

# OOGAHBLAST

JAN/FEB  
2020

OFFICIAL PUBLICATION - GOLD COAST REGION OF M A R C



Yes he is Judging this car...  
Yes he is Blind...  
Read about it inside...(Fords & Friends)



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.

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).

### *2019 Gold Coast M.A.R.C. Chapter Officers*

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Gold Coast Region dues are \$30 per year due January 1st. Make checks payable to MARC and send to: **Tony Spaich, 1290 NE 27th Avenue, Pompano Beach, FL 33062**

#### *Web Master*

Steve Popkin 954-415-9547 (Cell) www.gcmarc.com

Model A Restorers Club National membership dues are \$45 a Year. Send to **6721 Merriman Road, Garden City, MI 48135**. Or Call: **734-427-9050**. Or go online: **www.modelaford.org**.



The OogahBlast is a Bi-Monthly Newsletter, Printed by **BARCHARTS**, for the Gold Coast Region of the National Model A Restorers Club. National Model A Restorers Club insurance for all club events or participation will not be 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.

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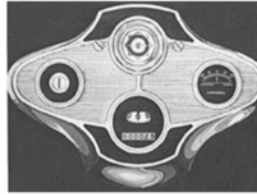
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Don Graham	66, 67	Don Estes	77	Ray Voigt	91, 96
Victor Nelson	68	Pete Ohr	79	Frank Vercouteren	92, 93
Larry McNeal	69	Ron Huelbig	80	Clark Ballard	94, 95, 00, 01
Russ Gagliano	70	Bob Collins	81	Louis Kipp	02
Tom Brandt	71	Gene Mueller	82	Bert Armada	03, 04, 05
Bill Sigmon, Sr.	72, 78	Tony Spaich	83, 98, 99	Mike Vitetta	06, 07, 08, 11, 12, 14
Dave Neill	73	Lou Puma	84, 85, 90	Mike Cimorelli	09, 10
Roger Kash	74	Dorothy Page	86, 97	George Phipps	13
Joe Goater	75	Jim /?Stein	87	Dick Rust	15
Rick Komowski	76	Karen Christensen	88, 89	Harold Fienberg	16, 17, 18



## FROM THE PRESIDENT'S DASH

On Saturday March 7, 2020 we will be having our Annual All-A's judging show at the Sample McDougald House in Pompano Beach; on Saturday March 14, 2020 we are traveling to Harbor's Edge Senior Living in Delray Beach where the residents have always enjoyed our company and of course our Model A's. They also provide an excellent buffet lunch for us as well.

I am hopeful that by the time you read this letter that many of you will have signed up for our Annual Awards Banquet Dinner which is scheduled for March 29, 2020 at Tropical Acres. Unfortunately if we do not have sufficient member participation we will have to cancel the event. At our recent membership meeting we discussed our participation in the Annual Sweet Corn Fiesta along with the Palm Beach A's which takes place at the South Florida Fairgrounds on the last Sunday in April (April 26).

I am also pleased to announce that I and other Board members have been speaking with members of the Palm Beach A's in order to coordinate mutual events throughout the year. We have discussed having events such as picnics and judging shows for both of our clubs as well as other possible events of interest to both clubs. We will keep you posted via our website and the Oogahblast as items unfold.

On a more serious note it is imperative that I emphasize the importance of member participation in the planning and organizing of future club events. Up until now most of our events have been planned by a very small number of members and if we are to continue as a viable club more of us must step up to the challenge and help out. I am hopeful that as a club we will all rise to the challenge.

Warmest Regards,  
Stuart Vogel



## *From the Editorial Staff*

We all made it to 2020, so it's off to the start of a new year. So far the year has started off in fine fashion with the January 1st New Years Run, only to be followed up by the ever popular Fords & Friends Show and then a dual outing with the Palm Beach A's. So all in all the year is off to a running start.

I hope we are off to another prosperous year in Club outings. I have not been able to make many of them, so I wish to thank those people who have sent in the articles and pictures this year.

In the last issue, I asked those recipients of the Newsletter, who do not, or cannot make the meetings, would you please send in an E-Mail or do a phone call so that the rest of the membership knows what or how you are doing. It would be nice to hear from some of you. Speaking of this, Audre is doing fine, her mind is still sharp as a tack, I know this because she still keeps me inline, the only thing is the legs are a little weak. I manage to keep chugging along and I will be at the All A Show, so I hope to see a GREAT number of members there.

At the next General Meeting, I would like to discuss how to take pictures that do not give me so much trouble. I don't want people to stop taking pictures, I just want them to take better pictures. This will also be important to Steve Popkin because he will be helping me with the photos. Also we will talk about writing an article, which is so simple to do. Its not good to write a long paragraph, especially if it contains different ideas, different thoughts and different direction.

Do not forget the MEET & EAT on March 14th. That's what I call it when we go to Harbors Edge. That's when we get to meet the residents of this retirement community. Many times you will hear stories that will blow your mind. On top of this, they always give us one Great Lunch to Eat. Another good thing about going here, many of these folks have seen the evolution of our Antique Cars. And they can tell you some things that can be done in these vehicles that you never thought could be done (just use your imagination).

Until we hear from you, or see you again Audre an I hope everything is going well with you.

Audre & Dick



Meeting called to order: 9:25am

Followed by Pledge of Allegiance

33 members attended

Approval of last meetings minutes: all approve

Treasurer's Report: Read and excepted

Membership Report: 69 or 70 to date

### Old Business:

1. Our Backyard Museum, Jan 25th with the PBA's--22 cars and over 70 people. A bit crowded. Sandwiches from Jimmie Johns were good if not totally correct, but everyone got a lunch box. The museum was spectacular. Gave donation check to Mrs. Jancko. Dick was notified by Dave Carlson of the PBAs that he will be sending an article and pictures. Dick also received pictures from the Steves. Weather was great.

### New Business:

1. Today breakfast/general meeting and afterward caravan to the Naval A Museum, 4000 W. Perimeter Rd, Ft Lauderdale, FL 33315. No admission fee, but donations are greatly appreciated. Steve Peterson. Curators are excited for our visit. Directions printed and passed out at meeting.

2. Sunday Feb 16th Bellaggio Car Show at Bellaggio Residents Association Clubhouse, 6525 Bellaggio Lakes Blvd, Lake Worth, FL 33467. Must pre register with Bill Ernstein 561-964-7612. Details previously sent to members via email. No charge to participate. Meeting at Publix corner of Hypoluxo and Lyons at 10:00am.

3. Bank account signatories updated 1/23/20. New signatories are Stuart Vogel, President; Trish Davis, Treasurer; Harold Fienberg, Board member. Need Membership motion to ratify. Motion Ron Lavernege, second Bill Snow. All approved.

4. Saturday, March 7, 2020--All A Judging Show-9am-2pm at Sample McDougald House, 450 NE 10th St, Pompano Beach, 33060. Weenie Wagon on site for breakfast and/or lunch. Period Costumes are encouraged. Trophies will be given for Best of Show, Master Class, Preservation class, Heritage class and Best Period Costume.

Volunteers so far are as follows:

Head Judge: Jerry Carbone

- |                                       |               |
|---------------------------------------|---------------|
| 1. Engine compartment-cooling system: | Dave Board    |
| 2. Electrical-Instruments-Steering:   | Stuart Vogel  |
| 3. Undercarriage-Exhaust-Brakes:      | Jerry Carbone |



- |                                       |                             |
|---------------------------------------|-----------------------------|
| 4. Top-Plating-Glass-Carpet:          | Fabio Catarcione            |
| 5. Upholstery-Interior Trim:          | Bill & Joan Snow            |
| 6. Sheet Metal-Paint & Striping:      | Paul Lapidus/Carlos Marin   |
| 7. Lights-Horn-Wiper-Tools:           | Michael Herbtsman/Dick Rust |
| 8. Tires & Wheels-Shocks-Accessories: | Cliff Glansen               |

5. Saturday, March 14, 2020--Harbour's Edge Senior Living, 401 E Linton Blvd, Delray, 10am-2pm. Our club has be invited to their community to show our cars to the residents and they will provide us with lunch. Model A's only.

6. Breakfast/General meeting has been moved to March 21, 2020.

7. Awards Banquet Dinner--March 29, 2020 at Tropical Acres at 5:30pm. \$38.00 per person. Reservations must be turned in by March 7, 2020.

8. Sunday, April (26) ?--Sweet Corn Fiesta, So Florida Fair Grounds. Harold Fienberg will be contacting PBAs for more info.

9. Shop tour-Ray Voigt??

Other events and solicitations: More events with the PBAs; will get their schedule and try to coordinate more activities together.

Trish received a confirmation letter for the club's brick donation for Jim Hammar. She will send copy to Gwen Hammar.

Stuart Vogel, Pres. discussed participation being key to the continuance of the club and needing more(different) volunteers to help with or plan events. And asked for volunteers for a phone committee to reach out to members when needed.

Tony Spaich, Harold Fienberg and Judy Morgan volunteered to be the phone committee.

50/50 drawing: \$14.00 each to winners Tony Spaich and Sharon Russell.

Adjournment: 10:15am, motion Bill Snow, second Dick Rust

Dorice Carbone  
Secretary



# Annual New Year's Day Cruise

January 1st dawned bright and beautiful, no rain in sight. The early morning drive to the Ice Cream Club where we were all meeting was a bit on the chilly side, especially if you were in an open vehicle. Many jackets found their way out of the closet, but the day just turned out spectacular.



Bill Snow's 29 Roadster was down for repairs so he was going to drive his backup—a 71 VW Super Beetle, unfortunately the battery was dead when he went out to leave, so Ray Voigt came to his rescue in his 31 Fordor. A ways down the road north on A1A though, Ray's car died and he realized he had run out of gas. A phone call later and Harold Glass came to their rescue with his 2 gallon gas can.



After an hour delay, five Model A's, two T's, a 36 Ford, a 64 Impala, a 41 Chevy Coupe and a couple in a 57 T Bird (who randomly joined us—the more the merrier I say) set out for Toojay's only to discover that Paul's car wouldn't start. Strangers in the parking lot came to his rescue by giving him a push start. We cruised north on A1A with a slight detour across the bridge at Mar-a-Lago to

S. Flagler Dr. due to President Trump being in town and on to Toojay's in Palm Beach where we met up with another Model T.

We soon discovered that a group of 26 people was too much for them to handle. We were seated in various areas of the dining room. I don't know if it was a new cook or lack of enough cooks, but getting your entire meal all at once and on one plate or your meal at all, seemed an impossible task to the point that several people got free meals, such as they were. When you get your to-go box before you get your food....Houston we have a problem.





Two hours later, with our terrific tour guide Steve Florence leading the way, we were on the road again cruising north through more beautiful areas along





A1A. It's always a sight when 12 antique cars are caravanning down the road. As we turned around and headed back south, the traffic really began to get terrible and getting caught by not one, but two raised bridges didn't help matters. Ray's car began to protest by overheating while we sat waiting for the bridges to go down.



As with all our trips north, the farther south we go the more vehicles turn off to their respective homes until finally returning to the Ice Cream Club we're down to four cars and 10 people. Too bad for the rest because the ice cream was delicious.

Now you may think the day is over but you would be wrong. The four of us start out on the last leg of our cruise and just a few miles down the road, you guessed it, one more bit of trouble...while still dealing with a ton of traffic, Ray's car quits running in the middle of the road (nope not gas this time). Bill and I jump out of the cars and push him to the side of the road. Upon much checking and testing and trying, it was determined that it was not fixable on the side of the road. So about 45 minutes later, AAA came to his rescue.

Jerry and I, being the southern most participant, took Bill Snow home as we watched Ray and his car ride away on a flat bed. Yes, some days are more adventurous than others, but as the Marines would say "you never leave a man behind".

After a lot of miles, a beautiful day (longer for some than others), a few unplanned incidents and everyone safely home, it is indeed a Happy New Year's Day.

Dorice Carbone



# **MAFFI Newsletter Minute**

## **January 2020**

**Happy New Year from the Model A Ford Foundation!**

2020 will be a memorable year for the Model A Museum as we celebrate our 10 year anniversary. Our Museum has undergone many changes during its existence and all of them for the better. This is due to the continued enthusiasm for the Model A hobby and most of all, your continued support to keep us up and running. We are also fortunate to be a part of the Gilmore Museum Complex.

If you are making your plans for this coming year, please consider a trip to the Model A Museum for **Model A Day, September 19, 2020**. Our theme will be "First Responders of the Model A Era!" We are excited about our theme and are currently searching for service vehicles that fit our theme to be on display such as fire trucks, police cars, ambulances, and more. If you know of one or have one that you would like to showcase, please contact us. Please renew your membership to MAFFI if you haven't already done it. It so easy now on our website, [www.maffi.org](http://www.maffi.org).

Thank you for your continued support of MAFFI through your membership and donations.

### **Future Nation MARC Meets**

**2020 Membership Meet - April 3-5, 2020**  
**Swan Lake Resort - Plymouth, Indiana**  
**Highland A's Region**

**2020 National Meet - June 1-5, 2020**  
**Oshkosh, Wisconsin - Nickel A Region**

**2021 Membership Meet - April 9-11, 2021**  
**Bay City, Michigan - Script "A" Region**

**2021 National Meet - August 2-6, 2021**  
**Charlottesville, Virginia - Nickel A Region**



# **It Must Be January** **Because We Are At** **Fords & Friends Car Show**

Here we are again, invited to one of Gold Coast Model A Club's favorite car shows. We are so fortunate to continually be asked to participate in this wonderful car show. This is only a Ford car show, that the V8 Club puts on, but it definitely gives us a chance to stretch our legs and let the rubber roll under us.

As you can see, you have to make sure you paid your \$10.00 if you want to show your masterpiece. When you think of it that's a pretty cheap price to pay, when you think of all the old friends you will be seeing again.



Buy the time I got to the show (I guess I was late), I could see many of the V8 Club members had all ready lined up there cars

and were renewing old friendships and checking out everyone else's vehicle. These were not the only ones that were there at that time.



Yes, that's me coming in late with Audre's car. The Model T Presidents car is the other one.





Like I said, as soon as the fabulous Fords were parked, everyone was out to meet, greet and intermingle with all there old friends.



The curious, the opinionated, the confused and those who needed to check elsewhere. We did not have the turn out from our Model A Club like we usually bring to this show.





Here we have quite a mixture of of people. Our Model A Club Secretary, next to one of our Board Members, next to the Model T President, all next to the Fords & Friends President. See, you never know when you could be in the company of, or standing next to someone who is in one of our elite positions? This just goes to say, don't miss any of our great outings.



It's a Car Show so we need to spruce up the car's. Well look at this, a possible Lady Driver in the future for our Club







It is a Car Show, with many fine antique vehicles. Could it also be, we keep showing up here because we really want that trophy?





Like any respectfull car show, there must be a place for buyers & sellers. It would not be much of a show if antique car owners could not have a chance to pick up that necessary missing or hard to get parts.



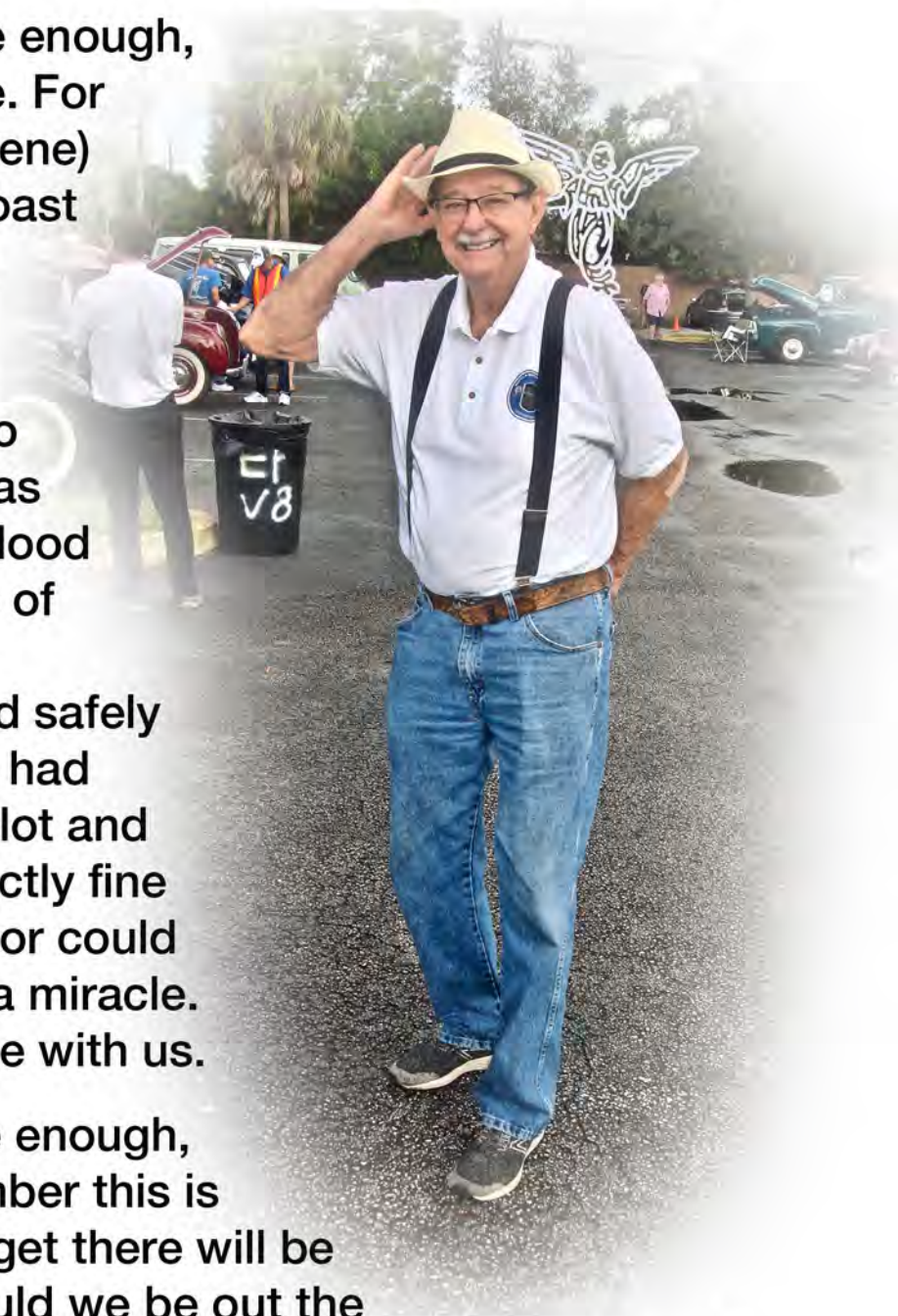
For me, I thought this would be another typical Fords & Friends show. I could not have been more wrong. Above in the red sweater is Joe Naulty. He was a member till he moved away. What makes Joe so special? Let me tell you...he is blind, he builds Model A's and every year he puts on a Model A Show in Melbourne Florida. That not being enough, he has blind people judging the cars. From what I am



told, they put on white gloves and go around judging all the cars. I was also informed, that Joe now has a frame, is looking for a 1929 body and is ready to assemble another Model A. In the picture on the right, Joe is with his son Bill & Daughter in-Law Donna. Joe's wife Arlene was not available at this time. The picture on the left has Jerry Carbone standing with Joe. From what I was told, years ago Joe and Jerry were both bidding on a car, but Jerry out bid him. I see Jerry is smiling, but Joe has his head down so I can't tell what he is thinking. If find out when his next show for the blind is, I will pass that on.

Now for most, this would be enough, but this day that would not be. For I have learned that Eugene (Gene) Haynes, a member of Gold Coast has an Angel on his shoulder. I saw what happened on TV and could not believe it. This all happened just a week or so before this car show. Gene was driving on I-95 and he got a blood clot in his head. With the help of strangers following him, they managed to get Gene stopped safely & got him medical help. Gene had the operation to remove the clot and the day after, Gene was perfectly fine with no side effects. The doctor could not beleve it, and said it was a miracle. We are lucky to still have Gene with us.

Well I thought this would be enough, but there is still more. Remember this is a car show so don't let us forget there will be trophys. I mean, why else would we be out the day before cleaning, washing, polishing and checking out anything else that needs to be done to make our car stand out.





Like I said, we did spiff-up our charming antiques, not for the lack of something to do, but because we did have an alternative reason for expelling a great deal of energy, instead of kicking back enjoying a good beer, The reason we did it, the Trophy. Here are the winners. I am sorry that I don't have everyone's name, I was taking pictures.



Picture below...Best Model A, Dick Rust receiving for Audrey Franz.



Today was a really good day for those pictured on these 2 pages.



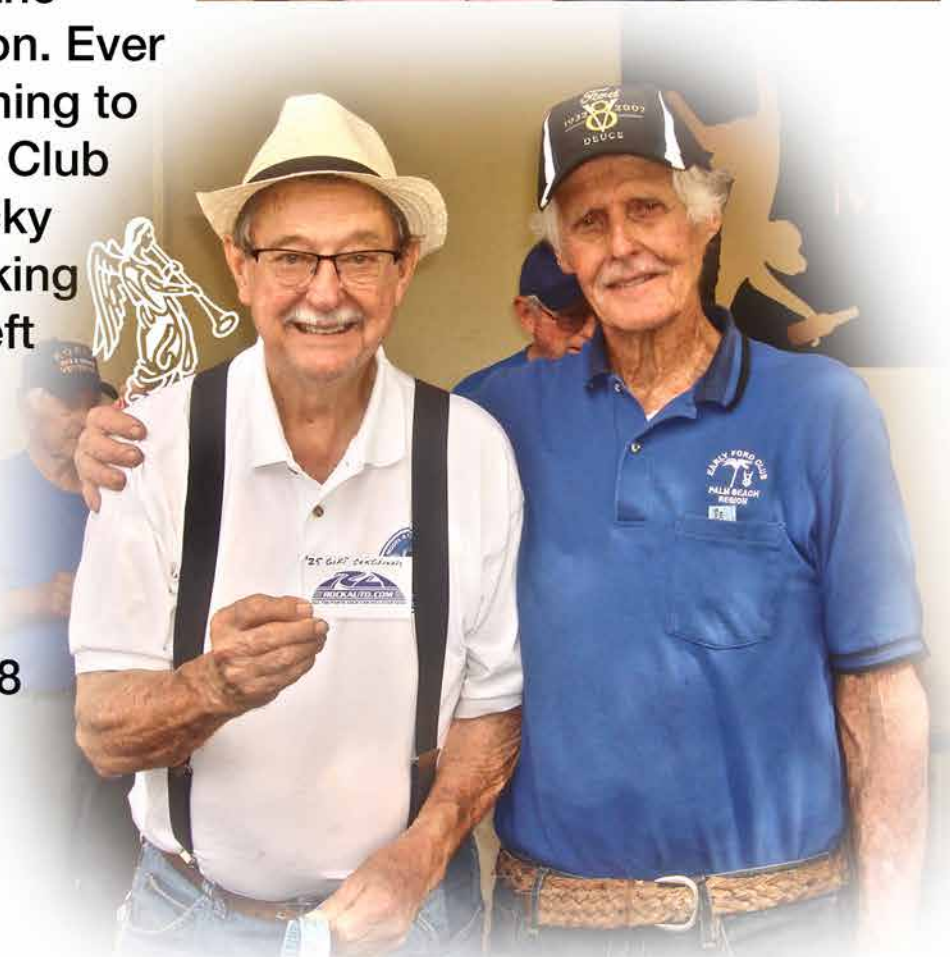




Picture on the left...Chairman's Choice, Jerry Winokur, new Model A member, congratulations with the trophy



Picture on the right is Gold Coast Model A Regions Secretary, Dorice Carbone receiving the trophy for Club Participation. Ever since Dorice has been coming to this event, someone in the Club wins a trophy. Is she a Lucky Charm for the Club? Speaking of Lucky Charms, on the left is Gene Haynes who you read about earlier, must have an Angel with him for sure. Gene won a drawing on his tickets. Could it just be, that Ken Quirk of the V8 Club has his arm around Gene to rub some of that good fortune on himself?



Let us hope they keep inviting us back.

Dick Rust

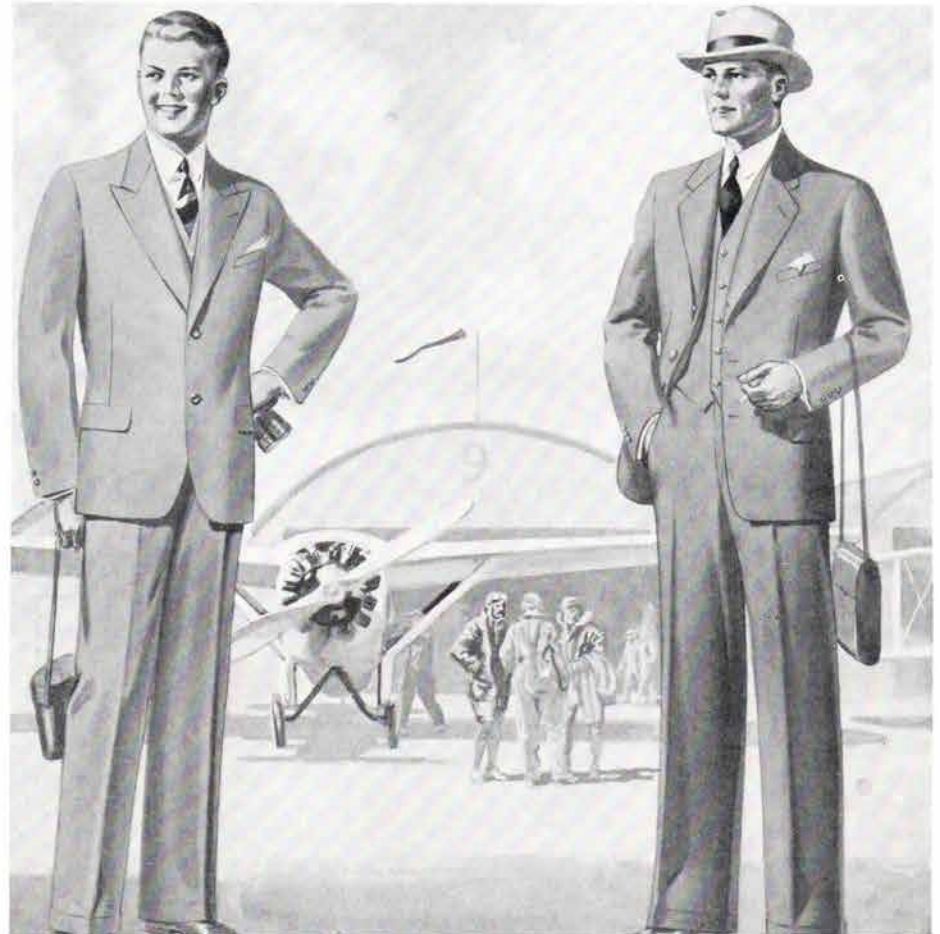


# Isabel Marin's *Fashion Page*

## "A" Fashions for Men

1928 — 29

In order to help some of our members to locate men's clothes appropriate for the 1928-29 model cars, here are more samples of men's styles of that period.



At left: Two-button single breasted model with long peaked shaped lapels. The front of coat is slightly rounded at the bottom, and the sleeves are of the proper width and are finished with two buttons at cuff. A young men's model of exceptional design. Highcut shoulders with full chest effect.

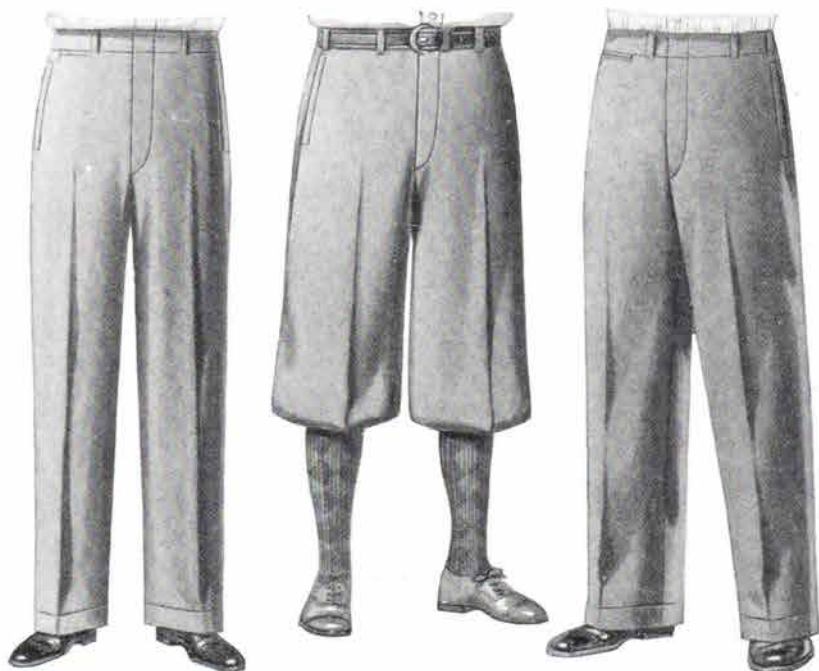
At right: Young men's model with just the right cut. It has three buttons with medium width long rolling lapels. The front is slightly cut away at the bottom. It has that high broad shoulder and full chest effect, tapering to the waist, which is so popular with young men.

### TROUSER STYLES

At left: the narrow straight style trousers with regular belt loops, hip pockets to button and permanent  $1\frac{1}{2}$ -inch cuff bottoms. Average width, 17 to 20 inches at knee and  $14\frac{1}{2}$  to  $16\frac{1}{2}$  inches at bottom.

Center: Knickerbocker style trousers. They are medium full cut with regular belt loops and a hip pockets to button. Bottoms finished with strap and buckle which permit adjusting.

At right: Full cut lounge trousers, made with regular belt loops, hip pockets to button and cuff bottoms. Average width  $18\frac{1}{2}$  to 20 inches at knee and  $16\frac{1}{2}$  to  $18\frac{1}{2}$  inches at bottom.







hour was sunny and beautiful and again I looked up at the sky and said “thank you”. As we arrived back at the Resort dock, naturally it was perfect weather! Sunny, with a nice breeze and no clouds in sight. I wasn’t sure if some of our group were going to let me walk off the boat-instead throwing me to the sharks for getting them out on a river cruise

with a terrible rainstorm all around us. But, this being the greatest car club in the world with the nicest people, as I apologized for the rain, everyone thanked me for a wonderful cruise and all said they had fun and I certainly was not to blame for the bad weather. Could they possibly have been any nicer- NO, I am so grateful to be a member of this group!



We all went to relax either by swimming in the pool or sitting on our terraces before our next event- (you guessed it) FOOD! It would be a trip North to the “Prawnbroker” restaurant for our Tour Banquet. This again had been set up by Dave Carlson (from our Sister Club) and we really appreciated this excellent



restaurant. We would be winding our way through a beautiful back road that passes many beautiful homes along the waterfront. As we rode along, many people waved to us as we passed. As with the rest of this tour, they appreciated watching beautiful cars (and should I say “beautiful People”?). We arrived at the “Prawnbroker” and they had set up the world’s largest table for all of us (27 people) to be together as one group-2 great clubs. We were given our



# PALM BEACH A'S 2020 SUPER TOUR JANUARY 24, 25, 26, 2020

## David Carlson DVM

In the fall of 1969 Ross Thompson and I entered the College of Veterinary Medicine at Cornell University in Ithaca New York. His practice was in York Maine and my career was mostly in Massachusetts. Who would dream that 47 years later we would both be in Florida driving in my Model A to southern Florida for our tour? At 7:15 AM we left my house in Port St. Lucie under overcast skies. Going over the Roosevelt Bridge in Stuart I commented that it looks like we are headed into rain. It did not just rain, it was torrential rain! As we headed for the Jupiter lighthouse it finally subsided and we met two more A's in the parking lot joining Bill, Carol, John & Ruth. Heading south we took Jog Road and met our 4<sup>th</sup> A at Okeechobee Boulevard with Bob & Barbara onboard. There are a lot of traffic lights driving south and 4 hours after Ross & I left my house our caravan arrived at La Mia Focaccia for a hearty lunch. Al & Sue Didomizio drove modern and met us at the restaurant.

After lunch we followed Steve Florence in his A to the "The Warehouse" belonging to Cliff Glansen. Cliff has a superb collection of Model A's several of which have won awards at the Concours d'Elegance held yearly in Boca Raton. He is an avid collector of signs and has done a great job displaying them in his spacious garage. I have never seen such a large private collection of automotive memorabilia and other items like antique model trains resting in an antique curio. Cliff had been to the local bakery and coffee shop to make sure we did not start to feel hungry.



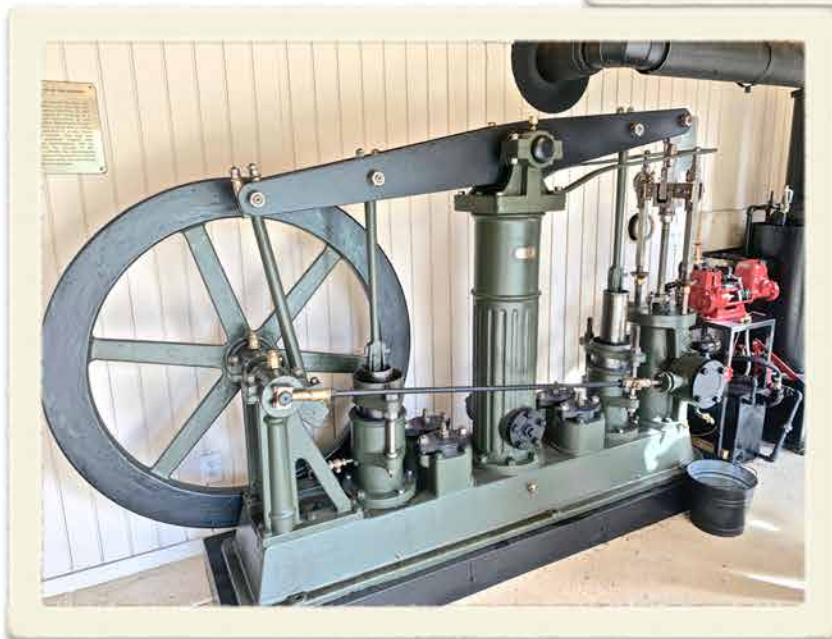
He took us around the shop and highlighted some of the interesting facts pertaining to each vehicle. Jerry Carbone explained to the group his experience building a race car and then racing in Utah at Salt Flats International. Steve then guided us to the Hampton Inn located in Plantation which was our base for the weekend. We checked in and then promptly had "Happy Hour" for which the PBA's are always prepared. Pizza was delivered and Sue had arranged for milk and cookies before retiring for the night.



After a good night's sleep and breakfast we headed to "Our Back Yard Museum" owned by Dr. Joel Jancko and his wife Pam. We were also joined by Dick, Laila, Jim, Denise and members of the Gold Coast Model A Club as well as The Sunny T's.



There were about 25 vehicles



and  
over 60  
people



in attendance. What a day we had! This museum collection started in a 24 x 40 building in 1991 with a 1921 Model A and a 1915 Model T and expanded rapidly with more artifacts and buildings. Today it is a campus of history preserving and highlighting early inventors and their mechanical skills that changed the world. We started the tour at The Pavilion that houses a steam driven turbine which is now



functional using compressed air. The operating water wheel gives it a colonial touch. Next was the Peerless Steam Tractor which is one heavy piece of equipment. I have seen these



operating at several shows and love the whistle! Moving around to the back of the annex we passed the Seth Thomas street clock. At the back of this







Gatling gun, saloon, gambling room, log cabin, printing shop, schoolhouse, bank and general store. In the front of the Annex

building are displays of early mining, a stagecoach, a covered wagon and a hit and miss engine. This building contained artifacts including a game room, soda fountain, early firearms complete with



there are exhibits of washing machines, weaving, blacksmithing, railroad history and a chuck wagon. From here we entered the fort where uniforms and artillery were displayed.



Under the "Big Top" we rested and recharged ourselves with food from Jimmy Johns and liquid replacement supplied by the Jancko's. We got in some more tire kicking before starting through The Barn. We started with an education on early firefighting and one of the first mechanized alarm systems. This is very





rare to have an intact original display! Across the aisle was a service station with a Model A tow truck and garage related memorabilia. Bicycles and a working display of how power was



transferred from one source to various machines were very interesting. Next came early money, fashion, a motorbike collection, a tower clock, early theater projectors and a restored





1904 Marion and 1911 Model T. The next area was dedicated to the evolution of musical machines ranging from music boxes to player pianos and dance hall organs. Several of these ran on a nickel and had drums and string instruments within the piece. Lastly, we visited the music room with a 1927 Wurlitzer Theater Organ installed in 2014. The Backyard Museum is the home for this masterpiece and the South Florida Theater Organ Society.

Heading back to the hotel we took a short break and then you guessed it, Happy Hour. We arrived at Duffy's at 6 PM and all enjoyed a nice, relaxing meal before returning for our milk and cookies. On Sunday we took our time getting going and headed back north on Route 441 arriving home mid-afternoon. All together we drove a total of about 225 miles with no breakdowns.

This was a weekend packed with information and

premium examples of historical artifacts. Spending time with people that enjoy the preservation of our past is a great privilege. After all, we all drive an old car as an individual effort to keep history alive.



I would like to thank our hosts Cliff Glanzen, Jerry Carbone, Steve Florence and Dr. and Pam Jancko. This tour was put together by the combined efforts of Al & Sue Didomizio, Steve Florence, Dave Carlson and Denie Rice working with the Gold Coast Club and Sunny T's.



# **Dodging a bullet in 2017 by IRMA and a Blessing from Model A's**

For the members of the Gold Coast Model A club, I wish to share a story. In my life I have been blessed to have had wonderful parents both whom have passed, good in-laws and a wonderful lady who left this world in 2006. I raised my daughters and after my last finished high school moved south to Florida summer of 2012.

As a child growing up in Florham Park NJ we lived on a dead end road and about 3/8 of a mile away was Crescent Rd. and then woods which I played in for about 4 miles till a young boy hit Rt. 10 a busy road in Morris county NJ. My days were filled in the woods as a boy, and just beyond Crescent Rd. was Automatic Switch Co. which backed into the woods nearby.

Myself and some of the other children one day discovered on a Saturday that Automatic Switch Co. was having a car show, this was the mid 1960's and guess what type of cars showed up in those days? Many Model A's as I remember, I was about 8 at the time. Fast forward: 2012 I moved near my brother to Daytona Beach Shores and would see a yellow convertible Model A roadster drive on Sundays in good weather, never in the rain.

I decided a year later that the area was not a good fit and bought a home in downtown Ft. Lauderdale summer of 2013. Spring of 2014 I decided that I was to purchase a 442 at a car auction up in West Palm Beach. I arrived on Friday and while entering the building saw a green Model A 1929 and all thoughts of the 442 disappeared that afternoon. I was in the back and the car was about to go to auction, I asked the owner a few questions and well about 15 minutes later became the owner.

In 2015 & 16 my little green gem was the lead car for the St. Patrick's Day parade here in town. As we all know our cars are show stoppers. Now to get to the meat of my story.

In September of 2107 Hurricane IRMA was squaring down on Florida so I decided that it would be best to head to visit my cousin Cheryl who lives a little east of Greensboro N.C. I wasn't necessarily worried about my home as it is newer and has all the new safety building requirements that exist today. I really did not want to live for a week or more without power. I left Thursday morning at 3:30 am and got to her place by dinner time as traffic was heavy. I did some handy work for her on her home and then since I brought my Fly rods along decided to head west towards the western part of the state and eastern Tn. I arrived there on Thursday am a week after my departure and stayed in nearby Elizabethtown TN. to fish the South Holston and Watauga rivers. I decided to try a location that I was advised to



fish and it was located on Broad St. not so far from the motel. On Saturday afternoon I fished the location and parked my 2010 Plum Crazy Dodge Challenger under the bridge in a parking area. About 7:30 PM as I was leaving the water to my parked car a man arrived and started talking to me about my Challenger. I told him it was a 2010 and somewhat rare as Dodge only produced about 750 as 40 years prior was the first time Dodge introduced the color on Challengers.

I then mentioned that I had another rather unusual car, the man asked "what do you have?" I replied a 1929 Model A roadster and showed him a picture. This man then replied to me: "Bill do you know where you are standing?" I said: "yes in a parking lot on the Watauga river and he replied: "The building that I just came out of" I said: "no" he replied: "you are parked by the largest Model A restoration facility in the world". I joking said: "OK" he replied want to take a look, so I said: "yes". It was now about 8:00 pm and almost dark and he opened the door, turned on the light and there it was about 25+ Models A's in different stages of completion. Bob then asked me if I would like a complete tour of his facility on Monday morning, I of course said yes, he replied to be here at 8:00 am and I said see you Monday am.

Monday am I arrived and received a 3+ hour tour of the facility. They have a complete metal shop, upholstery and leather area and I met some of his employees. Needless to say I was amazed! I left about noon offered to take Bob to lunch but he was unavailable so gave him a handshake and a hug as a thank you, put on my waders and fished the rest of the afternoon. Tuesday Am I returned to my cousins home stayed overnight and then left on Wednesday and power back at home late in the afternoon.

If anyone is ever nearby I would highly advise a stop in to B. Terry Vintage Automotive, 1625 Broad St. Elizabethtown TN. 37643 their phone # 423-543-2277 and one can find their website with a google search.

My current age is 62 and I have now come to the 2/3rds is over stage of life if I am blessed to live to a ripe old age? Fate sometime can take one in directions that we never expect as was the case in September of 2017, over 750+ miles from home one late Saturday afternoon while wearing a pair of wades in the middle of nowhere. Some say a coincidence my friend also a published author like myself calls it a "Godincidence" I believe that Gordon Ward is correct and that late Saturday God gave me another "Godincident" to add to my list. If ever in the area stop in and visit, perhaps Bob will be there or his son Brent, it is well worth the visit, or a part for a phone call.

Regards to all:  
William P. Dunn IV



By JACK J. POWLEY - Car Collector - Oct. 1991

Contributed by **TONY SPAICH**

In an age when the price of even a minicar equals that of a 1930s mansion with attached garage (and has to be paid off in 3-5 years, as opposed to the 30-year mortgage for the mansion), it might bring a reminiscent tear or two to your eye to go back in time with me to a day fifty years ago when I purchased my first car..

Back in 1941, a co-worker owned a 1930 Ford Model A roadster, but couldn't get it to run. My brother-in-law, George, said to offer him \$10 for it - that he'd be glad to have me get it out of his driveway. So I did, and he was glad to get rid of it. After towing it home that sly George said he knew what was wrong with the car, and drove me to a junkyard where we purchased a used Model A transmission with the flywheel for \$1. Then the work began!

We jacked the Ford up and with the simplest of hand tools, disconnected the rear shock absorbers, then carefully - and cautiously - released the tension of the rear transverse spring. We then disconnected the U-joint from the transmission and pulled the drive shaft and the rear wheels back out of the way. Next, we loosened the transmission bolts (locating them under the caked grease) and let the tranny fall to the ground. About three inches of teeth were missing from the flywheel, right where George guessed the starter gear would whir, ineffectively. We replaced it with our newly purchased flywheel, jacked the junkyard transmission into place and bolted it solid. Then we rolled the rear wheels with the drive shaft forward, the spline luckily sliding back into its position with no trouble. Next came the U-joint; again no trouble. But

there was no way we could bolt both ends of that rear transverse spring into place. Our combined strength wasn't enough to overcome the tension - which if suddenly released could either kill or maim - so we left the left-hand side unbolted...honest! It only tilted the car a little bit. Bolting the shocks back into place - in addition to the

spring being anchored on the right side - apparently was enough to keep the axle in proper alignment.

That very evening, I picked up my girl and we stopped at a curb service for burgers and fries, making sure all the gang saw us. Then, after cruising the main street, I parked at the overlook where we watched the blinking lights of the city below. Further attempts to make it a "romantic" evening were met with a smart slap to the face. But it really didn't matter; I had my first set of wheels, a condition that made a once-incomplete boy quite whole!

It didn't need anything else; the engine ran like a top. And it was so beautiful! Fainted a light brown with black fenders, it had red wire wheels, a brown canvas top and a spare tire in each front fender-well. The flat, upright windshield had a large wing nut in each upper corner that was supposed to fasten the top in place, but as soon as I'd get the car up over thirty miles an hour, the stripped wing nuts would let the top fly back. Instant convertible! So I only kept the top up when it rained. It had a workable rumble seat and when we weren't using it double dating, I'd fill it - and the front seat - with my pals and we'd cruise the length of the main street on Saturday nights...remember?

**Tony Spaich's Blast From the Past**



## MAFFI Newsletter Minute

### February 2020

My name is Greg Fish, and I am a MAFFI Trustee. Your Board of Directors, myself, fellow trustees, and a very important handful of other volunteers make up a group committed to the display and care of a fantastic collection of Henry's Ford Model A's. Through discussions at the last Model A Day Foundation meeting, it was decided that the upkeep of your cars and trucks should consist of more than dusting and polishing.

I am pleased to announce the VMP, or Vehicle Maintenance Program. This will be a little more involved than in years past, due to the decision that vehicles owned by the Foundation should be run annually. Despite a beautiful climate controlled building, some types of deterioration will not yield. Valves get stuck, clutch surfaces develop surface rust, and Heaven forbid, engines may become stuck fast over years of non-use. These are preservation issues that we are striving to avoid. Beginning in the spring, your trustees will convene on the museum with teams chosen by them with the goal of starting and running some of our long dormant stock. Over the course of the summer, and after a few visits, we hope to have every MAFFI owned vehicle running, and continue this goal on an annual basis. It is an important process to insure the cars and trucks we love last for generations to come.



*Gold Coast Gentleman*

Please tell me that you did not forget,  
that February 14th, was a major day  
to remember that lady  
you call your Love.





# Mike Vitetta's Tech-Tips

## Houdaille Shocks

This time I would like to talk about Houdaille Shocks.

Maurice Houdaille (1880 - 1953) invented the double-action rotary shock absorber that bears his name. Exactly when he began his experimental work is unclear, but we do know that he was far enough along in 1907 to patent the two-vane pressure-balanced rotor.

The last definitive patent was issued in 1914 for the striated plugs that vent the working chambers.

The remarkable thing is that the shocks employ no high pressure seals, either at the rotor/body interfaces or at rotor shaft. Sealing is a entirely a function of the precision of mechanical fit. It is for this reason that most shock remaining today are not nearly as effective as when new and nearly impossible to find in a condition that can be rebuilt.

Today the automotive market has been lost, but Houdaille Lelaurin continues to manufacture rotary dampers for railcars, industrial washing machines and military applications. The Paris-based company also rebuilds shocks for vintage cars.

### American Houdaille

Domestic manufacture began in 1915 with OEM shocks for Mercer and Cunningham cars, but soon ended because of the shortage of alloy steel resulting from America's entry into the First World War. A. B. Shutz, a well-known automotive engineer of the period, purchased the rights and resumed limited production in 1919 at his Houde Engineering plant in Buffalo, New York. The first major breakthrough came in 1923 with a contract to supply Lincoln. Pierce-Arrow, Jordan and Sterns-Knight followed.

In 1927 Henry Ford electrified the automotive world by announcing that these sophisticated appliances would be standard on the upcoming Model A. This order alone was worth an estimated 21.5 million units. Another 2 million or so Houdailles would be used on the front axles of Model B and V-8 Fords until 1934. The great majority were built by Houde Engineering, although both National and Spicer made complete units and may have supplied wing shafts and other parts.

There are no interchangeable parts in a Houdaille shock, which probably makes it the first mass-produced automotive component to be built in this expensive and, in one sense, retrograde fashion. Rebuilding Houdaille shocks with their custom-tailored parts was not theoretically possible, although some Ford dealers tried.



The manufacturer boasted that the “modern perfected Houdaille” with its “watch-like precision” was “hardly improved beyond its basic design.” In other words, the product, which had hardly changed since 1915, was too good to require development.

The simplicity of the Houdaille instrument might erroneously imply simplicity of manufacture.

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The simplicity of the Houdaille instrument might erroneously imply simplicity of manufacture.

When built manufacturing tolerances were not consistent so the best fitting parts were used to create an assembled unit. Someone assembling the unit at the factory would have to trial fit several parts to get them to fit with the tolerances required.

## **How Houdailles Work**

The Houdaille absorbs energy by pumping hydraulic fluid across a restriction that simultaneously generates a pressure head and causes the fluid to heat. Most of the heat passes through the shock body mounting flange and into the vehicle frame.

The rotor and stator divide the cavity in the shock body into four chambers, one on each side of the two rotor vanes. Operation consists of pumping oil between two full and partially empty working chambers. The oil passes through ports cross-drilled in the rotor hub and past a the restriction imposed by an adjustable needle valve.

The shock works in both directions of rotation to dampen spring oscillations on joust and rebound. Unless some additional hardware is included, the dampening force is equal in both directions.

Most Houdailles produce more damping force in one direction of rotor rotation than in the other. Model A differential-action shocks generate about 60% of the total damping during suspension rebound and 40% during initial joust.

The pressure differential is accomplished by check valves that open to bypass the needle restriction.





Differential action gives a marginally better ride than 50/50 just marginal. Few vintage car owners are able to sense the difference between 60/40 and 50/50 shocks. At any rate, biasing shock action toward rebound, when the springs extend at their natural and predetermined rate, imparts consistency to the process. It should also be remembered that Houdailles are velocity sensitive because of the turbulent flow across the needle-valve restriction. That is, damping increases in some non-linear fashion with the rate of suspension acceleration. A violent upward movement of the suspension will result in a large damping force even though internal check valves snap open. By the same token, the springs are free of parasitic shock-absorber loads during gentle dislocations. Because body roll occurs fairly slowly, the shocks do little to control it. Nearly any combination of spring deflection and axle velocity can occur upon initial joust.

Reservoir covers are marked "CW" or "AC" to indicate the direction of rotor rotation that causes the check valves to open. When viewed from the front, as if mounted on the car, the CW rotors turn clockwise during the upward, and less damped, movement of the axle. The same upward axle movement causes AC rotors to turn anti-clockwise.

CW and AC shock bodies and stators do not interchange, although it is not unusual to find the wrong cover installed or the rotor 180° out of phase.

To think that's enough on that subject. There are books, magazine articles, and such of how to rebuild these and that is way beyond the scope of this article.





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

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**Also you must be a member of the Model A Restorers Club National in order to be a member of the Gold Coast Region of MARC. The National dues are \$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](http://www.modelaford.org). with this you get Liability Insurance and the National Bimonthly Magazine.**



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