds were left for use by the older boys. Children were dressed as simply as possible with no extras to soil or lose.

FOOTGEAR

Stockings/Socks - For ordinary wear, they were often ankle length socks or 5/8 length of all lisle or rayon and lisle with turn down cuff and double lisle heel and toe. These were considered appropriate for best dress too for this age group. For winter they were made of wool or wool blends and were 5/8 or 7/8 length. The latter could be held by garters. Silk stockings could be worn by this age group but only for very dressed up occasions. These stockings were never sheer silk hose, but were ribbed and, often, a silk blend, always with a lisle heel and toe.

Shoes - Girls wore low heeled oxfords or one-strap pumps of brown leather for everyday and strap slippers of black patent or square toed slippers with silver buckles for best. Boys wore Blucher or army style shoes or oxfords of black or tan leather for any occasion or, for best, oxfords in black patent or tan calf finish leather. For both, summer shoes of duck or canvas were worn; girls also wore white buckskin. Very young children could still be seen in the button styles with soft soles.

Bedroom Slippers - These were made in sheepskin wool, often in a "bunny" slip on style or felt with padded soles.

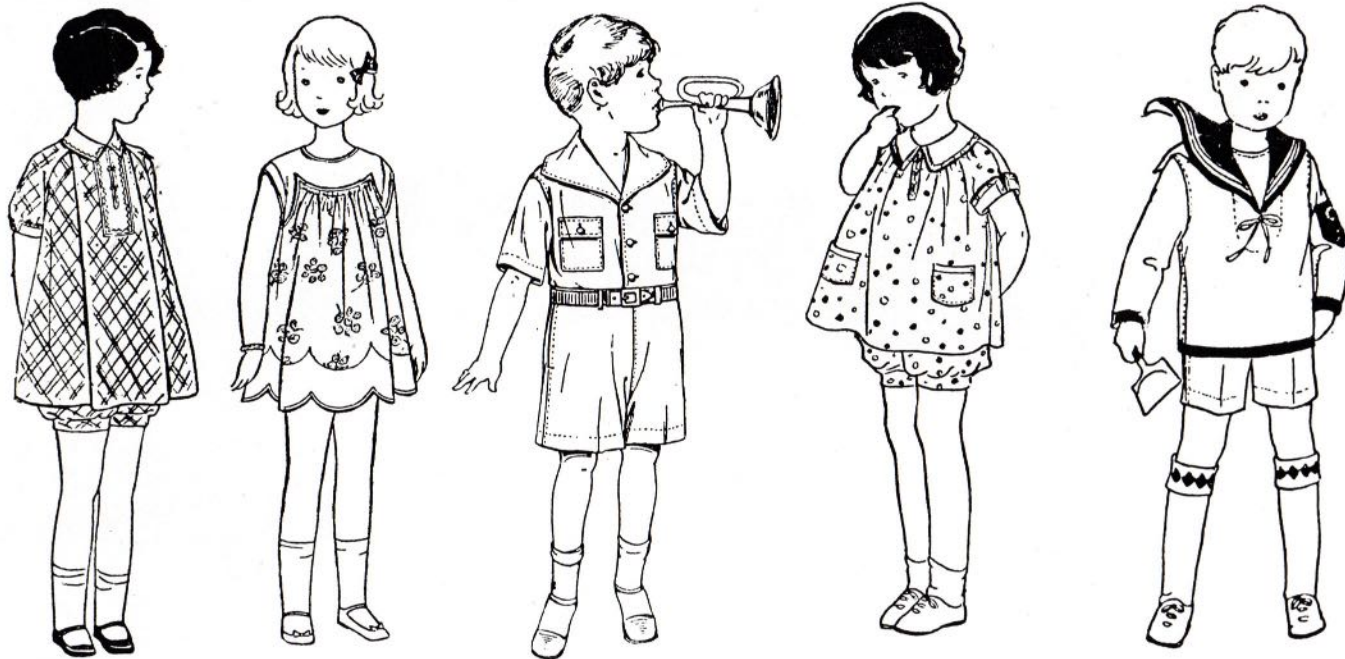


Fashion Page

MARÉ of Fashion

by Mickie Parr

ENSEMBLE SPECIFICS CHILDREN TWO - SIX YEARS



Fashion for the young in age child was wholly a matter of being free, easy and childish.

For little boys, gone forever were the dresses of infancy. Little suits for play and best dress were worn and in a style which marked their masculinity.

Little girls wear for play and best, on the other hand, marked their femininity.

For both, brief simplicity made the code of correctness. Fabric was the first and major consideration. It was chosen for strength and durability whether for best dress-up or ordinary wear and with as little trimming as possible. At this age, clothing from the inside out took hard use due to the child's hard work at play. Twice a day changes were not unheard of and more than once a week laundry was not uncommon. What was purchased or sewn by mother had to last.

Little boys often wore short pants both summer and winter. In summer, with 5/8 length knee socks and, in winter, 7/8 length for warmth. Long trousers were also found for dress up winter wear and in durable denim playwear for any season.

MAJOR GARMENT

Sleepwear - Pajamas were one or two piece for summer of nainsook or cotton crepe with drop seats and with long or short sleeves or sleeveless. For cool weather they were made of fleeced cotton or wool and cotton or wool and rayon combinations, also in flannelette. They were long sleeved with a drop seat, buttons down the front or back closures. Some were made with feet for winter. Nightgowns and shirts were also available.

Playtogs - One or two piece romper suits or bloomer dresses. Short sleeves or sun suits with vest type or sleeveless tops. For girls, dimity, percale, lawn, batiste, gingham, chambray, linen, linen-finished cotton, swiss and voile were among the cotton fabrics, while pongee and silk broadcloth were the practical minded silks. For boys, chambray, linen, linen-finished cotton, percale, pongee, broadcloth, khaki, denim and rep were the common fabrics. Winter wear for both included wools in blends with jersey and cotton. Dress up fabrics included organdy, crepe de Chine, georgette, point d'esprit or silk voile for girls with the addition of velveteen for winter. Boys wore two or three piece wash suits of linen, broadcloth, pique or cotton summer suiting for warm weather and, for winter, wore wool in combination with jersey and, also, wool serge.

HEADGEAR

For summer, girls wore the poke style, tam or beret, mushroom type or turned up brim cloche styles. They were made of coarse or fine straws, all silk crepe de Chine, all silk pongee, organdie, rayon faille, rayon taffeta, etc. They were shirred, creased or smooth crowns with ruffled, smooth, plaited or shirred brims. Many had elastic in back. For winter, bonnets with shirred brims were popular, also the tam or beret, and polo or poke styles. These were made of Duvetyn (a twill weave of wool, cotton, rayon or silk), velvet, part wool, suede, velour, or rayon and wool. Many were lined with sateen. Trimming was often confined to plain ribbon or, for summer, a few small flowers, as the hat itself in its

With every one now at the Restaurant enjoying their breakfast or brunch, the conversation continued on from the earlier gathering at the Ice Cream Shop. Many thanks to everyone who supplied pictures for this Tour.



After everyone was satisfied with their meal, someone suggested that the tour should continue on with it being such a beautiful day. So off they went while a few of us had other commitments to take care of. And again I have to say, What A Beautiful Line of Motor Vehicle's.



I hope reading this, it will help to get more Antique and Classic Cars and people out for next years Annual New Years Day Run. Its a great way to meet new People and see More and Different Cars.

Dick Rust

Fords & Friends 2018 Car Show

Who's to say that this is, or is not the best show around? All I know is that, when the application comes in to sign up for the Fords & Friends show, members of our Model A Club start to talk about it. Some say this is the best show they have been to. So naturally when I receive the sign up sheet inviting our club to join with them, our members start marking their calendars.



I don't know how they managed to do it this year, but the Ford V8 Club picked the right day, right in the middle of two cold fronts. Not too hot, not too cool, just right for us to bring out no less than Sixteen Model A's from our Gold Coast Club



and eight more from the Palm Beach A's pictured at the left.

It started to look more like a Model A show than one that was open to all early V8's. I don't mean to say that there were

Tony Spaich's Blast From the Past

JUNE 1970
"THE MYSTERY TOUR"

The annual "Mystery Tour" of the Model "A" Restorer's Club was held on May 17, 1970. Those attending were the Gagliano's, the McElroy's, the Tom Brandt's, the Parker's, the VanScolina's and guests, the Nelson's and guest and Grandpa and Grandma Holmes. The Tour began at the Zayre's parking lot at Oakland Park Boulevard and North Andrews Avenue. Instructions were passed out and we were on our way at 12:20 p.m. We had one hour to reach the half way rendezvous point. After much winding around, being sent down dead end streets, and finding streets never before known to exist, most of us successfully arrived at the up-stairs parking lot of Pompano Fashion Square. The Holme's missed the last turn (it was really a doozy) but were successfully rescued by the Brandt's. At the half way point we were given a quiz. After being tested, we were given our instructions for the second half of the tour and, once again, we were off. After much of the same winding around, backtracking and driving until you feel you should turn around because you missed it, we all reached the Spanish River Park in Boca Raton. By this time it was 2:30 and everyone was starving. We all took out our picnic lunches, spread blankets on the ground and enjoyed our lunch. We were also given the second half of the quiz. When all had finished eating, the winners were announced as follows: 1st prize went to the Brandt's. Their prize was a one-year subscription to "Spoke Wheels". Second place was a tie between the McElroy's and the Van Scolina's. They each won a set of MARC window signs. The booby prize was won by the Holme's. The prize was antique auto matchbooks. The outside of the package read "1800 items to light your way in the future." After cleaning up, some of us went across the street to the beach, and some explored the park. All in All, the Tour was a very successful outing and all who missed it missed a very enjoyable Sunday afternoon. Our special thanks to the Activities Committee, Vic, Barbara and Ron, for taking their time to map out and plan this event. Thanks very much!!!

--Sandy Brandt

**GOLD COAST REGION of the MODEL A RESTORERS CLUB
WAIVER, INDEMNIFICATION RELEASE AGREEMENT**

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 ("Releasers") for any loss, damage, or claim therefor on account of injury to the person or property of the Releasers, 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.

2. THE RELEASORS HEREBY AGREE TO INDEMNIFY AND HOLD HARMLESS the Releasees from all liability, claims, demands, causes of action, charges, expenses, and attorney fees and all other costs resulting from involvement in any Event whether caused by any negligent act or omission or other fault of the Releasees or otherwise.

3. THE RELEASORS HEREBY ASSUME FULL RESPONSIBILITY FOR AND RISK OF PERSONAL OR BODILY INJURY, DEATH OR PROPERTY DAMAGE while upon Releasee property or participating in any Event or using any Releasee facilities and/or equipment whether caused by any negligent act or omission or other fault of Releasees or otherwise. The Releasers expressly agree that the foregoing release and waiver, indemnity agreement and assumption of risk are intended to be and shall be interpreted and applied as broad and inclusive as permitted by applicable law.

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.

GCRMARC Member (1) Signature GCRMARC Member (1) (Printed) Date: _____

GCRMARC Member (2) Signature GCRMARC Member (2) (Printed) Date: _____

Please list your MARC National Membership Registrion Number _____

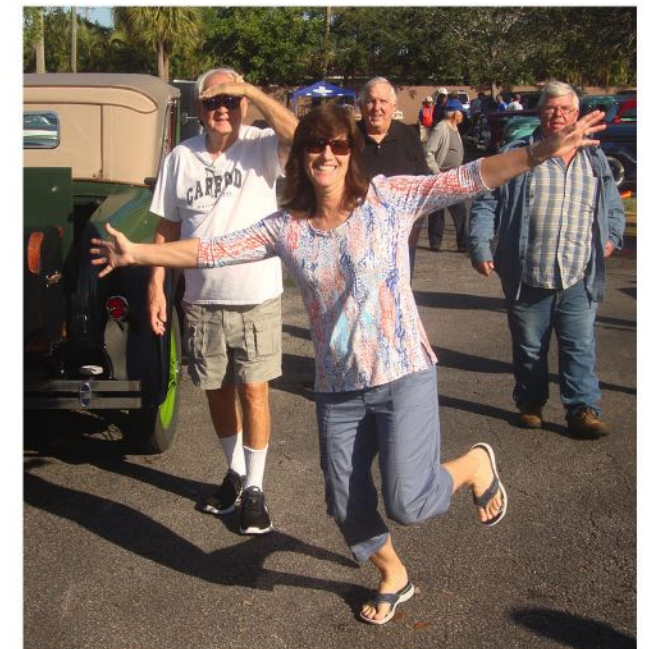
not many really nice V8's there. Look at the pictures below and see some beautiful Antique Automobiles in attendance. There is someting that I would like to bring up at this time.



As you look through all pictures, one might notice that there was only ONE Model "T" at the show. Usually there are 6 to 8



at this show, but I guess the Model A's got a little pushey this time around (so sorry). Now you might be wondering why that young lady at the right is jumbing for joy. Thats Dorice Carbone who is on her way up to the Trophy Stand to receive the First of SIX Awards that our Club received. The 1st one is for Club Participation and like so many years before the Gold Coast Region won. I hope they keep inviting us every year.



Here we find Dorice receiving the Club Participation Award from Ken Quirk of the V8 Club. Then right after that John Schachieiter had to step forward to receive the 2nd of the Model A Award's. It is the Chairman's Award, but don't let us stop so soon.



The 3rd Award goes to our President Harold Fienberg. He got the Prestigious, Best Model A Award. In essence this is the one we would all



love to have. This award shows Pride & Joy in all the effort we put into these remarkable Automobiles. The fact that we had such a great turnout, is a testament to our club and also that we had members show up to give support for the Club, even though they could not bring their own car.



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

Name: _____

Spouse's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: () _____ Bus. Phone: () _____

E-Mail Address: _____ Cell Phone: () _____

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 \$45 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.

As Iraq wars wind down, wheels up

Prized vintage cars re-emerge as owners embrace ray of hope

BY SINAN SALAHEDDIN
Associated Press

BAGHDAD — When Iraqi forces drove Islamic State militants out of eastern Mosul a year ago, Nashwan Shakir Mahmud raced back to his home, hoping that his red and white 1955 Chevrolet coupe had survived three years of war and upheaval. When he saw that it had only suffered light damage from a mortar shell that landed nearby, he was overjoyed.

"I had an unspeakable feeling. I sighed in relief when saw it," he said.

He spent 10 days carrying out his own repairs and then drove it all the way back to Baghdad, a 13-hour journey that would have taken four in a modern car.

"When I reached Baghdad," he said, "people were stopping me in the streets to take pictures and videos. It was like a dream to me and to the people."

The 49-year-old father of six is part of a small community of vintage car aficionados who are hoping to rekindle their passion now that the war against the Islamic State group is over.

For many, the cars remind them of happier times in Iraq, before decades of war and chaos, which they hope are finally coming to an end.

"These cars have some-

thing spiritual that lets you feel the happiness of the good old days," said Mahmud, who also owns a 1964 GMC pickup.

The pickup is in a mechanic's garage in Mosul's Old City, in an unsecured area cordoned off by security forces.

Mahmoud had two other vintage cars — a 1957 Dodge Coronet and a 1967 Dodge pickup — but U.S. soldiers towed them away in 2006 after warning him against parking them on the street without getting them repaired, saying militants could use them to conceal roadside bombs.

He said he cried when they were taken away.

Iraq's vintage cars date to the period between the discovery of oil in the 1920s and the booming 1970s, when the country was awash in petroleum wealth and boasted some of the finest roads in the region.

Much of that infrastructure was destroyed in the Iran-Iraq war in the 1980s and the 1990 Gulf War.

The sanctions in the 1990s made it difficult to secure spare parts.

In the chaotic years after the 2003 U.S.-led invasion, many collectors kept their cars hidden or locked up, while the daily bombings, and the blast walls and barbed wire that sprouted across Baghdad and other cities, took the pleasure out of driving.

Now, many of those barriers have come down, and



KHALID MOHAMMED/AP

The promise of better days after Iraq's victory against the Islamic State group is rekindling interest in classic cars.

some collectors feel more comfortable showing off their treasures.

Saad al-Nuaimi, 65, has parked six vintage cars in front of his coffee shop in Baghdad's northern Azamiyah neighborhood, including green and blue 1954 Chevrolet Bel Airs and two Townson cars from mid-1960s.

Three others, including a 1952 Chevrolet and a 1959 Townson, are being repaired.

"When you feel secure, you have the guts to get money out of your pocket to enjoy such beauties," he said.

Many Iraqis from war-battered areas are desperate to sell old cars, and as Iraqi

forces have driven the Islamic State group back over the last three years, more and more models have appeared on the market, al-Nuaimi said.

His latest acquisition was a badly damaged maroon 1952 Chevrolet from Salahuddin province, where the Islamic State group was driven out in 2015.

He restores the cars himself, ordering spare parts from Europe and the United States.

The government keeps its own trove of vintage cars, including a rare 1904 Jeep Levon and luxury models used by the Hashemite monarchy from 1921 until 1958,

including a 1936 Mercedes-Benz that was a gift from Adolf Hitler.

Others belonged to Uday Hussein, the notoriously brutal son of Saddam Hussein.

Some have had body work restored but do not have working engines, while others are in poor condition.

The collection is stored in a garage for safe-keeping and is only rarely exhibited to the public.

Adil al-Ardawi, the vintage car expert in charge of the royal collection, said at least 1,000 troops were assigned to protect the cars when they were used in a parade last year to mark the

100th anniversary of Baghdad's al-Rashid Street.

Ahmad Shukor, a 39-year-old engineer who runs a Facebook page devoted to documenting Iraq's vintage cars, said only around 100 remain nationwide.

He said a third were in Mosul, and that many of them may have been damaged or destroyed.

He's now in the final stages of opening a vintage car showroom in the central city of Najaf. The owners of more than 60 cars have agreed to display them when the showroom opens in the coming months.

"We want to prove that Iraq is not done yet," he said.



Now we have the 6th prize. Gene Haynes is not going to be out done by anyone. All Gene managed to do was to pick the right ticket for the 50/50 drawing and walk away with \$70 CASH in his Pocket. A Trophy might be nice, but I have never seen anyone turn down Cash.

So she did not get a trophy for her car this time, so what did Dorice do this time not to go home empty, She managed to win TWO of the door prizes. That's numbers 4 & 5 that the Club received. How does she do it.



Thanks to Steve Florence for setting up his Beautiful 1929 Tudor in place to help block off one end of the area that the Model A's took over. Also thanks to Steve Lotts for being early and setting up the other end for us.

OVER

Now that we have given the award winners their due, let us not forget all the other members who were there to make this show such a success for the Model A's. As I wondered around I tried to get everyone, but if I missed, please forgive me.



To the left we have Bill Snow, Harold Fienberg, Tom Garcia and Mike Herbstman. Below is Fay Mayshak president of the Palm Beach A's next to her husband Leon talking to Ron Peluso from the Gold Coast club.



Off to the left, the boys seem to have something good to talk about. From left to right we have Gene Haynes, Frank

Lacava, Roberto Vichera, Frank Lacava Jr. and Dave Board. I have to say it was nice of the Lacava's to come even though they did not bring their car. Also nice to see Roberto for a change. He does not come around as much as he should.

**NOTE FROM A NORTH DAKOTA FARM KID IN THE MARINES
(PARIS ISLAND MARINE CORPS RECRUIT TRAINING)**

Dear Ma and Pa,

I am well. Hope you are. Tell Brother Walt and Brother Elmer the Marine Corps beats working for old man Minch by a mile. Tell them to join up quick before all of the places are filled. I was restless at first because you get to stay in bed till nearly 6 a.m. But I am getting so I like to sleep late. Tell Walt and Elmer all you do before breakfast is smooth your cot, and shine some things.

No hogs to slop, feed to pitch, mash to mix, wood to split, fire to lay. Practically nothing. Men got to shave but it is not so bad, there's warm water. Breakfast is strong on trimmings like fruit juice, cereal, eggs, bacon, etc., but kind of weak on chops, potatoes, ham, steak, fried eggplant, pie and other regular food, but tell Walt and Elmer you can always sit by the two city boys that live on coffee. Their food, plus yours, holds you until noon when you get fed again. It's no wonder these city boys can't walk much.

We go on 'route marches,' which the platoon sergeant says are long walks to harden us. If he thinks so, it's not my place to tell him different. A 'route march' is about as far as to our mailbox at home. Then the city guys get sore feet and we all ride back in trucks. The sergeant is like a school teacher. He nags a lot. The Captain is like the school board. Majors and colonels just ride around and frown. They don't bother you none.

This next will kill Walt and Elmer with laughing. I keep getting medals for shooting. I don't know why. The bulls-eye is near as big as a chipmunk head and don't move, and it ain't shooting at you like the Higgett boys at home. All you got to do is lie there all comfortable and hit it. You don't even load your own cartridges. They come in boxes.

Then we have what they call hand-to-hand combat training. You get to wrestle with them city boys. I have to be real careful though, they break real easy. It ain't like fighting with that ole bull at home. I'm about the best they got in this except for that Tug Jordan from over in Silver Lake. I only beat him once. He joined up the same time as me, but I'm only 5'6" and 130 pounds and he's 6'8" and near 300 pounds dry.

Be sure to tell Walt and Elmer to hurry and join before other fellers get onto this setup and come stampeding in.

Your loving daughter,
Alice

Thanks to Bobbi Ford for this insight.

water pump with a rebuilt one Jerry had in stock because the shaft on Harold's pump looked worn. Unfortunately they didn't have another fan blade so they had to put the old one back on so Harold could get home. In the meantime, Harold called and ordered a new one. With everything back together, Harold was



Now it's time to go home and take a nap. After all, being a supervisor is exhausting work.

Dorice Carbone



on his way. Mike H. followed behind just to make sure he got home okay without any more problems.

With the extra job of the water pump replacement, the tires on our car will have to get done tomorrow. Harold and Mike H offered to come back and help.



Left we have Jerry Carbone, in the back I think is Todd Bryant of the PBA's, then your pudgy editor Dick Rust next to Gene Haynes.



The photo above, we will start with Judi Schachleiter, behind her is Mike, Bill, & Ron. The tall fellow is John Schachleiter.

To the left we have Carly Fienberg with her father Barry. By the look on her face, do you think she might be telling her father some of the finer points of a Model A? You may recognize some of the fellows standing behind them from earlier pictures.

over



Top left photo, back row is Steve Peterson & Cliff Glansen. Sitting in front is Audre Franz, Diane Sordo talking to Carl. Above right is Larry Buchan enjoying his lunch with Audre and Dorice sitting behind him. Below left is Harold Glass his brother in-law Frank, both talking to Steve Florence. Below right we have Steve Lotts & Jon Carey just taking it all in.



tightened and the job was finished. Or was it? Harold started the car and it was still making a terrible noise. A little grease in the water pump and it seemed to help but something still looked awry with the fan blade.

Well by this time it was time for, what else, that's right, lunch. So we all decided to go to



were mounted in about two hours. The tire machine making the job a piece of cake. It's very helpful when you have the right tool for the job. With a slight brake adjustment on the wheels it was on the next project, looking at the water pump. It appeared to be just a loose fan nut. The nut was



Wendy's and eat with the exception of Scotty and Carlos. We'd tackle the water pump job after our bellies were full. Everyone knows you can not do your best work on an empty stomach.

Back at the shop, off came the water pump and upon inspection it looked like possibly the loose nut caused the water pump shaft hole in the fan to wear therefore making the fan wobble. They replaced the

Shop Tour - Jerry's Garage

TIRE MOUNTING

Harold drove his Cabriolet to Jerry's shop to get his new tires mounted. Of course the one job is never the only job. When Harold pulled into the shop a terrible noise was coming from his car. Jerry checked under the hood and discovered the water pump bearing was seizing up and the fan was wobbly.



When I arrived at 9:45am, Jerry, Harold and Carlos were already hard at work. Jerry was giving them instructions on how to use the tire mounting machine. Cliff showed up and shortly after him, in walked Scotty Mac., Mike H. finally arrived after having gotten lost (even though he had been to the shop twice before).



So the question of the day is-how many people does it take to mount tires? In this case it takes seven--two to do the work (Harold and Carlos) and five to watch. Oh I mean supervise. You know, just like city workers. Well all four old tires were off and all four new tires



Watch out for Dorice Carbone, as you can see in the photo on the other page she is going after Judi's Ice Cream. Photo top left is Judy Morgan talking with family & that's her daughter Dorice sneaking around. Top right is Steve in a blue shirt and Jerry in shorts on the other side talking to a perspective new member. Bottom left is Bill Snow in white hat answering questions about the Model A. On the right is John Etter & Bill McGeehan of the Palm Beach A's.



Caravan to Car Show

After our breakfast meeting at Lester's Diner, Harold F., Jerry and Dorice, Mike H., and new member Daniel Gomez caravanned to the Sample McDougald House where the AACA were hosting a car show. They had parking spaces waiting for us when we arrived. Shortly after we got there, Scotty Mc and Tony S arrived in Tony's Model A.



We caught up with Steve Peterson who was there by special invitation with his 1915 Model T. He was giving some spectators a bit of a history lesson on the Model T.

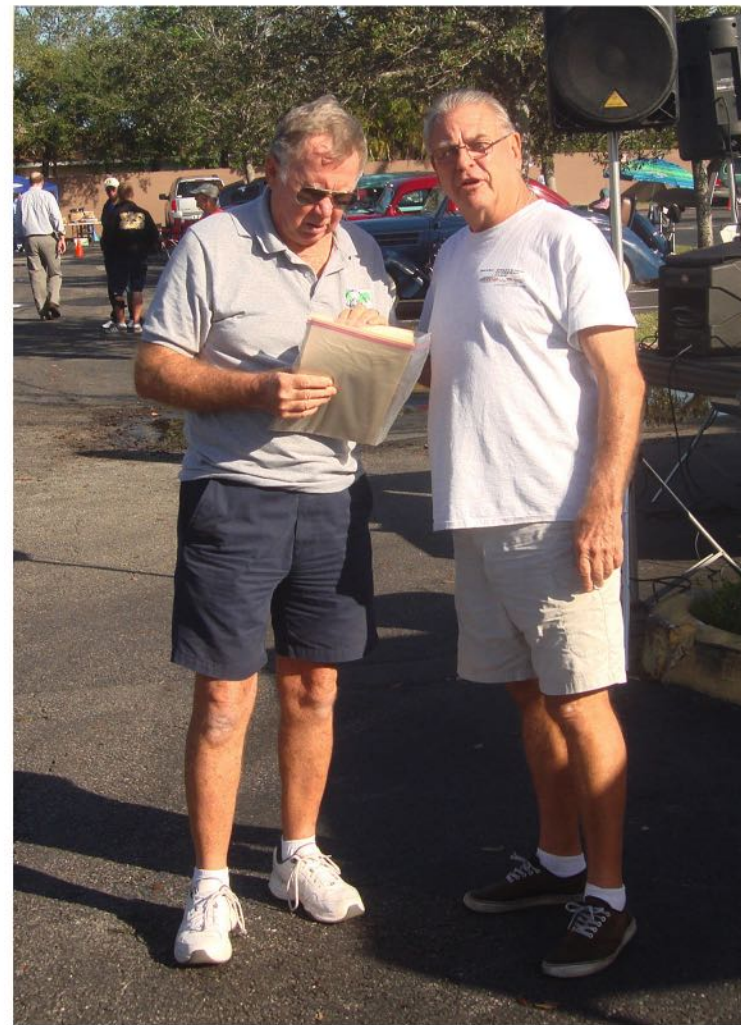
There was quite a showing of beautiful cars of various makes and models including seven Model A's, five of them from our club. Also on display was an antique Fire Engine Truck. Tours of the house were being conducted all day. A



Cuban food truck was on hand for anyone who needed to quench their thirst or satisfy their hunger. A DJ was set up for lots of great music to listen (or dance) to.

The weather was cool and at times looked like it might open up and pour, but it did not rain on any one's parade (or car). Around 2pm, after lots of socializing and history lessons, we headed for home. It was a lovely way to spend an afternoon.

Dorice Carbone



Top left is Dave & Mary Jane Board. Above is Jerry Carbone talking to the DJ Eugene. Maybe he is discussing music selections? To the left is Sandy Florence, Steve's wife who also helped check cars in.

Top left of the next page is Steve Lotts in the black shirt waiting to get lunch, which in some aspects I believe is our motto. Top right of next page someone selling 50/50 tickets, and if you look close you will see Dorice getting her tickets.



The Kipp's joined GCMARC in 2001. Lou was club president in 2002. They have recollections of the old days of the club when members did many games, trips and "overnights". One trip Lou and Pat went on and enjoyed was a "murder mystery" train trip which took them south out of Fort Myers and back again. The idea was to use the clues that were given to solve the mystery before the end of the trip. They tell of good times and events shared with other "old timers" some of whom are still active in the club, the Hammers, LaVergnes, Spaichs and Audre & Dick for example. We are happy to still be sharing good times with Lou and Pat Kipp and we thank them for sitting down with us for this interesting interview.

Interviewer: Carolyn Lawatsch
Scribe: Bill Stoneman

MAFFI Newsletter

New for the 2017 Model A Day at the Model A Museum was the offering of a lapel pin showing the featured vehicle, a 1931 AA Standrive Milk Truck owned by Roger and DeeDee Kauffman. Prior to Roger's passing he was well known as the Technical Chairman for MARC and wrote the "Technical Questions" article for "Model 'A' News". DeeDee generously loaned this wonderful vehicle to the museum. To honor Roger and to start a new tradition, the pin was created. This pin is offered in a limited quantity and can be ordered for \$7 each (shipping included)

You can send your order to:

Suzan O'Neale
477 Beaver Pond Way
Mineral, VA 23117

Please specifying the quantity and include a check payable to MAFFI.

There will be a different pin in 2018, so watch out for it and come to the museum to purchase your limited edition pin. More information will follow.

Suzan O'Neale
MAFFI Trustee



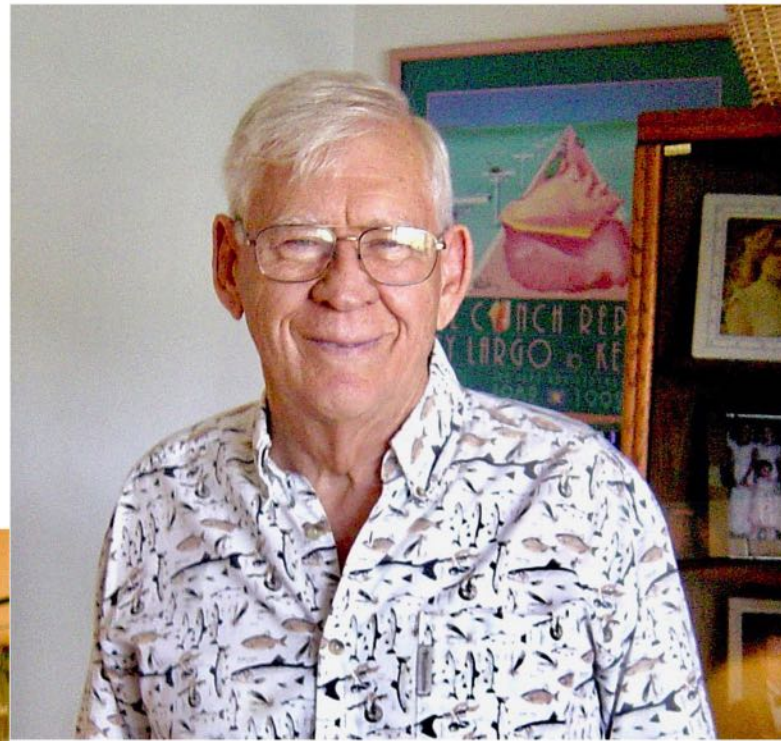
It would not be nice if I did not introduce our "A" friends from the North. From the left is Bill McGeehan, Al DiDomizio, behind him is David Carlson, John Etter, Bill Burkett, Jerry Adams, who also is the President of the local V8 Club, Todd Bryant, kneeling is James Trapp and Tom Lutz. There is something I don't understand. They rounded up all these members, but I do not see President Fay Mayshak here.



Carolyn Lawatsch's *GETTING TO KNOW YOU*

Louis and Patricia Kipp

Louis Kipp was born and raised in Miami, so he has the distinction of being a Florida "Native". Patricia is a native also, having been born in Coral Gables. Lou finished school in 1950 and worked in his father's businesses until he joined the Navy in 1951. The Korean war had begun and he spent his hitch in the military from 1951 to 1955 on a Navy Cruiser off the coast of Korea. Lou's education in the Naval Electronics School prepared him for his life's work.



Lou's first job after completing his stint in the military was with RCA. At that time, RCA was under contract to furnish personnel for the Atlantic missile test range. Lou's assignment took him to Grand Turk where he maintained the station's tracking radar. In 1956, Lou met Pat, his wife to be. She had been working for Southern Bell at the time. Lou noticed her outside the building where she worked. He asked her to get him



a phone number of a certain girl in the building, which Pat did. We guess Lou found he no longer needed the phone number for the other girl---Lou and Patricia were married in 1956, and will soon celebrate 62 years married. The Kipp's have one son, two daughters and seven grandchildren. Many GCMARC members have met their daughter, Vickie who often attends club banquets with her parents.



Soon after their marriage, the Kipp's left Florida and Lou took a job with Philco in Philadelphia. During some of Lou's years with Philco he was under contract as a Field Engineer teaching electronics to Airmen at various Air Force Bases around the country. The work focused on radar counter measure systems for B52 Bombers. In 1962, Lou left Philco and went to Germany on a contract working for a company that manufactured Doppler Navigational equipment.

In 1969, Lou and a friend formed EDS (Electronic, Design and Service). Their products included systems that controlled the production and packaging of newspapers. They sold the company to a Swedish firm in 1983. That same year, Lou and his associate formed a new company, Quipp, and continued to manufacture equipment for the newspaper industry. Eventually, Quipp employed 140 people which included 5 salesmen. Lou, the company president, took the company public in 1987. He did a great deal of traveling in support of the sales force. Travels for him, often accompanied by Pat, included trips to South Africa, England, Germany, Japan, Denmark, Sweden and some South American countries. The company was sold to Illinois Tool Works in 2000. In



retirement, Lou has found an interesting hobby-he enjoys using the computer to research the ancestry of his family and of Pat's family. Another activity Lou enjoys is his involvement with ham radio. A ham radio operator with whom he has contact has become able to bounce a signal off the moon and receive it back again. You will have to ask Lou how that works---it is beyond my imagination how that might be possible!

Lou has been familiar with Model A's from childhood. His father had one, a 1929 Convertible. He took out the rumble seat and made a bed inside! Lou's mother drove another model A they owned from Miami to Atlanta, GA to visit her family. In 1971, Lou bought the 1929 5 window Business Coupe he still owns which was partly disassembled when he found it. Lou did the body- off restoration himself, including the rebuild of the engine. Lou also completed a body -off restoration of a 1950 Chevy Pickup truck.

