

Club Breakfast will be held on March 23



# the TRAVELER



Volume 21-3

March 2024

P.O. Box 812, Cantonment, FL 32533

## Al & Marilyn Manning



Al and Marilyn bought the 1931 Model A right after Katrina back in 2005. The car needed some work, but it was still a nice car. The transmission was locked up, and the

carburetor was missing. The hood was messed up. It didn't take long to get to work on it. Along with the needed work for things in disrepair, Al also had the fenders redone. Al and Marilyn have taken the

car on tours that Ray Harper has put together over the years. Al talked about one where the rain was very bad but the car just kept going. Today, Al can be seen at  
*Continued on Page 3*



# Our Club



GCMAC Officers	Name	Phone	Email
President	Allen Braddy	678-499-3370	alnbraddy@yahoo.com
Vice President	Martha Fuller	251-602-1931	waltermern@aol.com
Secretary	Elizabeth Witherington	251-648-9844	mrs.witherington@att.net
Treasurer	Becky Baisden	850-384-5717	beckyb0814@att.net
Newsletter Editor	Charlotte Dahlenburg	256-783-2261	realracegril1@gmail.com
National Rep	Allen Braddy	678-499-3370	alnbraddy@yahoo.com
Webmaster	Becky Baisden	850-384-5717	beckyb0814@att.net
Event Coordinator	Allen Braddy	678-499-3370	alnbraddy@yahoo.com

## March Birthdays

- 8 Bill Chamberlin
- 15 Larry Nelson
- 17 Clyde Anderson
- 25 Jane Frazier



.....  
**Not Listed?**  
 • Send me your birthday. •  
 • I don't need the year •  
 • you were born after all •  
 • we all are 28-31! •  
 • Also, send me your •  
 • anniversary date. •  
 • realracegril1@gmail.com •  
 .....

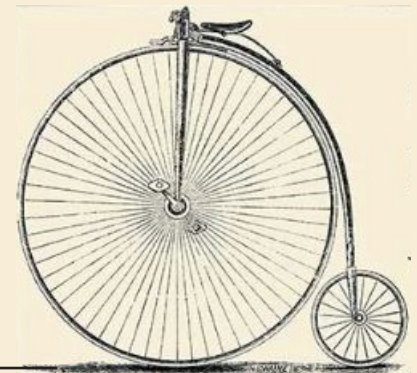
### Message from ...

---

Hello everyone. Thank you for all the feedback I've been receiving. This year has started off strong. Our new breakfast in Spanish Fort has gone well, and we're looking forward to our spring events and planning those later in the year. Any suggestions are always appreciated. It's your club; stay involved and get active.

Thank you

*Allen Braddy*



# Club Happenings

Continued from Page 1

shows allowing kids or senior adults to climb in the car, like in the photos to the side. You can often find his car on Sunday morning in the parking lot at church. - Charlotte



## Pensacola Breakfast

10 members attended breakfast at the Golden Corral in Pensacola on February 3. Those in attendance would like to keep the Pensacola Breakfast as a breakfast every month. It was suggested that we set up our tech talks at Bill's warehouse afterwards. -Allen Brady

## Club Dues

Club dues are \$25 per year for individuals or families. We encourage membership in the Model A Ford Club of America (MAFCA), a national organization that promotes the restoration of the Model A and publishes a great magazine, The Restorer, six times a year. Send a check to: GCMAC, P. O. Box 812, Cantonment, FL 32533

THE MODEL "A" FORD CLUB OF AMERICA IS CURRENTLY LOOKING FOR A VOLUNTEER TO TAKE OVER THE POSITION OF WEBMASTER. THIS PERSON MUST HAVE GENERAL KNOWLEDGE OF WEB INFRASTRUCTURE AS WELL AS A BACKGROUND IN HTML EDITING USING APPLICATIONS SUCH AS DREAMWEAVER. EXPERIENCE WITH PHP, CSS AND SQL AS WELL AS OTHER SCRIPTING LANGUAGES ALONG WITH SFTP WILL BE HELPFUL AS WELL. TRAINING WITH OUR CURRENT PLATFORM WILL BE PROVIDED BY OUR INTERIM WEBMASTER.

IF YOUR LOVE OF THE MODEL A EXTENDS INTO THE DIGITAL WORLD THEN WE COULD USE YOUR HELP. PLEASE CONTACT ME AT CHAPTERCOORDINATOR@MAFCA.COM OR DIRECTLY AT 405 812 8131 OR ANY CURRENT BOARD MEMBER IF YOU HAVE AN INTEREST IN VOLUNTEERING FOR THIS POSITION.





## Club Breakfast Spanish Fort

On February 24 the club breakfast was held at Cracker Barrel in Spanish Fort, AL. Thirteen members were present for breakfast. Not a bad turnout for a beautiful car show type of day!



## Model 'A' Garage Meet - Tech Day

Saturday, March 9, 1 - 3 Garage Meet is at 9195 Clarke Ridge Rd. in Foley Saturday October 15 at 1:00 pm. This may be an opportunity to learn how to time a Model 'A' engine using hands on experience with a test engine. Everyone is encouraged to drive their Model 'A's. Any questions call (727) 265-0381 Jim.

**BE SURE TO BRING A FOLDING CHAIR.** Yvonne will be making her world-famous cupcakes for everyone attending.



## Escambia Westgate Mardi Gras Parade

Allen and Sabine are participating in the Escambia Westgate Mardi Gras parade on Friday, February 16, 2024. We lined up at 8 am, and the parade rolled off at 9:30 am. Beads and moon pies were thrown all along the route. Allen Braddy



Thanks to Gator for the mechanic work that put it over the finish - Michael Weeks





## Taking care of Martha's cars

After breakfast in Spanish Fort. Several members traveled to Mobile to take a little bit of time helping Martha out. Jim and Allen got the cars out to run them for a little bit.



Stan Blinco was a Model A'er and artist who created this cartoon for his local chapter, Beaver A's.

**You do not have to attend the National Convention in Ruidoso, NM June 28 to enter for a chance to win this car!**

# WIN THIS CAR

Southwest Model A's  
Model A Ford Club of America 2024 National Convention Fundraiser!



**Grand Prize: 1928 Model A Ford!\***  
or \$3,000.00 Cash (Winner's choice!)

**ONLY \$20 per ticket or FIVE tickets for \$100!**

Drawing to be held on Friday June 28th, 2024  
at the National Convention in Ruidoso NM.

\*NEED NOT BE PRESENT TO WIN! Prize includes FREE delivery within 500 miles of Albuquerque NM. Winner must accept delivery within 14 days of drawing or forfeit free delivery. Winner must take possession of car within 60 days of drawing or prize automatically reverts to \$3,000.00 payout, check to be mailed to address on ticket stub. Taxes, title & registration are Winner's responsibility. Additional information available at [www.SouthwestAdventures.com](http://www.SouthwestAdventures.com)

Ticket #



October 16, 2023

Charlotte Dahlenberg  
C/O Gulf Coast Model A Club  
P.O. Box 812  
Cantonment, Fl. 32533

# MAFCA Award for "Traveler" Newsletter

Dear Charlotte,

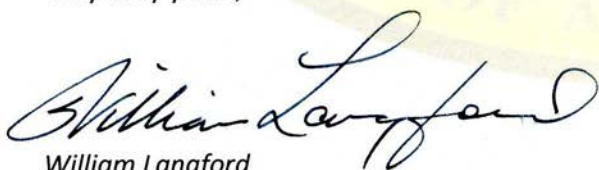
Congratulations!

It is my honor as Chapter Coordinator to announce that you, as editor of the Traveler have been awarded the *Newsletter of Excellence Award* for 2023 from the Model A Ford Club of America. Congratulations on an outstanding newsletter!

Your Chapter already has received tremendous benefits from your hard work. Your newsletter provides the communication to keep your membership up-to-date on Chapter news and activities, past, present and future.

It has been a pleasure to review your newsletter and I look forward to reviewing your award-winning newsletters in the future.

Very truly yours,



William Langford  
MAFCA Director  
2023 Chapter Coordinator  
[chapters@mafca.com](mailto:chapters@mafca.com)



## THE TRAVELER

Monthly publication of the Gulf Coast Model 'A' Club - Southern Alabama to the Florida Panhandle



# Entertainment

Email to  
Joe Allen Braddy  
alnbraddy  
@yahoo.com

Submission  
date is the  
20th of each  
month

## Car Shows, Events, Cruise Ins & More

Scott Lunsford has created a private, by invitation only, Facebook group, "Todays Model A." This is for members-only to communicate within the group, ask questions, make suggestions or complain about how annoying your event coordinator is. So if you're interested in joining the group, Please contact Scott.

### Club Activities:

#### March

**Mar 2 - 8:30 am** Golden Corral, 2260 Langley Ave, Pensacola, FL

**Mar 9, 1:00pm** Garage Meet Oil/Lube/Inspect your Model 'A' on a Car Lift @ 9195 Clarke Ridge Rd. Foley, Al. Drive your Model 'A's. See notice in newsletter for more info or call Jim (727) 265-0381.

**Mar. 23 - 8:30 am** Cracker Barrel 30227 Eastern Shore Ct, Spanish Fort

**April 27** Club Picnic, Foley. More info to follow.

### Model A Activities:

#### April

**Apr 19-20** - Greenwood, SC 18th Annual All Model A & Model T Parts Swap Meet

**Apr 28** - Columbus, IN Columbus Region 60th Annual Model A Swap Meet

#### June

**June 13-16** - Texas Tour Nacogdoches, Texas

**June 23-29** - **MAFCA 2024 National Model A Convention** Ruidoso, New Mexico

#### December

**Dec 11-14** - **National Awards Banquet** Salt Lake City, Utah

### Local and Regional, Activities:

#### March

**Mar 2** - 8th Collard Green Festival Car Show, Evergreen Regional Airport, 14123 Hwy 84, Evergreen, AL., 9-2pm

**Mar 9** - Wild Irish Fest Car & Truck Show, St. Patrick Catholic School, 23070 Hwy 59 N., Robertsdale, AL. 8-4pm

**Mar 9** - William F Green Veterans Home Car Show, William F Green State Veterans Home, 300 Faulkner Dr., Bay Minette, AL. 9-3pm

**Mar 22-24** - Orange Beach Invasion, The Wharf, 4550 Main St., Orange Beach, AL. (All vehicles require pre-approval).

**Mar 23** - 5th Axles for Alzheimer's & The Kids All Wheels Show, Five Flags Speedway, 7451 Pine Forest Rd., Pensacola, Fl., 8-3pm

**Mar 23** - 1st Defenders of Freedom Car Show, Tiger Point Sports Complex, 1370 Tiger Park Ln., Gulf Breeze, Fl., 8-2pm

## Help Wanted

Car Shows? Car Events?

Email to Allen Braddy  
alnbraddy@yahoo.com

Model A Day Event

October 4-6

In Florida

Main Event is Saturday  
Admission is free with  
a Model A or Model T  
including passengers.  
More Details to come.



[www.gulfcoastmodelclub.net](http://www.gulfcoastmodelclub.net)

Gulf Coast Model A Club





# Rally Around *the* County

Excel, Alabama

## April 20, 2024

Paula and Gator Gould are hosting a rally around the county, a running board picnic (bring your own picnic supplies), and smoked chicken barbecue. Bring your antique cars and a covered dish or dessert and enjoy food and fellowship.

Local hotels are available but make your reservations now other events are going on at the same time.

Please let us know if you can join us so we can get a proper count for food preparations!

Call for more information 251-765-2677 and leave a message.



### **THE TRAVELER**

Monthly publication of the Gulf Coast Model 'A' Club - Southern Alabama to the Florida Panhandle







# Cave and Covered Bridge Tour

on March 15-16, 2024

starting in Oxford Alabama.

## TOUR OUTLINE

**THURSDAY MARCH 14:** Arrival, check into the motel, and visit local antique stores. In the evening dinner will be on your own. There are several restaurants near the motel, the desk clerk can help you with your selection. Trailer[A1] parking is available in the area, contact Gerald Grizzard (256) 310-6463 with your requirements.

**FRIDAY MARCH 15:** In the morning we're off to Cheaha State Park located 2,407 above sea level, the highest point in Alabama; the park is surrounded by 400,000 acres in the Talladega National Forest. You can stroll to Bald Rock on the boardwalk where you be able to see several counties. Leaving the park, we head to Sylacauga for lunch at "MaMa Ree's café. After lunch it's on the road again to Majestic Caverns (Former Desoto Caverns) for a tour which consists of a series of caves in Childersburg, Alabama. Located in the foothills of the Appalachian Mountains, it is touted as "Alabama's Big Cave." In 1796, George Stiggins, a presidential agent, wrote to President George Washington describing the beauty of the cave, making Desoto Caverns the first cavern on record in the United States. After the tour we return to the motel to freshen up for the "Firehouse Welcome Dinner" (6 p.m.) which concludes the day's activities at Gerald Grizzard Model "A" Ford Museum.

**SATURDAY MARCH 16:** We're off to Oneonta, Alabama with stops at two (2), covered bridges, a local park, and a visit to Dry Creek Farm. After the tour of the covered bridges, we will have a private catered lunch for tour members only where we will feast on pulled pork, smoke chicken with all the trimming. After lunch we're off to Dry Creek Farm a large private collection of vintage signs, antiques and collectibles. In the evening dinner will be on your own to dine at one of several restaurants the area.

**SUNDAY:** Checkout and departure for home. Drive safety, and we will see you down the road on the "Model "A" Highway"

**HOST MOTEL:** The Sleep Inn, 88 Colonial Drive, Oxford, Alabama (256) 831-2191 is the host motel. Request reservations be made before **March 1, 2024** order to receive the group discounted rate of \$109.00, plus tax. Be sure to mention that you are with the Central Alabama Model "A" Ford Club "Cave Tour" when making your reservations to get the group rate. Attached is the tour registration form.

Fire up Henry's finest and join us for a weekend of adventure and good "ole" Model "A" Ford touring and fellowship on the Model "A" Highway. If you have any questions contact Gerald Grizzard at (256) 310-6463, email [gfireman52@aol.com](mailto:gfireman52@aol.com) or John Armstrong (256) 390-1231 email [john1950al@gmail.com](mailto:john1950al@gmail.com)



## THE TRAVELER

Monthly publication of the Gulf Coast Model 'A' Club - Southern Alabama to the Florida Panhandle



# Tech Tips

## Gas Gauge Repair

by Tom Endy 2021

There will come a time in the life of a surviving Model A when the gas gauge will need repair. The first order of business is to have the proper tools to get it apart. Model A suppliers carry them. Most repairs consist of replacing the float and the gaskets. The best choice for a float is one made of brass

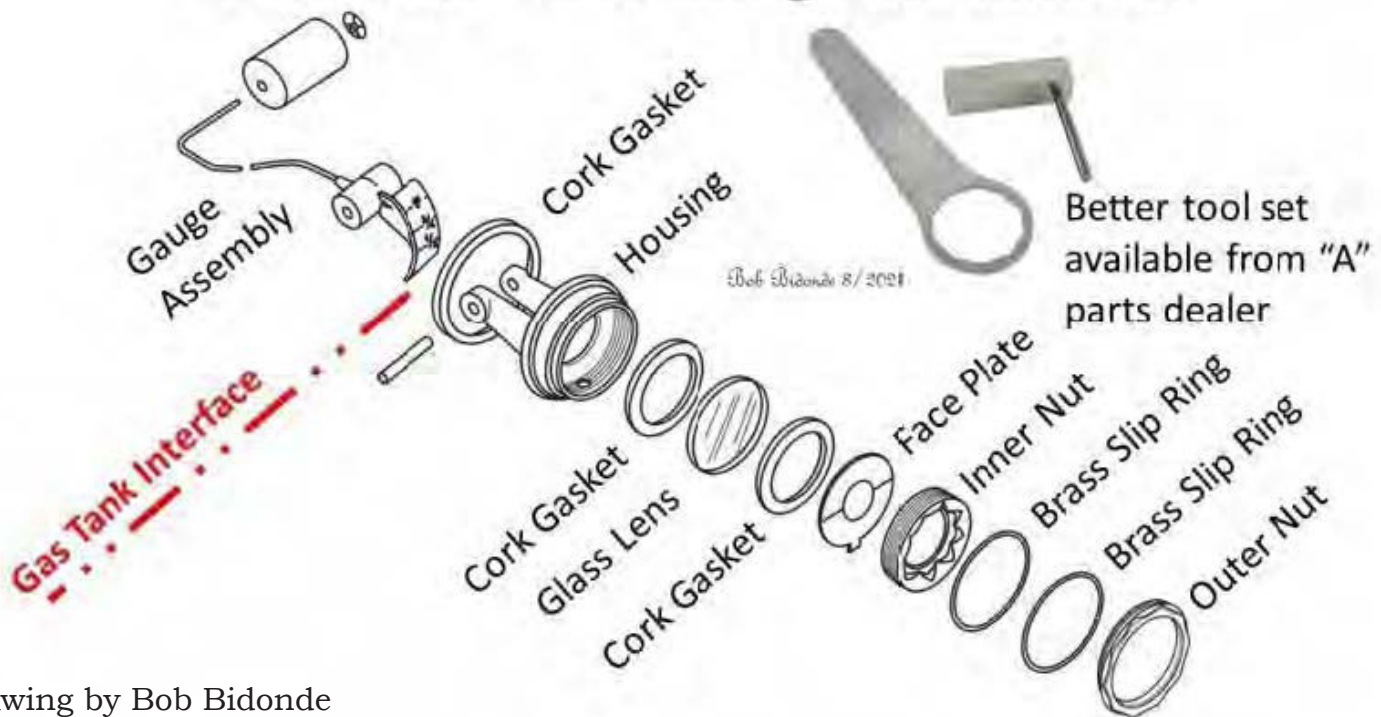
that modern fuels will not destroy. An excellent brass float is available from Reenlee H. Kotas of San Diego, 858-945-2018. Price in 2020 was \$6. Gaskets and brass slip rings can be obtained from Bratton's.

**Gas gauge gaskets 13570 \$2.50 set Brass slip rings 13571 \$1.15 each**

The original Ford installation required only one brass slip ring. However, in the modern Model A kingdom it has been determined that at least two (or more) slip rings are required to prevent a fuel leak. With only one slip ring the outer nut will likely bottom on the threads before there is a crush on the gaskets. The drawing below shows two brass slip rings. It is also suggested that cork gaskets be used. Avoid the neoprene gaskets as modern fuels are likely to destroy them.



### Gas Tank – Gas Gauge Installation



Drawing by Bob Bidonde

# Get Your Club Gear Here



Polo shirt with club logo -  
 S-XL \$23 each  
 2x add \$2  
 3x add \$4  
 T shirts are \$15  
 Minimum order 8 shirts.  
 Caps are \$15 with a minimum purchase of 6.  
 Small Patch 4" \$10  
 Large Patch 8" \$25  
 Car Emblems \$20

Please email or call  
 Allen Braddy  
 alnbraddy@yahoo.com  
 678-499-3370



## The Model A Ford Club of America MAFCA

*Serving Model A Ford owners since 1955*

MAFCA is dedicated to the restoration, preservation and enjoyment of the Ford Model A and AA cars and trucks, as manufactured from 1928 through 1931. We are an active, family-friendly organization whose members share a passion for these historic vehicles, plus other aspects of life in that era, such as fashions.

MAFCA is a not-for-profit corporation with members and local affiliated chapters all over the globe. This makes us the largest car club in the world dedicated to one make of automobile. We hope you enjoy looking through our site, and we invite you to join us! Membership in Model A Ford Club of America is encouraged. MAFCA Dues are \$50.00 and should be mailed to: MAFCA Headquarters, 250 South Cypress, LaHabra, CA 90631-5586 For more info visit: <https://www.mafca.com/>



Our award winning magazine "The Restorer"



### THE TRAVELER

Monthly publication of the Gulf Coast Model 'A' Club - Southern Alabama to the Florida Panhandle



# Era Fashions



## A Little Ribbon Goes a Long Way; Easy Women's Hat Decorations

By Laurie Elliott, Santa Clara Valley Chapter

What's more fun than trundling along in your Model A? Trundling along in your Model A wearing a Model A era looking hat, of course. But, creating those fabric or straw wonders of yesteryear can be a bit daunting. "Where do I start?" you might ask. I have a few tips I'd like to pass along for authentic looking embellishments you can add to a modern hat to give you a vintage look. I've taken three simple hats from the MAFCA Fashion Guidelines and A Book of Fashion Facts, and will give you some pointers to get you started.

Keep in mind that most decorative elements on hats are made separately and then attached to the hat. Even when the hatband and bow look like one continuous piece of ribbon, they're probably separate pieces stitched or pinned onto the hat, which makes decorating a hat much easier. It also makes it easier to change the decorations for different outfits or seasons.

When you glue something onto a hat, even with low-temp glue, you risk ruining the hat for future use. If you can remove the hatband or

Before we proceed,  
please take The Vledge.  
Repeat aloud  
"I (state your name)  
will never, ever, ever glue  
anything onto a hat, so help  
me (state name of deity)."

embellishments, it will probably leave some sort of mark on the hat itself, or hole, which has to be covered up. Can't thread a needle? There are internet videos and reference books galore at your local public library. It's never too late to learn a new skill.

Why settle for a hat that "can pass for" vintage, when you can make your hat yell, "I Look Vintage!" loud and clear? It just takes some ribbon, time, and a bit of experimentation.

### Hat #1 Simple Gathered Rosette Cockade

This 1931 hat is from the MAFCA Fashion Guidelines, page 3B6, and the embellishment is very easy to make. To get a flat, round shape you need to cut enough ribbon. To calculate the amount, take the width of the



ribbon in inches and multiply that number by 7 inches

My ivory demonstration sample was made from 1 ½" wide ribbon cut to 10 ½" long. The running stitches are ½" long, as you can see in green. Longer stitches give a more pleated effect and a smaller center hole.

My maroon finished sample was made from 1 3/8" wide Ombre (variegated color) wired ribbon, also 10 ½" long, with the gathers at the light-colored edge. I pulled the wire out of both edges, as the center hole was larger than I wanted and it looked too stiff. A snippet of the ribbon appears along side so you can see the before and after.

### **Hat #1 Simple Gathered Rosette Cockade How-to:**

1. Measure out a length of ribbon using the formula of width of ribbon x 7" and cut straight across. If in doubt, round up an inch or so. (Example: 1.5" wide ribbon x 7" = 10.5".)

2. With the right sides of the ribbon together stitch your cut edges together using very short stitches and a ¼" - ½" seam allowance. (If you really want to do it right, make a French seam.)

3. Add a couple of drops of Fray Check or Stop Fray if you have it on the cut parts to guard against raveling. (Product available at most fabric and craft stores.) Let product dry completely.

4. Finger-press or iron the seam open.

5. With a new length of thread, stitch long running stitches along the length of one woven edge as close to the

edge as you are able. Note-long stitches ½" or so (over and under) will give your rosette center a more pleated affect and a smaller center hole. Shorter stitches will give your center a more gathered affect and a larger center hole. Whichever stitch length you choose, be even and consistent.

6. Pull the thread tightly to form gathers or pleats and knot.

7. Sew a small button to the center of the right side of your rosette, and a loop of green ribbon for a leaf to the wrong side, if desired.

You'll probably want to make a few rosettes, so keep this in mind when you buy your ribbon. Place your finished rosettes around the crown (domed part) of your hat where the securing stitches won't show. If you stitch them to the brim, the knots and stitches will show. Have fun arranging them over the top, or around the hatband, or both.

To secure your rosettes on your hat, think of each rosette as the face of a clock. Make a tiny stitch at just a few of the numbers around your clock, say at 12, 4 and 8 o'clock positions, making them as unnoticeable as possible. I like to knot each stitch individually, but that's your choice.

### **A Few Words About Ribbon**

During the years 1928-1931, ribbon was sold in satin, velvet, grosgrain (ribbed), moiré (looks water marked) and metallic finishes in a variety of widths (roughly 3/8" up to 5 ¼" wide) and a variety of colors, usually in 100% silk

or silk/rayon blends. The Fall/Winter 1929-30 Montgomery Ward catalog advertised double sided satin ribbon which had a contrasting color on each side: deep pink combined with blue, turquoise and coral, maize and pink, orchid and maize, Nile green and pink, coral and maize. Imagine making embellishments from those!

"Roman striped" ribbon (with stripes running down the full length) was also sold at this time, and could be used with striking effect. Ombre ribbon, where the color is dark at one selvage edge and fades to white at the other was also available, but may have been less common. In short, don't be afraid to use color.

On the other hand, if you find that modern ribbon looks "too bright to appear vintage", try dyeing a small swatch in strong coffee or tea to dullen the color. If you like the duller color, dye the rest of your ribbon, and be sure to rinse it repeatedly until the rinse water is clear.

When choosing ribbon for your embellishment, consider color, width, weight, and stiffness or drape, as well as whether your new ribbon is wired or not. Wired ribbon has a tiny wire running the length embedded in each selvage edge. The wires might or might not help your design. Definitely do NOT cut wired ribbon with your best scissors, as you will damage your scissors; use a wire cutter. Experiment with inexpensive ribbon and see what results you get. Lightweight, flexible ribbon



will give your embellishments a relaxed, fluid look. Stiff or heavy ribbon will give your embellishments a stark or geometric look. It just depends on your taste and the look you're trying to achieve.

## Hat #2 Layered Loops



Layered Loops isn't an authentic name, just something I made up to describe the main ribbon embellishment, and it's surprisingly easy to construct. This hat, dated 1928, is from

MAFCA Fashion Guidelines, page 3B3.

Refer to the pictures, middle column above. The black one is made with the reverse side (dull side) of 3" wide satin cut to 27" long. I gathered it at the pinned places (see How-to,



below) to make it look like it fit into the bar side of a belt buckle and hemmed the back, which you can see in the reverse side photo at right. Only one end of ribbon actually goes through the bar. I made a tail out of a seven inch long piece of the black, making running stitches to gather it to the same width of the loops, hemming the cut ends and stitching the two pieces together.

The green one is made from 1½" wide grosgrain ribbon and the finished length is five inches long. This sample shows the form of the loops in clearer detail. Otherwise, the samples are made the same way.

### Hat #2 Layered Loops How-to:

Cut a length of ribbon 27" long. Your finished embellishment will be roughly 5" long.

1. Measure 1" from the first cut edge and insert a straight pin across your ribbon. This is pin #1".

2. Starting at pin #1, measure

down 10 inches and insert a pin across your ribbon. This is pin#2.

3. Starting at pin #2, measure down 8 inches and insert a pin across your ribbon. This is pin #3.

4. Starting at pin #3, measure down 6 inches and insert a pin across your ribbon. This is pin #4.

5. Hold the first cut end (where you started measuring) in one hand and bring up pin #2 to level of pin #1. (Ignore the 1" long bit for now.)

6. Bring up pin #3 to the same level as pins #1 and 2.

7. Bring up pin #4 to the same level as pins # 1, 2, and 3. All 4 of your pins should be in a clean stack, one on top of the next. Neaten up the loop side edges if necessary.

8. Tuck the second cut end, which is now on top, down between the short top loop and medium loop.

9. The first cut end (the 1" long bit) can be folded downward and hemmed, or trim it slightly shorter than the level of the loop tops and apply a few drops of Stop Fray.

10. Stitch a few stitches near the top, through the whole stack (be sure to secure those cut ends) and knot securely.

11. Pin a decorative pin or sew a large vintage button at the top of the ribbon loops to cover.

To attach your Layered Loops embellishment to your hat, find an orientation you like: loops facing up or down; facing front or towards the back of the hat. Either pin it with a corsage pin or stitch to your hat or hatband with a few small stitches. There's a lot of improvisation involved. Experiment with the length of your loops and type of ribbon.

### Hat #3 Folded or Pleated Ribbon Rosette Cockade



According to Wikipedia, Cockades, or the French Cocardes, have been used for centuries by men to show military rank, nationalist or political affinities. Women started wearing them around the nineteenth century, usually on hats, and were still in use for decorative purposes during the Model A era. Although many cockades are round or rosette in shape, many are also oval, oblong, triangular,

full circle, half or part circle, or arch shapes. They may be made as single rows of ribbon, two or more rows of ribbon, or spirals. They might be made of one or several colors. They can be lush like roses and chrysanthemums or stark and geometric.

The Model A era photo, above, (from A Book of Fashion Facts, page 204, and dated c. 1928-1929) shows a double pleated row, but I made mine as a single row, with a little extra fold at the end for added texture and a 1" covered button to hide the center pivot point. You have to be really precise to have that center point exposed, but it's doable.

My finished sample is made of eleven 3" high loops of 7/8" wide grosgrain ribbon. (3" x 11 x 2 = 66".) Each loop goes up and down so each loop is actually 6" long and folded at the 3" mark.

The loops are stitched to a backing material called buckram, which is fairly stiff. It's available at most fabric stores and is similar to needlepoint canvas. It doesn't ravel and can be painted with fabric paint to match your ribbon to make it inconspicuous. I left the buckram its original color here so you can see it clearly.

If you choose to color yours, I recommend you use flexible brush-on fabric paint (not puff-paint) and allow the buckram to completely dry before you make your cockade.

The loops are more spread apart here than in the finished sample so you can see how it goes together.



### Hat #3 Folded or Pleated Ribbon Rosette Cockade

#### How-to:

If possible, don't measure out and cut how much ribbon you think you'll need. Try to work with it from the spool because little alterations in size can add up to inches of needed ribbon. If you're buying a cut length, purchase extra. If you have to work with pieces of ribbon, start and stop at the center pivot point.

1. Decide how big you want to make your cockade and draw it out on a piece of buckram. I used a kitchen bowl – real scientific. Also draw your horizontal line and center pivot point. The center pivot point is crucial so don't guess. Use a ruler.

2. Start with the cut end of your ribbon at the center pivot point and lay your loop out to the outermost edge and pin. Then fold the ribbon exactly down upon itself again.

3. When your ribbon reaches the center pivot point, angle the next loop so it overlaps the first

loop. Just how much it overlaps is your choice. Try to keep the bottom fold of your ribbon centered over the pivot point, but don't let any of the edges of the angled folds cross the bottom edge line.

4. Continue making loops and pinning until your half circle is complete, rearranging as necessary for symmetry and evenness. Cut your ribbon from the spool when done and end with your cut edge at the center pivot point.

5. Apply a couple drops of Stop Fray to the cut ends.

6. Stitch your loops to the buckram, only stitching where the buckram is completely

covered with ribbon. Stitch all your loops down with tiny, evenly spaced stitches, and sew on your button center if you have one.

7. Cut away all the exposed parts of buckram with no ribbon. In the photo, I marked the outermost stitch point in pins with blue heads so you can see what I mean. When you trim away the buckram including that below the bottom edge line, try not to cut any threads. If you do, just re-stitch.

To attach your cockade to your hat, lay it over the hatband, lining up the bottom edges as shown in the photos above. Not every loop has to be stitched to

the hat, but stitching near the outer edge of the buckram in a few places will usually do the trick.

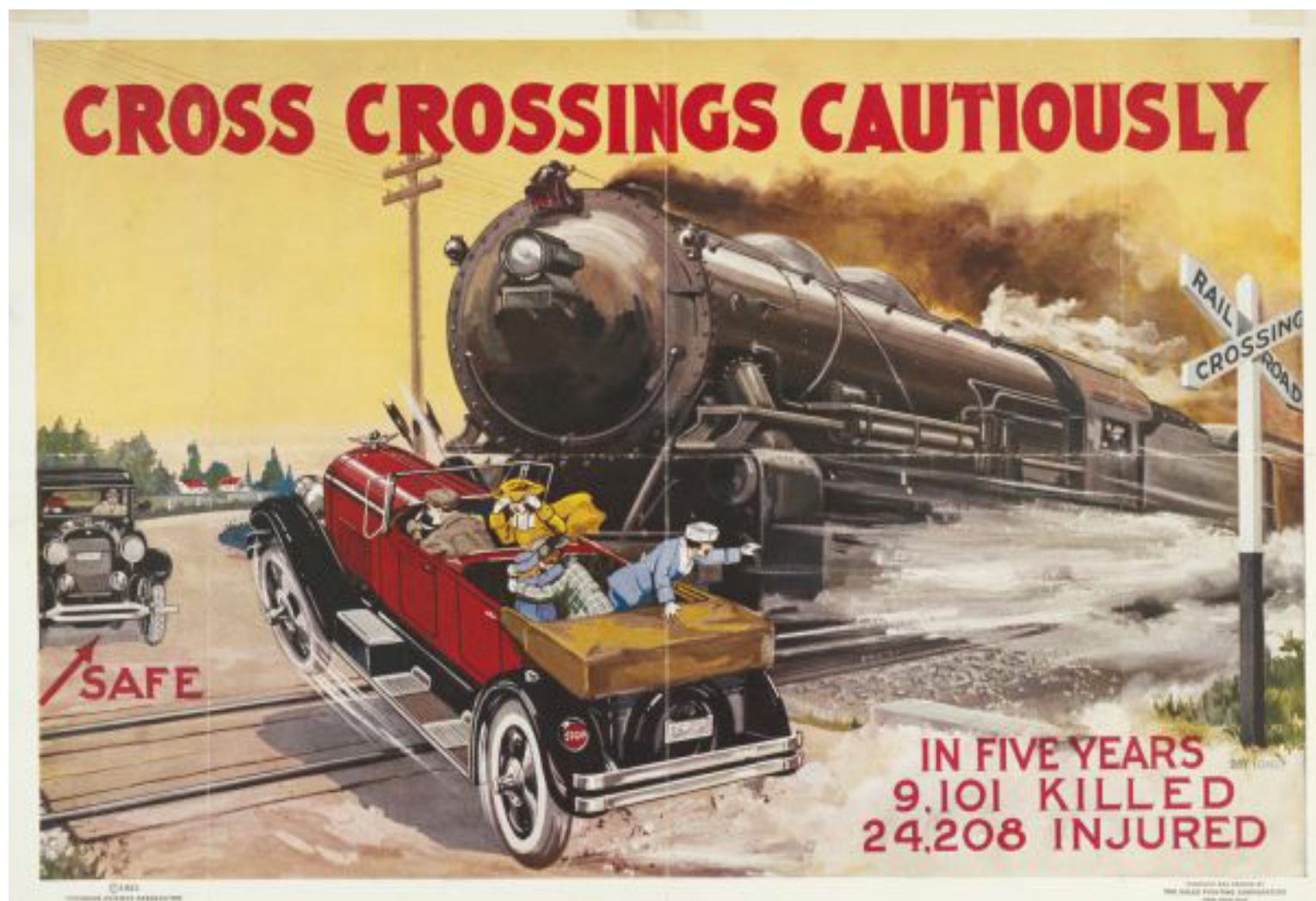
Have fun experimenting with ribbon embellishments. For more helpful information, see the following publications:

Old-Fashioned Ribbon Art, Ideas and Designs for Accessories and Decorations, 1986 by Dover Publications, Inc.

The Artful Ribbon, Beauties in Bloom, by Candace Kling, 1996.

A Book of Fashion Facts, A Resource and Reference Guide of Vintage Fashions 1928-1931, 2006 by MAFCA.

Model A Era Fashion Guidelines, 2015 ed., by MAFCA.



## THE TRAVELER

Monthly publication of the Gulf Coast Model 'A' Club - Southern Alabama to the Florida Panhandle





Email  
Submissions to  
realracegrill  
@gmail.com

# Classifieds

Submission  
date is the  
20th of each  
month

## 1929 Model A Fordor for Sale \$16,500

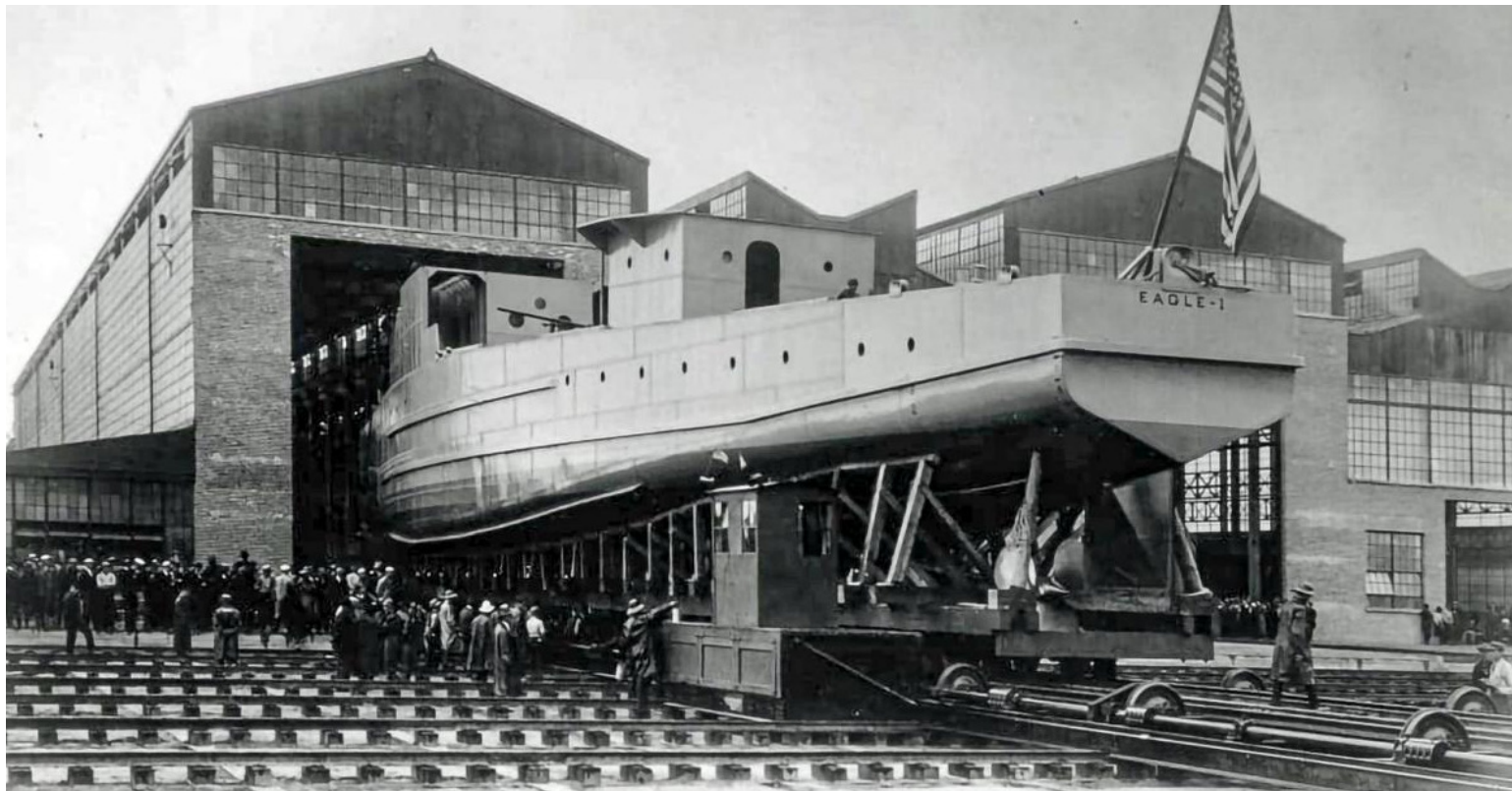


This Riviera Blue 1929 Model A Fordor starts right up and is a good driver. Front end nice and tight, rebuilt steering column with new shocks, brand new Tacoma Cream wheels and a rebuilt Zenith carburetor, Brassworks radiator and cast iron brake drums. Float-a-Motor mounts and the 4-Speed Synchronesh transmission makes touring a pleasure. Interior has new upholstery and headliner with front and rear seat belts. Custom "bootlegger" storage compartments under seats provide a convenient place to store spare tools, parts and personal items.

Halogen headlights and cowl lights with turn signals and LED brake lights are powered by an efficient NuRex 6 volt alternator with emergency battery shutoff switch to ensure power needs are met. There is also a USB power port under the passenger area of the dash and a fire extinguisher mounted in the back seat area.

I own two Model 'A's and we decided to downsize to just one Model 'A' to simplify. There are a few imperfections in the paint but other than that, this is a very nice car. Car is in Foley, Alabama **Jim (727) 265-0381**





# Henry Ford's Eagle Boats

Reprinted from [naval-encyclopedia.com](http://naval-encyclopedia.com)

On January 18, 1918, with German U-Boats taking a terrible toll on American and international shipping during World War I, U.S. Secretary of the Navy Josephus Daniels telegraphed Henry Ford with a government order to build 100 submarine hunters called Eagle Boats.

Ultimately, due to difficulties converting Ford's mass production techniques from Model Ts to boats, only 7 Eagle Boats were completed in 1918. The end of the war prompted the order to be cut to 60, and the balance of the boats were commissioned in 1919.

## Eagle Boats (1918)

Ancestors of WW2 PC Boats: The 'Eagle boat' resulted from a request to Henry Ford by the US government to apply his techniques to deliver in record time a very

large series of steel-hulled medium-range ASW patrol boats before the end of the war. Eagle Boats were also tailored for the USN to fill a gap between destroyers and the common sub-chaser of



Eagle Boat

the time: The mass-produced wooden-built 1917 '110 feet' boats. Steel-built in record time as the production facilities, tools, and methods were set up. 60 were built, though as Germany signed the armistice they never had the time to prove their value, most of them being scrapped before WW2.

### **Development of the Eagle Boats**

The genesis of the Eagle Boats was very much the result of the visible disappointment with the SC 110 foot boat. Although their manageable size and wooden construction allowed them to be cheap and quickly delivered from anywhere, the Admiralty wanted a long-range, sturdier, and seaworthy vessel that could patrol the entire Atlantic, more in line with British ships such as their "Flower" class sloops.

Tailorization as a construction method was already envisioned and there was immediately a name that came to mind from the government: Henry Ford.

### **Ford's methods applied on ships:**

Ford was contacted, given the blueprint from B&C, and put his engineers to work. He came back with a plan which as expected, was revolutionary. He was to create a brand new plant on the River Rouge, on the outskirts of Detroit, not far away from his support base and personal, and with access to the Great Lakes. There, he proposed to create them as products the same way he used for his Ford T, using his mass production techniques but on a much larger level, and employing the same factory workers.

When completed, the ships would be conveyed through the Great Lakes via the St. Lawrence River to the Atlantic coast to reach a port or arsenal, complete fitting out, and be commissioned.

Ford's engineers started with known bases due to their lack of experience with ships: The British P-Boats from 1915 and another alternative study for an over-simplified and shortened

destroyer design, an austere version of the Flush-Deck destroyers proposed in 1917.

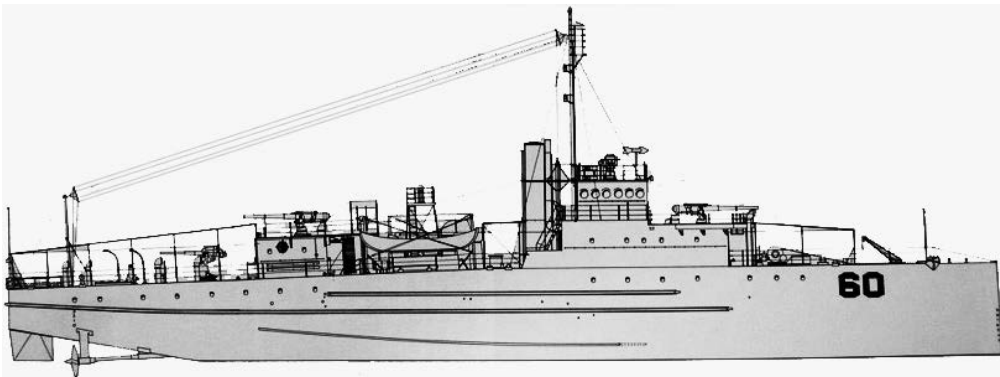
At first, Ford engineers created a full-scale model at the company's Highland Park facility. This mock-up gave the team and Naval officers who came to the location time to refine the design and correct flaws from the initial blueprint.

Eventually the blueprints of what could have been called the "SC 200 ft" were approved and in 1918 and the Bureaux hoped that 100 could be delivered by the end of the year. This proved to be optimistic.

### **Design of Eagle Boats Design development**

As in other such programs, the issue was to what extent the destroyer-substitute should approach destroyer performance. The General Board wanted a sustained sea speed of 19 knots and depth charges. The original bureau proposal of December 1917 envisaged a maximum speed of 18kts, a cruising speed of 10kts, and a battery of 1-3in/50 and 1-3in/50 AA gun. For a time the design also included a twin 21-in TT, as in P-boat practice, but a gun replaced it in the final design.

In January 1918, the Board reluctantly approved this more austere design, recommending the immediate construction of 100 boats. It went on record that "as in the case of the



Eagle Boat Rendering





Eagle boat 35 & 58

110ft chaser it regards the 200ft boat as an emergency design and not one which should be adopted if time and the submarine situation were not of such seriousness.”

In July 1918 the bureaus suggested a 250ft, 650t patrol boat capable of 25kts, and armed with 2-4in, 1-3in AA, a twin 21in, and a Y-gun, The General Board wanted 5-in guns instead to meet the new 5.9 in reported on the latest U-Boats and was willing to sacrifice the TTs as well as a reduction to 22 knots, by pairing two turbines instead of just one. There was a turbine plant also constructed at the same time as the Eagle Boat's main plant. The board wanted also a radius of action of 4000 nm at 10 knots. To meet schedules, the Board even backed away from other programs for fear it was to slow down the Eagle Boat program. The 22 knots prototype ended up

being built as a prototype but state secretary Daniels then squashed the program and nothing came of it.

### **Construction and service Construction process and issues**

The assembly plant of River Rouge was completed in five months. The first keel was laid in May 1918. Machinery and fittings mostly came from the already existing Highland Park plant, while the new River Rouge plant was given the steel sheets and parts fabricated in the A-Building. Ford believed it was initially possible to replicate the process chain used for his automobiles. However, the size of these ships made it impossible. Instead, a “step-by-step” chain was created, supplied on its way by seven separate assembly areas. The line ended in the 200-foot (61 m) extension called B-Building, for pre-assembly.

Shipbuilding was all new for Ford, who was happier

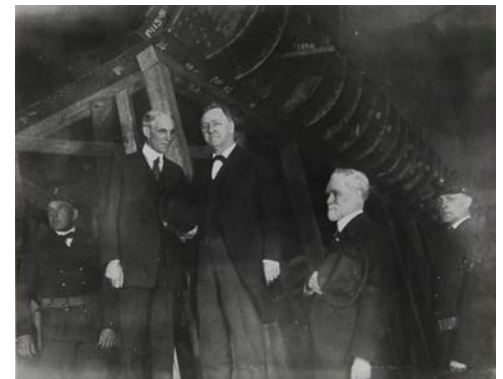
with mass-producing trucks for the Army. The Eagles as the result suffered from teething problems: The electric arc welding previously used on cars did not work as expected and the general workmanship of the boats was poor.

Ladders were used instead of scaffolds during the bolting of plates, along with the issue that the supply of short-handled wrenches prevented workers from using the right amount of force to tightly bond the plates (which caused future leaks). Metal shavings between plates also made this bonding rather difficult and thus sealing the hull proved extremely difficult.

### **Delivery**

USS Eagle Boat No.1 was soon renamed PE-1 in 1920. She was launched on 11 July 1918 but commissioned in October 1918. On month later the war ended.

After the construction



Henry Ford and Secretary of the Navy Josephus Daniels with the Eagle Boat Prototype, Ford Highland Park Plant, April 1918

phase, the launch and fitting-out phase proved difficult.

Warship-grade fitting out included turbines, weaponry, wiring, and equipment to be done after launch, but there was no room available and the ships were to be stockpiled somewhere else.

The contract between Ford and the Navy signed on the 1st of March 1918 stated that one ship was to be ready by mid-July, then ten by mid-August, and twenty by mid-September, before becoming twenty-five each monthly, culminating

in one per day.

These figures were never met: The first seven were still not completed by the end of 1918, with only the lead boat being seaworthy. The Navy refused them, as they discovered crudely made ships plagued by leaky fuel oil compartments and disjointed hull plates.

Ford's initial optimism over using inexperienced labor was driven by his idea of hiring supervision personnel specialized in shipbuilding, but they proved hard to find. Needless to say on November 1918, the contract, which ranged from 100 to 112, was

curtailed to just 60.

This became a postwar "Eagle Boat affair" with Senator Henry Cabot Lodge of Massachusetts in December 1918 ordering Congressional hearings into the failure of the program. The officials argued the boats were a necessary experiment, as the first dedicated long-range ASW vessels in the USN, and also that Ford's profits were modest.

The case was closed as the ships found some utility in the interwar and were cheap enough to have not been a complete waste.



## **ABOUT THE GULF COAST MODEL 'A' CLUB**

The Traveler newsletter is published for the membership and friends of the Gulf Coast Model 'A' Club. Outings are held monthly at various locations and times. Views expressed in the Traveler are not necessarily those of the Club Officers or MAFCA. Club membership is \$25.00 per year and can be mailed to Becky Baisden at: GCMAC, PO Box 812 Cantonment, FL 32533

Club dues are \$25 per year for individuals or families. We currently have a membership of 40+ families. We believe in doing maintenance on the cars, educating ourselves on the Model 'A', fellowship with other members, showing the cars, driving the cars locally and on tours and having a great time seeing and driving Model 'A' Fords. We have fun and would welcome you as a member whether you own a Model A or not. Come join with us in a wonderful hobby that

is historical and worthwhile. You will meet friendly people who are in love with the Model 'A' and love to drive, show and talk about these interesting cars.



## **THE TRAVELER**

Monthly publication of the Gulf Coast Model 'A' Club - Southern Alabama to the Florida Panhandle

