



the TRAVELER



Volume 26-10

October 2023

P.O. Box 812, Cantonment, FL 32533

Rob & Jacqueline Olson



I've always been a lover of antiques - a gift from my mother. I have carried that passion through my life, as evidenced by the special things that I have found over the years which adorn my office today. Whether it's Civil War related, whaling (I was born in New London, CT - The Whaling City), early Naval aviation or

the history of the Titanic, I look for things that have historical significance - a story to tell.

I've had an affinity for antique cars as well. And amongst those cars, the one that stands out the most for me is the Model A. This car was a workhorse as America endured prohibition, along with the great depression simultaneously.

And as Americans saved every penny during those years, they kept their Model A in as good a working order as they could. Infact, when I was a young boy in the early 60's living in Waterford, Connecticut, I remember a junkyard car that was off the old Boston Post Road. There were lots of cars from the 20s and 30s

there – and a fair share of Model A's as well. I am certain that those reading this would've had a field day going through that junkyard! Anyway, I knew that someday I would have one.

I began my search a couple of years ago. I wanted to find a Model A in good working order, and as with all my antiquities, it had 'speak to me'. When I saw Old Henry, a 1930 Fordor Touring Sedan, in an online ad, it was love at first sight! The fellow who owned it at the time, Thomas Lewis, was an excellent flight attendant and kept Henry in good working order. So, after gaining approval from my lovely wife, Jacqueline, I headed to Chester, Virginia to check out the car. Needless to say, a deal was struck and I had Henry transported to

my home in Milton, FL.

In terms of maintenance, I haven't done much, as I am still learning. I purchased Les Andrews books (Mechanical Handbook & Troubleshooting & Diagnostics) and was given Floyd Clymer's Service and Owners Manual with the sale. I replaced the generator with a Nu-Rex 6-volt alternator so I wouldn't have to drip charge the battery. With the help of my good friend, Ken Bull, we reduced the 'slop' in the steering. Other than that, just small stuff like replacing the spring clip assemblies that hold the headlight face and glass assembly headlights to the headlights. Lots to learn, but it has been fun in the process.

Henry is my errand car. Whether I go to the bank, Publix, or Lowes, I take the old man rather than

my regular car. He is a regular topic of conversation, and I often find admirers giving him the once-over as I return to the car. Everyone has family stories to share about the old days and who in their family had an old Ford or Chevrolet or Packard or some other car.

But most of all, I love that Henry makes people happy. When I am driving around, people see him and stop what they are doing, whatever that may be. They watch him approach, then depart, with a wave or a fist pump – The international 'Give Me Some Horn' signal, and Henry never disappoints! I believe Old Henry has found his 'forever' home!

- Rob

The Model A Ford Club of America MAFCA

Serving Model A Ford owners since 1955



Our award winning magazine
"The Restorer"

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 Club



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September

Birthdays

- 4 Shawna Thompson
- 15 John Bright
- 26 Elizabeth Wthierington
- 27 Ash Witherington



Anniversaries

Bill & Jan Collins



Message from ...

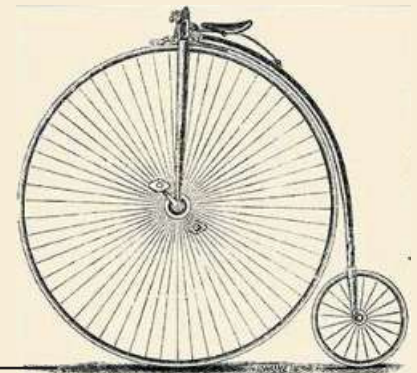
Hi everyone,

With this busy time of year starting to kick in, I hope everyone gets a chance to experience a wonderful outing.

Cruising the Coast is starting soon. We have the Pensacola Fair going to give us an exhibit spot to be highlighted in. A Fall Tour with the North Alabama Club. Plenty of car shows, cruise-ins, and social outings. I hope you all have fun, experience a great time with family and friends and meet new enthusiasts.

We all hope everyone stays safe during whatever events you're going to be attending. Please don't forget we are taking nominations for a few board openings and selecting in December.

Allen Braddy



Club Happenings

Pensacola Breakfast



Several of us made it out for the Pensacola Breakfast on Saturday, September 2. We enjoyed a huge breakfast and lots of good conversation.

We discussed many things that will be brought up at our meeting on September 16.

- Charlotte

Stumped

One afternoon I get a call from Jim Martin that his car (Beauregard) '29 two door car would not start and could I meet him and help him out.

I got to his location he had his son-n-law and two of his young men friends there. Jim said he had the guys pushing his car all around this large parking lot to try and start the car, the battery was dead. They had been there awhile and were tired. So, I looked the car (Beauregard) over it had gas and things looked in order.

So I asked Jim "Did you turn on the gas cut off value?"

There was a long pause and Jim said "NO!"

You should have seen the look on the guys faces as Jim started the car.

Larry Nelson

Mobile Breakfast

The first Mobile Breakfast since the Pandemic happened on Saturday, August 26 at the

Golden Coral on Schillinger Road. Ten of us enjoyed the food and the company. Allen

Braddy presented new ideas and there was lots of talk about the upcoming Mini Tour.

- Charlotte



Barber Marina Mini Tour

On September 16, thirty-one of us attended the Gulf Coast Model A Club and Back Roads Touring Region's Mini Tour to Barber Marina. We all meet at the Baldwin County Heritage Museum in Elberta, AL.

The Back Roads Touring Region spent about an hour touring the museum. Barrett and Darrin help the blacksmith make a hook and knife, while the Modle A Club had a meeting.

Our next stop was at El Burrito Restaurant for lunch. There is nothing like 31 people sitting at the same table. The food and the service were excellent.

As a group, we traveled down some beautiful back roads to the marina. Along the way, we stopped to see Bama Hinge, a miniature replica of a stone hinge. The storm that hit the area during lunch left the area wet! We also saw the dinosaurs along the road. The Model A's took the dirt road from Bama Hinge to the dinosaurs just because they could. They got the opportunity to take up close photos with their cars with the dinosaurs.

17-year-old Nicholas drove his 1928 Model A. He sure had fun driving that car on the tour.

When we arrived at the marina, Terry and Nancy Pampel met us with ice cream sundaes. The spread was wonderful, and we all sat in the shade among the still-dripping trees.

Most of us walked out to the dock to see the Lady in the Lake. It was a good little hike after a big lunch and ice cream sundaes. - Charlotte



31 people at one dinner table!



Bama Hinge at Barber Marina



Always having fun on a tour!



Terry and Nancy serving ice cream sundaes



Ash and Elizabeth Witherington meet a dinosaur



Barrett and Darrin with the Lady in the Lake





Repair Work

After the Mobile breakfast, Allen Braddy took us over to Bills to discuss headlight wiring for a

member who was repairing his lamp sockets. We learned he was missing a few parts, and Bill was able to locate the parts in his parts

bin. The second photo shows wiring that has been "repaired" with non-stock parts. Terry Pompel

Minutes from the September 16 meeting

Allen Braddy filled in for Mike Fowler who was attending to medical issues. Vice President Martha Fuller was at home in mourning the loss of her husband Walt.

Office Nominations: Allen asked Becky if we can send out requests for nominations. Becky said that would be fine. Charlotte asked Becky to send out an email. Allen suggested we offer Martha the position of Lifetime Vice President until she chooses to step down from the position. Charlotte will check with Martha if it is ok with her. Positions needed to be filled: Secretary and President.

Treasure Report: Becky read the status of our account.

Newsletter Report: Charlotte thanked everyone for the stories. Allen requested a front page car photo and story from everyone.

Remembering Walt: Funeral will be held at Trinity Episcopal Church, 1900 Dauphin St. Mobile, AL on Saturday, September 23 at 10 am. It is requested that members bring their Model A or Old car and park alongside the

church on the grassy area. It was also recommended that as many people that could attend please attend.

Events Coordinator: Major events coming up:

Cruisin' the Coast October 2-9 Charlotte invited anybody to help at the Edgewater Site on Thursday, Friday and/or Saturday. You will get a free shirt and free lunch and see the cars drive right by you.

October 7 8:30 am Pensacola Breakfast

October 18-29 Pensacola Fair Exhibit currently 5 entries can have 6

November 4 Rotary Club Show Allen to get more info and replace the Pensacola Breakfast with this show.

November 11 Pensacola Veterans Parade and Car Show

Terry P will be traveling to Texas to participate in a fundraiser for Childhood Cancer.

Tech Talk: Allen will be hosting on the Pensacola side. Jim Q is busy with multiple project and will not be doing much for a while.

Car Magnets: Allen presented a nice car magnet his wife designed and had made. For \$20 you get two large magnets from "Magnets on the Cheap". You can find clip art on the internet or coloring book pages from the MAFCA website and you can create your own with your vehicle type.

Fall Tour: Jim will be trailering his Model A to North Alabama for the Fall Tour. Contact him if you would like to go.

Club Shirts: It was brought up that we need club shirts with collars. More info to come.

It was discussed that the Newsletter be about what we are, will and have been up to and the events email would be only events. Generally everyone likes to have both.

(Ash Wife) brought up having a facebook group as a private group so we can communicate better to members only. Allen will set up this page along with an Instagram page.

Becky and (Husband) have a rear end for sale.



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MAFCA ANNOUNCES 50 YEAR AWARD PROGRAM

Each year one of the privileges for the Chapter Coordinator for MAFCA is to recognize those chapters who have achieved certain milestones in their history for their years of continuous operation. This is done by awarding a certificate of achievement designating that milestone. These are then delivered to each chapter to display. We are proud to announce a new program to enhance this.

This year by unanimous vote the MAFCA Board of Directors and in an agreement with MAFFI and the Model "A" Ford Museum we approved to begin recognizing those chapters who have achieved the high honor of 50 years of continuous membership in the Model "A" Ford Club of America in a special way. For those chapters an inscribed brick will be placed on behalf of MAFCA at the Model "A" Museum by the Model "A" Ford Foundation or MAFFI. This permanent enshrinement of this accomplishment will be on display 365 days a year to celebrate this high honor.

We cannot however just begin this recognition in 2023. We must also look back to past award recipients as well as look at our current winners. To do so 94 bricks will be ordered this year that will include all prior 50 year Chapter Longevity Award winners. This begins with our first chapter, the Bakersfield, California Club, as well as including the 2023 and 2024 winners which will be placed in time for the 2024 Model "A" Days celebration. Each year after a brick will be placed in honor of those 50 year chapters reaching this milestone. Those recognized in this sidewalk of 50 year Chapter Longevity Winners is meant to demonstrate their special place in MAFCA's history and their significance in the success of MAFCA.



It is our hope that with this permanent recognition and placement of these bricks, those MAFCA members and others who visit the museum, will feel the same sense of pride and accomplishment in these recipient's as the Model A Ford Club of America does.

Will Langford
2023 Chapter Coordinator



Entertainment

Email to
Joe Allen Braddy
alnbraddy
@yahoo.com

Submission
date is the
20th of each
month

Car Shows, Events, Cruise Ins & More

For a comprehensive list of car shows in our area, here's a link to the Gearjammers website with them listed: <https://bamagearjammers.com/events.html>

Club Activities:

October

Oct 7 - 8:30 am Pensacola Breakfast Golden Corral, 2260 Langley Avenue, Pensacola, FL
Oct 18 - 29, Model A Exhibit @ the Pensacola Fair Grounds.

Oct 28 8 am Mobile Breakfast Golden Corral, 675 Schillinger Rd.

November

Nov 4 - 8 - 2pm Pensacola North Rotary 7th Annual Charity Show East Gate Plaza, 7135 N 9th Ave, Pensacola, FL
Nov 11 - Veterans Day Parade

Model A Activities:

October

27 & 28 - Model A Touring Club of North Alabama's Proud to be an American Annual Fall Tour - Ft. Payne, AL

November

Nov 5 - Dayton Buckeye Model A Club Swap Meet
Nov 30-Dec 2 - National Awards Banquet Santa Maria, CA

January

January 13 Shepherdsville, Kentucky - Model A Ford Winter Swap Meet

June 2024

June 13-16 - Texas Tour Nacogdoches, Texas
June 23-29 - MAFCA 2024 National Model A Convention Ruidoso, New Mexico

Local and Regional, Activities:

October

Oct 1-8 - 27th Annual Cruisin' the Coast
Oct 7 - Olde Time Days - Tractor, Car & Truck Show Stockton, AL
Oct 14 - Navarre Beach Autorama, Navarre High School, 8600 High School Blvd, Navarre, FL., 8-3:30 pm.
Oct 18-29 - Pensacola Fair Car Exhibit.
Oct 21 - 32nd Annual British Car Festival, Fairhope, AL
Oct 27 - 28 Model A Touring Club of North Alabama

November

Nov 4 - 8th Pensacola North Rotary Charity Car Show, 8am-2pm East Gate Plaza, 7135 N 9th Ave., Pensacola, FL
Nov 11 - 3rd Mission 22 Show & Shine, Five Flags Speedway, 7451 Pine Forest Rd., Pensacola, FL., am- 4:30pm.

December

Dec 2 - 3rd Annual Revitalize DIP Festival & Car Show 9am-1pm Gulfdale Promenade Gulfdale Dr. Mobile, AL



Help Wanted

Car Shows? Car Events?
Email to Allen Braddy
alnbraddy@yahoo.com



www.gulfcoastmodelaclub.net

Join Us In the 21st Century

Gulf Coast Model A Club



Tech Tips

Keeping your Car Cool

By Chuck Elderton of the Santa Clara Valley Chapter of MAFCA

Adding Marvel Oil or other products to the fuel will not make a car run cooler, it may allow it to operate where it otherwise may not under extreme conditions. To fight vapor lock, adding a small amount of combustible oil to the fuel (¼ cup to 10 gallons) will reduce the volatility of the fuel; common additives are Marvel Mystery Oil or Diesel Fuel.



Adding too much will cause the oil to carbonize during combustion and increase the chance of pre-ignition (knock/ping). Likewise richening the fuel mixture to a certain point will cause a less efficient; therefore, cooler burn.

Retarding the spark will help fight pre-ignition, but will cause the burn to take place later than the optimum time. A melted exhaust manifold and burned exhaust valves are sometimes the result of over-employing this tactic, but it is better than a hole in a piston from pre-ignition.

Vapor lock are two different



phenomena, but are both induced by similar operating conditions – heat and altitude/load. The following is an excerpt from the attached comprehensive Chevron document

The key gasoline characteristic for good driveability is volatility – a gasoline's tendency to vaporize. Volatility is important because liquids and solids don't burn; only vapors burn. When a liquid appears to be burning, actually it is the invisible vapor above its surface that is burning. This rule holds true in the combustion chamber of an engine; gasoline must be vaporized before it can burn.

For winter weather, gasoline blenders formulate gasoline to vaporize easily. Gasoline that vaporizes easily allows a cold engine to start quickly and warm up smoothly. Warm-weather gasoline is blended to vaporize less easily to prevent engine vapor lock and other hot fuel handling problems and to control evaporative emissions that contribute to air pollution.

It is important to note that there is no single best volatility for gasoline. Volatility must be justed for the altitude and seasonal temperature of the location where the gasoline will be used.

Today almost all cars have the fuel pump submerged in the fuel tank at a location a good distance from the heat producing engine. Fuel is provided to the engine (fuel injector nozzles) via a high-pressure circulating system. The fuel is vaporized in the intake port by spraying the fuel under pressure into the moving stream of air. The needed fuel is siphoned off by each injector nozzle, the remainder is returned to the relatively cool fuel tank – this is a continuous process.

Our Model A Fords are a completely different animal. A stock Model A relies strictly on gravity to feed the engine (carburetor) its supply of fuel from the slightly elevated fuel tank. The carburetor vaporizes the fuel into the manifold by siphoning the fuel through a jet via engine vacuum. The fuel sits near static in the fuel line,



moving only at the speed that it is consumed by the engine.

Similarly, a Model A equipped with an electric fuel pump, places the fuel under pressure between the pump and carburetor, but the fuel still moves through the line at the same pace as the gravity system. Vapor lock occurs when the fuel prematurely vaporizes in the line, and/or carburetor, or in extreme cases in the super-heated fuel tank. Any obstruction in the system that reduces the flow rate, including an add-on filter, will increase the chance of vapor lock occurring. Vapor pressure, a key measure of gasoline volatility is decreased as both temperature and altitude increase; therefore, climbing a mountain pass, on a hot day, in a Model A Ford is a perfect formula for vapor lock to occur.

If the car is temporarily shut off or let to idle under these conditions, it is almost certain to vapor lock as the under-hood temperature will

rise dramatically when the fan stops moving air past all the components. Allowing the fuel system components to cool below the vapor pressure point of the fuel will restore operation.

I also run premium fuel when I anticipate climbing long grades, especially in hot weather. The nature of the flathead design is that the combustion flame has a long way to travel across the combustion chamber; therefore, even with a low compression ratio, pre-ignition can be an issue under severe conditions. Premium fuel contains additives that help fight pre-ignition. It is a far better solution than retarding the spark under load. Pre-ignition is more heat and load related, compared to vapor lock which is heat and altitude related.

Charlotte has a fuel pump and all fuel system components under the hood are insulated. The coolant temperature typically runs 185-205 degrees under the described conditions. On the recent trip, I

remember the car stumbling from vapor lock one time after being turned off for a short time and then quickly getting back on the road. It was an issue that probably lasted 5 seconds at most, but made me think about it. We had no problems with pre-ignition or carbon build-up from the Marvel Oil. I just took the engine apart and I can read the numbers stamped in the crown of the pistons. If the valve seats would have stayed in place all would have been great.

Motor fuel is a highly sophisticated family of products that balance the needs of modern cars and strict air pollution control regulations. Today, no oil company blends their fuel with the Model A Ford in mind. So when the conditions conspire to create a shortfall between the available fuel and the needs of the Model A, it falls to the operator of the old car to implement their own volatility adjustment.

EDITOR SAYS

73,000 Miles is only a Start

SOME weeks ago we published an account of a Ford that had been driven 73,000 miles in less than a year by three mail carriers in Iowa.

The article created much comment and brought many letters telling of the unusual reliability, economy and long life of the Ford. Here is an interesting letter from the editor of a newspaper in Kansas:

"In one of your recent advertisements in weekly newspapers you tell of a Ford that has been driven 73,000 miles in less than a year.

"That's no mileage at all for a Ford. There is a Ford in this community that was driven 120,000 miles before it was traded in.

"The car was bought in August, 1928, and driven until November, 1930, by its owner. He is a carrier of the *Wichita Daily Eagle*,

making a route of 150 miles daily with a morning and evening paper. On Sunday, only one trip of 75 miles is made. About 50 miles of the route is over paved streets — the rest is on rough dirt and gravel streets through three small towns.

"Operating and up-keep costs were exceptionally low. After the car was traded in for a new Ford I am informed that it was overhauled and is now giving good service to its new owner."

Letters like this are indicative of the substantial worth of the Ford and the high quality built into every part. In every detail of construction it is made to endure — to serve you faithfully and well for many thousands of miles. The price is low because of large production and unusual Ford manufacturing facilities.



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Era Fashions



Is it Celluloid or is it Bakelite?

By Diann Eason, Model A Ford Club of Colorado

As you wander around those antique shops have you seen the beaded necklaces that look like plastic or may be ivory? So what is the material used during the Model A era to make jewelry? Not everyone could afford to wear gemstones or even rhinestone necklaces and bracelets. See Lynette Marcione's article, "Wrist Bling" in the May/June 2017 Restorer magazine. Curiosity



1930

turned into an interesting review of the plastic materials used to make jewelry and other items in the Model A era.

The first man-made plastic material, Parkesine, was formulated in 1865 by an Englishman, Alexander Parkes. Parkesine was a combination of collodion, camphor, and vegetable oil which could be rolled into sheets and adhered to cloth, making the resulting material waterproof. However, Parkesine proved to be brittle, and its key ingredient, collodion, was highly flammable. By 1868, Parkesine was no longer used due to safety concerns.

About the same time, an American inventor John Hyatt was trying to create a plastic. Hyatt's motivation came in response to a contest sponsored by Phelan & Collander, a billiard ball manufacturer. A \$10,000 prize had been promised to anyone who could come up with a substitute for ivory, which even in the 19th century was a dwindling resource. Hyatt did not win the prize, but in the course of trying to produce the ball, he noticed the combination of camphor and nitrocellulose became plasticized.

Celluloid never caught on in billiard parlors as the balls would explode in combustion upon striking each other. Celluloid film strips also caused many fires in the early hot projection rooms of the movie theaters.

During the Art Deco era it became a popular material for craftsmen and artists. Celluloid was widely used for a variety of items including jewelry, due to its versatility. It was shaped, etched, and molded.



brooches took on 3 dimensional artistic designs



Necklaces resembled ivory



Buttons could be made into interesting shapes



Vanity sets became accessible



Combs were made to resemble tortoise shell

Celluloid was often called the “French Ivory” as it had the look and feel of ivory, but was readily available and cheaper.

Everyone had access to items that looked expensive.

Pigments were added to produce interesting colors; and it could be molded or shaped to increase its versatility.

Although Celluloid is brittle, it weighs less and can be formed into thinner pieces than other plastics such as Bakelite.

Celluloid proves to be unstable in confined spaces such as plastic bags or tightly closed storage boxes; it can be damaged by temperature extremes, chemicals, and is flammable. Cracking, flacking, and decomposing occurs giving rise to a condition called “Celluloid rot”. Storing several Celluloid pieces together could result in the “rot” creeping from one piece to the other. One never imagines that a beautiful Model A era Celluloid brooch would have a “contagious



disease” and could ignite if too close to a candle flame!

To identify an item as Celluloid, run hot water over it for several seconds. Most Celluloid pieces will have a vinegar or old camphor odor.

Caution is suggested when a piece has rhinestones, as water may damage the silver film on the underside of the stone further degrading the item.



In 1907 Leo Baekeland created the first fully synthetic plastic, Bakelite. This new product was a flexible material which could be decorated through molds, carvings, inlays, lamination, etc., and it could be made in most any color. Over time white Bakelite can change color, turning more to a cream color. An exposed area can darken and acquire scratches, and a type of patina forms on the surface. It can be opaque, translucent, or transparent which expanded its use in costume jewelry. A big selling point for Bakelite was that it was less flammable than Celluloid.

Bakelite will leave a yellow color on a soft clean cloth when rubbed on the underside of the item. Bakelite will emit a smell like formaldehyde when placed under hot water. Bakelite is a sturdy material and is heavier than Celluloid.

Five Methods to Identify Jewelry from the Model A era As Celluloid or Bakelite

1 Sound

Gently tap two bracelets that you believe are Bakelite together; they will have a “clinking” sound.

Celluloid will have a softer sound; it is not recommended that you tap Celluloid items together because it is more fragile and may crack



#2 Weight

Bakelite is denser and heavier than Celluloid. Hold two pieces of jewelry in your hands and compare the weight.



Bakelite Bracelet



Celluloid Bracelet

3# Smell

Celluloid will have a vinegar or old camphor odor when under warm water.

Bakelite will have the smell of formaldehyde when under hot water

#4 Simichrome polish

Simichrome Polish is a non-abrasive cream that can be purchased in hardware stores. You can also use it to test Bakelite for authenticity, and this is the preferred method for many plastic lovers (although others prefer the hot water test mentioned above).

To test with Simichrome, sparingly apply to a soft cloth and gently rub a small spot on the inside or back of the item being tested. If it's Bakelite, the cloth should turn yellow with ease (although the color may vary from light to dark). If a piece is lacquered, it may test negative. Black Bakelite pieces often fail this test as well. Use the other tests above, especially the hot water test, to confirm authenticity if a piece you suspect to be Bakelite fails with Simichrome.

#5 Sight- Formula 409 test

Dampen a tip of a cotton swab with Formula 409, a

household cleaner. Rub the inside of the item being tested, if the swab turns yellow, the item is Bakelite. If the item is black Bakelite or lacquered, this test will be negative. Use one or several of the other tests to confirm your item as Bakelite.



References

Collector's Weekly, Vintage Bakelite Costume Jewelry

Schaffer Books, Bakelite Lucite, Celluloid, and Catalan Information and Identification

Wiggins, Pamela, 6 Ways to Identify Bakelite: Using Your Senses to Discern Phenolic Plastic, 03/30/17

Wiggins, Pamela, What You Need to Know About Celluloid; Is It Really Flammable and What Is Celluloid Disease, 04/27/17



Email
Submissions to
realracegrill
@gmail.com

Classifieds

Submission
date is the
20th of each
month

For Sale: 1931 180A DeLux \$29,500



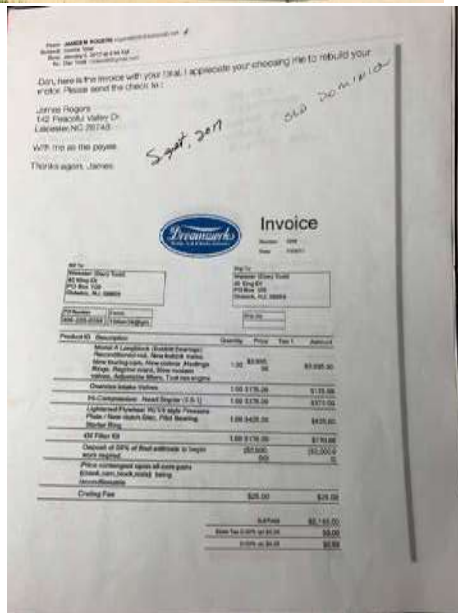
1931 180A DeLux; 1 of 200 known to exist. It is a great 20 foot car. This is not a show car but a daily driver.

The present mileage is 4000. I may have put 200 on it. I purchased in 2017 the previous owner rebuilt the engine in January of the same year.

Please see the invoice as to the work that was preformed. Mileage showing is 4000 I have put less than 500 in 5 years.

Comes with Florida title.

Wesley 850-232-8855
chalkwesley@yahoo.com



Model A Parts

Message: I Have Lots of model a parts if someone wants them gens. starters fans etera they can have them just pick them up keeping a few for my A
Joseph Nix

Email: sultan43@yahoo.com
Call 1-810-712-2241



For Sale: 1930 Tudor \$19,000



**Model B Engine with Counterweighted Crank
Built by Bob Bouldin of Bouldin & Bouldin Inc.
41 Main St Box 496, Belfast, NY 14711**

Inserted engine (B. Model) 8-26-2000.....	\$3,500.00
4 Speed D Trans (Ford) Ft. Worth, Texas.....	\$3,685.00
Oil Filter Oil and Temp Gauges.....	\$319.75
Turn Signals.....	\$187.80
Hood Prop Kit.....	\$41.94
Car cover.....	\$159.00
Seat belts.....	\$53.50
Radiator Stone Guard.....	\$178.00
Spep Plates.....	\$44.95
Floor Mats and Rugs.....	\$1,200.00
16" Wheels.....	\$90.00
Wheels Painted.....	\$800.00
16" Hub Caps.....	\$50.55
High Comp Head (Snyder 6-1).....	\$379.95
Head Bolts.....	\$24.00
New Interstate Battery.....	\$139.50
Electric Distributor.....	\$375.00
12 Volt Starter (Synder).....	\$225.00
	\$10,453.95

This is an excellent driver. Motor rebuilt with insert bearings in 2000. Four speed synchromesh transmission. This is a tour car. David A. Black: Cell 256-339-3234, david_black@model-a-man.com David Black was president of a Model 'A' Club north of us in Alabama for years and the club was known for all the tours they did with their Model 'A's. Located in Cullman, Alabama

- Block Cleaned Bored & Honed
- New Piston And Rings
- Insert Bearings - Mains - Rods
- Drilled Crank
- Pressurized Oil
- Cut Down Flywheel
- Computer Balanced
- Brick Valves & Stellite Seats on Exhaust
- Adjustable Lifters
- Windfield Grind Cam
- New Cam Gear
- New Crank Gear
- New Pulley
- Block & Head Decked
- Assembled & Test Run

Used Engine Block Included at \$800.00
Total \$3500.00



FOR SALE: 1930/1931 Ford Model 'A' Sun Visors \$100.00 One set of new and one set of old sun visors for 1930-31 Model A Ford Murray body car. Brackets are included. \$100 for all. Call Eric Gould 251-765-2677

**"Yes, you can now get
Telephones & Extensions!"**

To-day we are saying "yes" to enquiries like these

Ready to serve you!

"I am opening a new office and need a telephone
Can I get it?"

"Our salesmen are handicapped, they need extension telephones
Can we have them?"

"Customers complain that our lines are often busy
Can we have another line?"

"I want my wife to have a telephone in our home
Can you install one?"

"Can I have an extension telephone in my bedroom?"

"Can I have my wall telephone changed to a desk set?"

Mail us this special "Quick Service" coupon or telephone Main 6000 and ask for "Sales Supervisor"

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SPECIAL "QUICK SERVICE" COUPON
THE BELL TELEPHONE CO. OF CANADA
Please see me about telephone equipment

Name: _____

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Have parts or a car you want to sell? Need a certain part for your restoration? Submit your ad and we'll run it in the newsletter for approximately 3 months. Email your ad with photos to Charlotte at realracegril1@gmail.com



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Thinning out Model 'A' parts.

May add more as I go through the parts shed.

1930/31 Front Bumper complete in good condition \$75 (also have some rear bumpers and extra bumper clamps somewhere in my shed)

Model 'A' Front End needs total restoration or for parts FREE (I can load on your truck or trailer)

Front Fender (Model 'A' but not sure what type) FREE

Model 'A' Transmission with shift tower and shift rod \$75

Model 'A' Carburetor Air intake filters (metal filter) \$25

Model 'A' radiators \$40 or \$60 The 40 dollar one has a leak and needs to go to a radiator shop. Not sure about the \$60 one but I think that one is ok.

Torque Tube \$50

Water Pump bodies \$20

KR Wilson Model 'A' Rear Axle Race puller \$75

Contact:

Jim Quinlan (727) 265-0381 Foley, Al



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MODEL A TOURING CLUB OF NORTH ALABAMA

PROUD TO BE AND AMERICAN

Annual Fall Tour

Check In October 26th

Tour October 27th & 28th

Lets See Those Stars & Strips

Check in will be in the Lobby of the Econo Lodge Thursday Afternoon the 26th. Thursday Evening we will have an area set aside at the Cattle Stampede for those who want to join us. Friday Evening you will be on your own to choose from one of the many eating places in the area. Saturday Evening we will once again have our Farewell Banquet at the historic Coal & Iron Building in downtown Ft. Payne.

On Friday we will be touring the back roads up Lookout Mt. And back down into Chattanooga Tn. To the Coker Antique Vehicle Museum, after the Museum Tour we will have Lunch, we have a choice of 2 very good places within 2 blocks of Coker, The Star Southern Cooking & The Urban Stack, after Lunch we will make our way back to Ft. Payne, there are a couple Antique Shops along the way for those who might be interested.

Total Mileage for the day will be about 115 Miles.

On Saturday we will once again be Touring the back roads back up Lookout to Little River Canyon, we then wander down the Mt. Into Leesburg for Lunch at the scenic Decks & Docks, hopefully, weather permitting we can eat on the large outdoor patio overlooking Weiss Lake.

Total Mileage for the day will be just approx. 100 Miles, this will get us back to the Hotel between 3 or 4, this will give us time to freshen up for the Farewell Dinner at the Historic Coal & Iron building.

Complete Information will be in each Touring Packet.

PLEASE look over the route sheets, as with any Touring Event much time goes into insuring you will get to your destination and back safely.

Feel Free To Call Anytime For More Info

Dan Nelson 256-490-4360



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How the Invention of Scotch Tape Led to a Revolution in How Companies Managed Employees

College dropout Richard Drew became an icon of 20th century innovation, inventing cellophane tape, masking tape and more!

Reprinted from smithsonianmag.com

By Emily Matchar, Innovation Correspondent

Every year its manufacturer, 3M, sells enough of it to circle Earth 165 times. 3M

Richard Drew never wanted an office job. Yet the banjo-playing college dropout, born 120 years ago this Saturday, would go on to spend some four decades working at one of America's largest multinationals, and would invent one of the best-selling and most iconic household products in history.

That product is Scotch transparent tape, the tape that looks matte on the roll but turns invisible when you smooth it with your finger. Every year its manufacturer, 3M, sells enough of it to circle Earth 165 times.

Born in Saint Paul, Minnesota on June 22, 1899, Drew spent his youth playing banjo in dance halls, eventually earning enough money to attend the University of Minnesota. But he only lasted 18 months in

the engineering program. He took a correspondence course in machine design, and was soon hired as a lab tech by the Minnesota Mining and Manufacturing Company, which was then in the business of manufacturing sandpaper.



Masking tape simplified the process of painting two-toned cars. 3M

Transparent tape was not Drew's first ingenious invention. That was another household must-have: masking tape.

In Drew's early days at the company he would deliver

sandpaper samples to auto manufacturers, who used it for the painting process. In the 1920s, two-tone cars were trendy. Workers needed to mask off part of the car while they painted the other, and often used glued-on newspaper or butcher paper for the job. But that was difficult to get off, and often resulted in a sticky mess. Drew walked into an auto body shop one day and heard the "choicest profanity I'd ever known" coming from frustrated workers. So he promised a better solution.

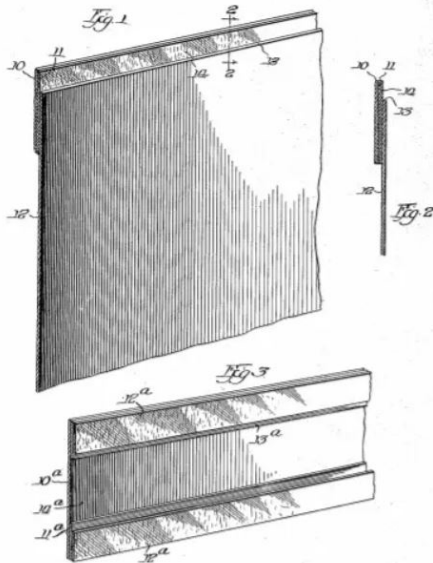
He spent the next two years developing a tape that was sticky yet easy to remove. He experimented with everything from vegetable oil to natural tree gums. A company executive, William McKnight, told Drew to stop messing around and get back to his regular job, which he did, but Drew kept doing tape experiments on his own time.



May 27, 1930.

R. G. DREW
ADHESIVE TAPE
Filed May 28, 1928

1,760,820



Witness:
E. S. Quinn

Inventor
Richard Gurley Drew
By
Paul Carpenter

Richard Drew's "Adhesive Tape," patented May 27, 1930. U.S. Patent 1,760,820

Eventually, in 1925, he found a winning formula: crepe paper backed with cabinetmaker's glue mixed with glycerin. But his first version of masking tape only had adhesive on the edges. When the painters used it, it fell off. They allegedly told Drew to take his "Scotch" tape back to the drawing board, using the term to mean "cheap," a derogatory dig at stereotypical Scottish thriftiness. The name, so to speak, stuck. It would be used for the larger range of tapes from 3M (as the company would later be known). Drew received a patent for his masking tape in 1930.

That same year, Drew came out with his waterproof transparent tape after months of work. The tape took

advantage of newly invented cellophane, but the material wasn't easy to work with, often splitting or tearing in the machine. The adhesive was amber-colored, which ruined the cellophane's transparency. Drew and his team went on to invent adhesive-coating machines and a new, colorless adhesive.

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Oct. 31, 1939.

R. G. DREW
ADHESIVE SHEETING
Original Filed June 10, 1933

2,177,627

Fig. 1.

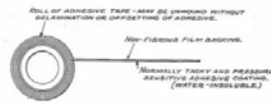


Fig. 2.

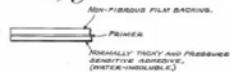


Fig. 3.



Inventor
Richard Gurley Drew,
By Paul Carpenter

Richard Drew's "Adhesive Sheeting," patented October 31, 1939. U.S. Patent 2,177,627

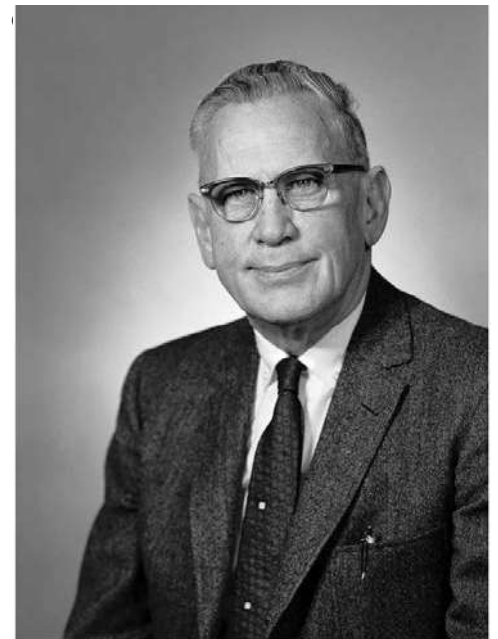
The tape was released just as America plunged into the Great Depression, a time when "mend and make do" became a motto for many. People used Scotch tape for everything from mending ripped clothing to capping milk bottles to fixing the shells of broken chicken eggs. At a time when many companies were going under, tape sales helped 3M grow into the multibillion-dollar business it is today.

William McKnight, the executive who told Drew to stop working on Scotch tape,

eventually became chairman of 3M's board. Through Drew, McKnight came to understand that letting researchers experiment freely could lead to innovation. He developed a policy known as the 15 percent rule, which allows engineers to spend 15 percent of their work hours on passion projects.

"Encourage experimental doodling," McKnight said. "If you put fences around people, you get sheep. Give people the room they need."

The 15 percent rule has deeply influenced Silicon Valley culture—Google and Hewlett Packard are among the companies that give their employees free time to experiment. The Scotch tape story is now a classic business school lesson, a parable of the value of instinct and serendipity, which Drew once called, "the gift of finding something valuable in something not even sought



Richard Drew was inducted into the National Inventors Hall of Fame in 2007. 3M



After his tape successes, Drew was tapped to lead a Products Fabrication Laboratory for 3M, where he was given free rein to develop new ideas. He and his team would file 30 patents, for inventions from face masks to reflective sheeting for road signs. He would also become known as a great mentor, someone who helped young engineers hone their instincts and develop their ideas.

Drew retired from 3M in 1962 and died in 1980, at the age of 81. In 2007, he was posthumously inducted into the National Inventors Hall of Fame.

“Richard Drew embodied the essential spirit of the inventor, a person of vision and unrelenting persistence who refused to give in to adversity,” said 3M executive Larry Wendling at Drew’s induction.

Today, a plaque at the 3M Company in Drew’s hometown of Saint Paul commemorates his most famous invention. It reads, in part: “Introduced during the Great Depression, Scotch Transparent Tape quickly filled the need of Americans to prolong the life of items they could not afford to replace.”



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.



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