

John Boy Walton's Model A The Little Ford That Found Its Way to Walton Mountain

John-Boy's Model A: The Little Ford That Found Its Way to Walton Mountain

"First, I want to have it. Then I'd like to paint it a nice dignified shade of tan." If you are a Model A person, you probably remember the car before you remember the quote.

It was a little Ford coupe with a rumble seat, the kind of car that could make a young man feel like he had suddenly become

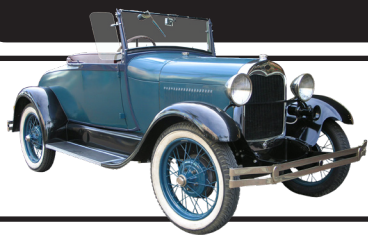
independent. And if you were watching The Waltons back in the 1970s, you knew exactly how important that little car was to John-Boy Walton.

For those of us who love Model A's, John-Boy's car is one of those wonderful examples of how an old Ford can become more than just an automobile. On television, it became part of the Walton family. And the story of how John-Boy got it is actually much better than

simply saying, "He bought a Model A."

It was 1974 when viewers first met the car in the Season 2 episode "The Car." John-Boy was preparing to go to college and needed transportation to get back and forth. Naturally, money was a problem. That sounds pretty familiar to anyone who has ever been young and wanted a car.

Continued on page 3



THE TRAVELER

Our Club



GCMAC Officers	Name	Phone	Email
President	Allen Braddy	678-499-3370	alnbraddy@yahoo.com
Vice President	Charlotte Dahlenburg	256-783-2261	realracegril1@gmail.com
Secretary	Kathy McNamara	251-421-6012	mrhobbs456@aol.com
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
Club Care	Nancy Pampel	251-979-3251	nancyjpampel@gmail.com

September

Birthdays

7 Paula Gould



Message from ...

Hello Model A'ers,

Hope everyone is doing well and enjoying the summer. I'm excited to see you at the September business meeting. Bring your Model A and help us show up strong for the Baldwin Heritage Museum as we update the club photo. It's a great way to support them and return the favor for their generosity in providing us a meeting space at no cost.

As we look ahead, we are still in need of someone willing to take on the President role next year. My family responsibilities are taking priority at this stage, so I will be stepping back after this term.

I'm grateful for all the encouragement and teamwork you've given me. It has been an honor to serve, and I hope I've helped move the club forward. Meeting so many people who share this passion has been one of the best parts of the job.



Allen

John-Boy and his father go looking for a way to obtain one, but the usual deal doesn't work out. Then Ike Godsey tells him about Hyder Rudge, a difficult and rather isolated man whose roof needs repairing. Rudge has a car he no longer drives and might be willing to trade it for some hard work.

John-Boy goes to see him. And there it is. A Model A. It isn't new, and it certainly isn't a fancy automobile. But to John-Boy, it is exactly what he needs. Better yet, it has something that makes it especially appealing to a young man in the 1930s, a rumble seat.

The family is almost as excited about the car as John-Boy. They immediately begin planning what they can do with it. Mary Ellen and Erin decide it needs a new look, and the younger children have plenty of ideas of their own. John-Boy, however, has a more conservative vision. He wants it painted "a nice dignified shade of tan." That little line has become one of the most memorable pieces

of Model A trivia from the series.

But there was actually a reason the writers needed John-Boy to want a tan car. According to the trivia information associated with the episode, the production crew had been using a blue Model A that was becoming mechanically unreliable. The car was going to be retired, and the production had another Model A available but that car was already tan.

Rather than repaint the replacement car, the writers simply worked the color change into the story. And so John-Boy decided that his new automobile should be painted a "dignified shade of tan." That's one of those behind-the-scenes television stories that makes you smile. Somewhere in Hollywood, a production problem became part of The Waltons storyline and more than fifty years later, Model A people are still talking about it.

Now we get into the kind of discussion that can keep Model A owners talking around the coffee table. What year is John-

Boy's Ford? One source says 1930 Ford Model A Rumble Seat Coupe. Internet Movie Database (IMDb) specifically identifies it that way. But other Model A enthusiasts looking at the car have identified it as a 1928 or 1929 Model A, with one longtime Model A owner describing John-Boy's car as a 1928/29 hardtop coupe. The Internet Movie Car Database has also identified the automobile used in the episode as a 1929 Model A Coupe. So which is correct?

That is one of those questions where it is probably better to say the sources don't completely agree than to pretend we have an answer that we don't. And perhaps that's part of the fun. After all, we aren't just talking about a Model A sitting in someone's garage with a title and a build record. We're talking about a Hollywood automobile that appeared on television more than fifty years ago, with production cars being changed, reused and sometimes replaced.

For our purposes, the important part is that it was unmistakably a Model A Coupe with a rumble seat and it became John-Boy's car. The best part of "The Car" isn't actually the car. John-Boy eventually discovers that Hyder Rudge isn't simply a mean old man who is trying to cheat him out of his automobile.

The car belonged to Rudge's son, Cory, who had been killed while serving with the Merchant Marine. Rudge has held onto the car because it is one of the last things he has left that connects him to his son. Suddenly, the old Ford means something entirely



different.

John-Boy could have simply demanded the car. Instead, he listens. He learns the story and eventually he helps Hyder understand that keeping the car hidden away isn't bringing his son back. That is when the episode becomes much more than a story about a teenager getting his first car. John-Boy gets the Model A, but Hyder gets something too, a chance to let go of some of his grief.

And then comes the part every Model A family would understand the Walton children get involved. They help paint the car. New seat covers are made. Everyone wants to be the first person to ride in it. Even Grandma gets her chance. She gets to ride in the rumble seat. The family takes that first ride, and the little Ford becomes part of the Walton family story.

The rumble seat steals the show. For the younger Walton children, the rumble seat seems to be almost as exciting as the automobile itself. When one of them asks if they can paint the rumble seat a special color, John-Boy asks why. The answer is simple: That's where they're going to sit.

Anyone who has ever owned a Model A with a rumble seat can probably understand exactly why the kids were so excited. A rumble seat wasn't just another place to sit. It was an adventure. It was wind, noise, dust and a view of the road that you couldn't get sitting inside. And on *The Waltons*, it became a symbol of the freedom that John-Boy's new car represented.

The story didn't end when the



episode ended. Here is where the story gets even more interesting. If you visit Schuyler, Virginia, you are visiting the real hometown of *The Waltons* creator Earl Hamner Jr. The community provided much of the inspiration for *Walton's Mountain*, and today the Walton Museum preserves the connection between Hamner's childhood and the television series.

Across from the museum once stood John & Olivia's B&B, a popular destination for *Walton* fans. The house was built and decorated to recreate the feeling of the Walton home, and fans could even enjoy the famous front porch swing. And sitting outside was a replica of John-Boy's Model A. Not the original Hollywood car but a replica built to capture the look of the automobile that had become so closely associated with John-Boy.

Then the story took another turn. In 2024, the B&B closed. That could have been the end of the

story for the little Ford. Instead, it found another home. Denise and Chuck Pounds, longtime *Waltons* fans and Model A enthusiasts, had visited Schuyler and stayed at John & Olivia's B&B several times. They already had a special connection to the place, Chuck had even built the iconic porch swing.

When they learned that the B&B was closing and that the John-Boy replica might be available, they had an opportunity that was simply too good to pass up. They bought the car. In November 2024, the Model A made the trip from Schuyler, Virginia, to Powderly, Texas. It went straight to a mechanic, and after some work including a rebuilt engine it was back on the road.

The car was given a fitting name: "Sprocket." The story was no longer about a television prop sitting outside a bed-and-breakfast. Sprocket was once again a real Model A. And now it

had a new job.

The Pounds family isn't trying to claim that their car is the actual Hollywood automobile driven by Richard Thomas as John-Boy. It is something perhaps even more interesting for Model A people. It is a replica with a history of its own.

It spent years helping Walton fans experience a little piece of the television show in Schuyler. Now its new owners plan to take it to car shows and parades and introduce people especially younger people to the story behind it. And that may be the best ending for a Model A story.

More than an old Ford

It would be easy to look at the photographs of John-Boy's car and simply admire the Model A. The lines. The rumble seat. The running boards. The headlights. That wonderful old Ford profile. But watch "The Car" again and you'll see why the automobile became memorable.

John-Boy wasn't simply getting a car. He was getting his first real taste of adulthood. Hyder Rudge wasn't simply giving away an old Ford. He was learning how to let go of a painful memory. The Walton children weren't simply getting a ride. They were sharing an experience together. And the television audience wasn't simply watching a Model A. We were watching a family.

Perhaps that is why the little Ford has stayed in our memories for more than half a century. Model As have always been more than machines. They carry people, certainly. But they also carry memories. A first car. A first date. A family vacation. A parade. A trip to a car show. A restoration project that took far longer than planned. And sometimes, they carry a story from television into real life. John-Boy's Model A did exactly that. It started as an automobile on Walton Mountain.

It became part of television history. A replica carried the story to Schuyler, Virginia. And now another Model A enthusiast is carrying that story down the road. So the next time you see a tan Model A Coupe with a rumble seat at a car show, take a second look. It might not be John-Boy's car. But for a moment, you might just hear a little voice from Walton Mountain saying: "Goodnight, John-Boy." And somewhere in the background, you can almost imagine that old Ford starting up.

Sources & Further Reading

The Waltons — "The Car," Season 2, Episode 24

The episode originally aired March 14, 1974. The episode follows John-Boy's search for a car to get him to college and the story behind Hyder Rudge's Model A.

IMDb — "The Car" Trivia

Useful for the production story concerning the blue Model A, the tan replacement car, and the identification of the car as a 1930 Ford Model A Rumble Seat Coupe.

The Waltons Blog — "John Boy's Car"

Includes a photograph and a discussion from Model A enthusiasts concerning the year and body style of John-Boy's car.

Autumn Trails Model A Ford Club — "The Waltons and the Road to Our John-Boy Car"

The 2025 newsletter article tells the fascinating story of the replica car from John & Olivia's B&B in Schuyler, Virginia, to its new home in Texas. It also includes photographs of the car.

Walton Museum — Schuyler, Virginia
A great resource for the real-life history of Earl Hamner Jr. and the community that inspired The Waltons.
Internet Movie Car Database (IMCDB)

A useful resource for photographs and identification of automobiles appearing in movies and television programs.



Email to
Allen Braddy
alnbraddy
@yahoo.com

Entertainment

Submission
date is the
20th of each
month

Car Shows, Events, Cruise Ins & More

Model A Facebook:

Private, by invitation only, Facebook group, "Today's Model A." This is for members-only group. Interested in joining the group, contact Scott.

Club Activities:

Monthly

Club Breakfast in Pensacola September 5 8:30 am

Golden Corral 2260 Langley Ave, Pensacola, FL

September

19 11am

GCMAC Quarterly Meeting

Baldwin County Heritage Museum, 25521 US-98 Elberta Drive your Model A's club photo and more!

MAFCA Activities:

September

10-17

Model A Days

December

2026 MAFCA National

Awards Banquet Cincinnati, Ohio

2027

January

9 42nd Annual Winter

Model A Swap Meet

Shepherdville, Kentucky

June

13-18 2027 MAFCA National

Tour Durango, Colorado

Regional Activities:

September

5 9th Annual OWA Labor Day Car, Truck, Motorcycle Show 8-4pm Rain or Shine.

First Baptist Foley, AL

5-6 Labor Day Showdown Bike, Car and Truck Show

9-4pm. 1958 Lewis Turner Blvd, Fort Walton Beach, FL

12-13 7th Annual Sparks in the Park Car, Truck & Bike Show. 8-1pm, Mullet Festival

Grounds, Niceville, FL

19 Hammers & Hotrods Car Show. 8am -2pm. Fort Walton Beach High School, FL

October

4-11 30th Anniversary of Cruisin the Coast.

www.cruisinthecoast.com

10 10th Inning Festival & Car Show - Annual Axles

for Alzheimers. 8-2pm. Olive Baptist Church, 1836 E. Olive Rd. Pensacola, FL

24 Grand Bay Pecan

Festival 9am-? 5960 Dawes Rd, Grand Bay. AL

November

7 Jo Jo Johnson

Memorial Car Show. 8-2pm

1095 Dauphin Island Pkwy, Theodore at the American Legion Post 250.

7 11th Annual Pensacola

North Charity Car Show

9-2pm. Eastgate Plaza 7135N 9th Ave, Pensacola, FL

14 Full Throttle for Vets 6th Annual Show and Shine Car, Truck, Jeep and Motorcycle Show 9-4pm. 5 Flags Speedway 7451 Pine Forest Rd, Pensacola, FL

Car Club Tshirts.com

Gulf Coast Model A Club
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<https://carclubtshirts.com/collections/gulf-coast-model-a-club>





Era Fashions



Looking One's Loveliest in 1931 A Pictorial Summary of Model A Fashions

By Jill Barrett, Santa Clara Valley Chapter, California

When historians refer to the 1930's, we read about 'the great depression'. Songwriters were asking, "Brother can you spare a dime?" But fashion dictators were trending feminine hairstyles, wider shoulders, narrow hips and evening wear with a new emphasis on the back. In 1931, dresses were charming, graceful, slenderizing and exuded femininity.

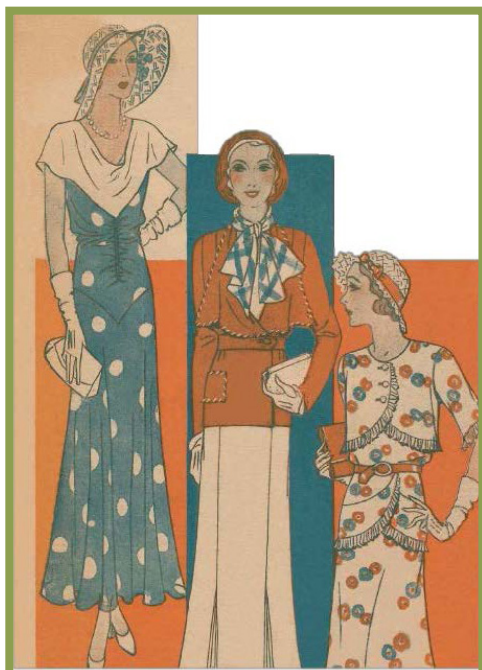
The dropped waist was gone. The waistline was worn higher

at the natural line and belts were worn tighter. Hemlines were one to two inches longer than the previous year falling at the mid-calf and for the most part were straight although uneven hems were seen on "Sunday Supper", semi-formal and other formal afternoon fashions. Sleeveless dresses had matching jackets or boleros. Dresses with short sleeves were here to stay. Semi-formal dresses had capped sleeves, short elbow length sleeves or a shallow cape attached.

Dresses were seen in black, shades of dark brown, wine,

maroon, rose and a variety of dark greens. Black or navy blue were combined with white, pastels or bright colors and were important spring and summer colors. Shades of tan and brown were mixed with colors in a print or as an accent. Ornamental bows and flowers of earlier years weren't as common but were seen on semi-formal and formal dresses.

Felt and straw cloches had close fitting brims with shallow cap-like crowns for daytime wear. For afternoon wear, straw





and horse hair hats tended to have larger brims. In general, hats were worn up off the face, pulled down on one side to expose a woman's graceful waves of hair. Her hat was matched with her accessories instead of her dress or coat as in previous years. Fur scarves were still popular and a sign of discriminating taste. Shawls and scarves were practical and available during all years. Colored stone jewelry was almost entirely relegated to sport and morning outings. Pearls are seen more with fluttering afternoon frocks and colored crystals were popular for afternoons and evenings.

Purses were still a major accessory, usually made from leather, but fabric purses were also found with needlework or petit point. Late afternoon and evening bags were smaller than daytime bags. Course mesh, fine mesh and enameled mesh

were popular with art deco designs and shapes. Glass beaded purses with colorful designs were popular for evening outings.

Seamed hose and shoe styles did not change in 1931. Shoes with round, square and pointed toes were common throughout 1931. The heel height was determined by the purpose of the shoe. Evening shoes had graceful, slender heels.

The new lines were nothing if they weren't slenderizing. Women were encouraged to select dresses with small prints, soft flattering collars and surplice closings. The sophisticated, elegant look and fashions of 1931 were meant to uplift women and help them forget the bleak years and the shapeless day wear when the stock market crashed.

Bibliography

Model A Ford Club of America, MAFCA Fashion Guidelines, 2010 Edition, La Habra, California, Model A Ford Club of America, Women's Era Fashions 1928-1931, page 3A-9

The Pictorial Review Company, Pictorial Printed Patterns, June 1931, 560 Mission Street, San Francisco, California, The Pictorial Review Company, front cover, page 4

The Pictorial Review Company, Fashion Book illustrating Pictorial Patterns, Summer 1931, Pictorial Review Quarterly, 222 West 39th Street, New York City, New York, Pictorial Review Company, page 51 Coming Fashions and Ideal Woman, Coming Fashions and Ideal Woman Free Paper Patterns, June 1931, Coming Fashions, 93 Long Acre W.C.2, page 48, 49, color center fold

Model A Ford Club of America, Running Board Vogue, date unknown, La Habra, California, Edie Jones

1930's Fashion: What Did People Wear?, The RetroWaste, www.retrowaste.com/1930s/fashion-in-the-1930s, Fashion in 1931, March 14, 2019



Tech Tips

Rear Backing Plates

By Tom Endy,
Westminster, CA

The installation of Model A Ford rear backing plates appears to be an easy process. However over the years I have noticed a problem that occurs quite often.

After the four mounting bolts are installed and torqued down the end of the bolt with the hole for the cotter pin protrudes some distance past the end of the slots in the castle nut. In some instances the nut has bottomed on the threads of the bolt and the backing plate is not tight against the end of the axle housing flange.

This phenomenon occurs even with original bolts and all the other hardware being original. In a number of cases I found the four mounting holes in the backing plates wallowed out in the shape of a football caused by the backing plate rocking back and forth during braking and acceleration.



Fig.1 Shows the castle

nut run all the way up on one of the mounting bolts. The hole protrudes way past the end of the castle slot in the nut. This is often how the relationship of the bolt and nut ends up after the backing plate, emergency brake carrier, and grease baffle are installed.



Fig.2 This is how far the bolts protrude through the backing plate and the emergency brake carrier. The grease baffle, which is very thin, has not been installed yet



Fig.3 Special shims have been added on each of the four mounting bolts before the baffle is installed. The total thickness of the shim stack is a nominal .020" in thickness. This will space the castle nuts out further

on the bolts and better align them with the cotter pin holes. It will also ensure that the nuts have not bottomed on the threads of the bolts



Fig.4 The shims that were used have an inside diameter of .450 and an outside diameter of .750. They fit very neatly between the emergency carrier and the grease baffle.



Fig.5 The final photo shows the backing plate installed using a nominal .020 of shims on each bolt between the emergency carrier and the grease baffle. The castle nut is properly aligned at the end of the mounting bolt and the cotter pin installs neatly



Era Photos



Mayor Walker Congers with Justice Stone of US Supreme Court

5-3-28 Mayor James Walker of New York, with Charles L. Craig, New York City's special counsel and Charles D. Williams, assistant counsel for the I. R. T. on the steps of Justice Harlan F. Stone's home in Washington, after conferring with the Justice in connection with the Seven Cent Fare Case.

New York Representative "Nominated" for President

4-24-28 Representative Sol Bloom of New York has been chosen by seven page boys to run for President. The boys were guests of the Representative on a weekend sightseeing trip to New York City. Left to right: Landon Mitchel, Jack Hendricks, Rep. Bloom, Robert Richardson, Henry Sheper, Wm. Maggee, W., Heath and Charles Bell.





When the Model A Joined the Greatest Show on Earth *Buck Baker, Trick Fords and a Circus Train Full of Adventure*

Imagine standing beside a railroad siding in a small American town sometime around 1930. It is late at night, and the day's circus performances are finally over. The elephants have been loaded, the horses are settled, the performers are heading toward the train, and hundreds of circus workers are scrambling to make sure they don't miss their section before it pulls away.

Then, somewhere in the darkness, you hear the unmistakable sound of a Ford engine.

But this isn't an ordinary Ford.

It may be a Model A and it is about to do something a Model A was never intended to do!

The Ringling Bros. and Barnum & Bailey Circus was one of the largest traveling shows America had ever seen. The circus moved enormous amounts of equipment, people and animals by rail, and the circus train itself became almost as famous as the show. In the account of circus life published by Sarasota Magazine, former Ringling press agent and photographer

Loomis Dean described a train that could stretch to roughly 100 cars and carry about 1,600 people and 1,000 animals. The train traveled in sections, and missing your section could mean being left behind in the next town.

But the railroad was only part of the circus transportation story.

Once the train arrived, the circus had to become a city almost overnight. Tents had to go up, equipment had to be moved, animals cared for, seats installed and the entire operation prepared for



the crowds. And, naturally, the circus needed a few automobiles.

That is where the Ford Model A enters our story.

Meet Buck Baker the Automobile Clown

One of the most fascinating characters connected with the circus cars was Myron "Buck" Baker. Baker wasn't just a clown who happened to drive a funny car. He was a mechanic, inventor and performer who understood automobiles well enough to make them do things that looked almost impossible.

A 1928 Popular Mechanics article described Baker as the man in charge of a "squad of trick automobiles" for the Ringling Bros. and Barnum & Bailey Circus. His cars could appear to drive themselves, fall apart, explode, run backward and perform other mechanical tricks.

Baker's specialty was turning automobile mechanics into comedy.

One of his famous tricks involved a Ford that could run up onto its rear wheels. The car could move forward and backward while balanced

on two wheels, and Baker could even get out and have the apparently driverless automobile follow him.

Think about that the next time you are adjusting the timing on your Model A!

Baker reportedly had a workshop at the circus's winter headquarters in Sarasota, Florida, where he developed and tested his inventions. The workshop was appropriately nicknamed his "Laugh Laboratory."

And the Ringling archives still list a 1922 item titled "Ringling Bros and Barnum & Bailey Combined Circus Buck Baker and his Trick Flivver." So Baker's trick automobile act wasn't a passing experiment, it was part of the circus's history.

Then Came the Model A

Ford introduced the new Model A to the public in December 1927. It was faster, more modern and more powerful than the Model T, with a four-cylinder engine capable of approximately 55 - 65 mph. It quickly became one of America's most popular automobiles.

And it didn't take long for someone in the circus to figure out that a Model A could be something more than transportation.

A particularly wonderful piece of evidence comes from a 1932 photograph by Edward J. Kelty, one of America's best-known circus photographers. The photograph is identified as "Buck Baker's Trick Ford's" and shows three Ford Model A automobiles that had been altered for the Barnum &

Bailey Circus, surrounded by clowns and performers.

Three Model A's.

Not parked politely in a row at the dealership.

Not sitting in somebody's garage waiting for restoration.

These were circus performers!

The cars had been modified specifically for comedy and trick work. Baker understood that an automobile could become part of the act just like an elephant, horse or acrobat. The familiar Ford could suddenly become unpredictable, mischievous and downright ridiculous.

And that was exactly the point.

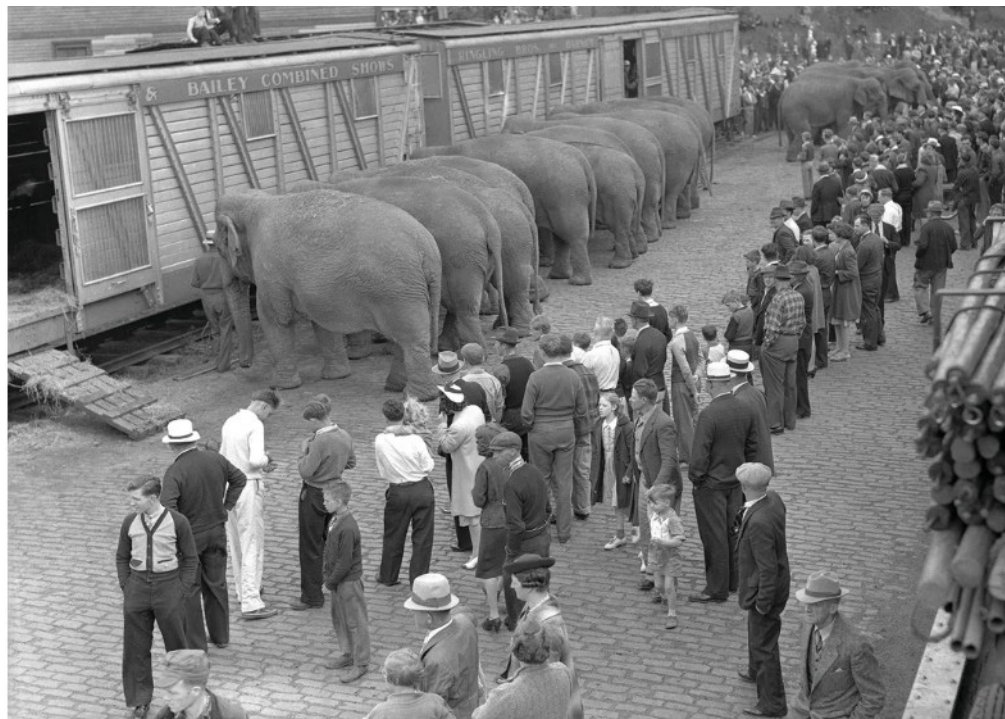
The Model A Gets a Laugh

There is something particularly appropriate about the Model A becoming a circus clown car.

The Model A was designed to be dependable transportation for ordinary Americans. It was practical, relatively affordable and available in a wide variety of body styles.

Buck Baker looked at that practical automobile and





apparently thought:

"I wonder what happens if we make it misbehave?"

A 1927 newspaper account of the Ringling Bros. and Barnum & Bailey Circus described Baker's "rearing, tumbling, break-away Ford cars." One of his cars could even perform a stunt called the "Black Bottom," shaking and wiggling violently enough to throw clowns off the vehicle as they tried to hitch a ride.

That gives us a pretty good idea of what the audience saw.

Imagine a line of clowns trying to climb aboard a Ford as it rolls around the circus ring. Suddenly the car begins to shake. One clown goes flying. Then another. The audience roars.

And somewhere underneath all that painted wood, springs, gadgets and circus magic was a Ford engine doing its best to keep running.

The Circus Train and the

Model A

The Model A's relationship with the circus train is an interesting one.

The cars were not simply ordinary automobiles riding inside the circus train. Instead, they were part of the equipment and entertainment operation that came to life when the circus arrived in town.

The train brought the circus to the town.

The Model A helped bring the circus to life.

That distinction is important because the circus was an enormous logistical operation. The train carried performers, staff, animals, equipment and supplies. According to Loomis Dean's recollections, the train could be divided into four sections, with the first section leaving ahead of the others. The circus even had a 25-car "Squadron" that traveled ahead to prepare for the show's arrival.

Once the circus reached town, the quiet railroad yard could quickly become the center of one of the most spectacular operations in America.

And somewhere among the tents, wagons, animals, performers and mountains of equipment, you might find a few little Fords that had been given a very unusual job.

Making people laugh.

From Main Street to the Big Top

This is perhaps what makes the story especially fun for Model A enthusiasts.

The Model A was everywhere.

It was the family car. The farmer's car. The deliveryman's car. The salesman's car. It carried people to work, to church and to town.

And at the circus?

It could become a clown.

That versatility is part of what made the Model A such an important automobile. Its simple mechanical design also made it a good candidate for modification. A clever mechanic could take the basic Ford and create something entirely different.

Buck Baker took that idea to the extreme.

He didn't simply drive a Ford.

He invented with it.

He turned automobile mechanics into comedy and made the audience laugh at things that, under normal circumstances, would have sent the owner reaching for a wrench.

Today, when we see a beautifully restored Model A at a car show, we tend to admire

the straight body lines, correct hardware, original-style paint and carefully restored engine.

But somewhere around 1932, three Model A's were apparently being asked to do something quite different.

They were being asked to make a whole circus laugh.

And judging from the photographs and newspaper accounts, they did their job very well.

A Final Thought for Model A Owners

The next time you see a Model A, take a second look.

Maybe it isn't just an old Ford.

Maybe, with a little imagination, it is a former circus performer waiting to rear up on its hind wheels, shake a clown out of the back

seat and head down the road looking for the next town.

After all, not every Model A got to join the circus—but a few lucky ones did.

Sources & Further Reading *Sarasota Magazine* – “A History of the Ringling Circus Train”

Loomis Dean's entertaining first-person account provides a fascinating look at life aboard the Ringling Bros. and Barnum & Bailey circus train, including the size of the train, its sections, the people and animals aboard, and the hectic life of the traveling circus.

Popular Mechanics, November 1928 – “Inventors of Circus Laughs”

An excellent contemporary source about Buck Baker, his trick automobiles and his mechanical inventions for the circus.

Historic Oregon Newspapers –

August 20, 1927

A contemporary newspaper account describing Buck Baker's rearing, tumbling and break-away Ford cars at the Ringling Bros. and Barnum & Bailey Circus.

Potter & Potter Auctions – Edward J. Kelty's “Buck Baker's Trick Ford's,” 1932

This is the source documenting the wonderful photograph showing three Ford Model A automobiles altered for the Barnum & Bailey Circus.

The Ringling – Tibbals Circus Collection

The Ringling's own archive inventory includes a 1922 item titled “Ringling Bros and Barnum & Bailey Combined Circus Buck Baker and his Trick Flivver.”

Ford Motor Company – *History of the 1928 Model A*

Useful background on the introduction, engineering and popularity of the Model A.

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/>



THE TRAVELER

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



Gulf Coast Model A Club

P. O. Box 812

Cantonment, FL 32533

Application for membership

Husband's name

Wife's Name

Address

City State Zip

Telephone: Home Cell:

E-mail address

Cars owned(s) if any

You do not need to own a car to be a member

His DOB: Her DOB:

Anniversary

Children under 18:

Dues are \$25 annually due at the end of the year. Send check to: GCMAC, P. O. Box 812, Cantonment, FL 32533.

WELCOME.

We have breakfast the first Saturday each month in Pensacola and the second Saturday each month in Mobile. The Traveler, our newsletter, is published monthly and will come by e-mail. It is also posted on our website at [www.gulfcoastmodelclub.net/GMAC Traveler](http://www.gulfcoastmodelclub.net/GMAC%20Traveler).



THE TRAVELER

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

