

Have A Safe and Happy Fourth of July!



the TRAVELER



Volume 26-07

July 2023

P.O. Box 812, Cantonment, FL 32533

Scott & Hope Lunsford



Our 1929 Tudor was an original Florida car which came to our family in the late forties. The earliest known photo is from March 6, 1954 during a snow storm in Milton, Florida. 4 inches of snow accumulated in a 24 hour period setting the Florida record for snow fall.

My dad's brother Bill Lunsford had returned from serving in the Air Force and he was working as the Santa Rosa County Sanitarian. He and his wife Nell

used the Tudor for transportation. Nell sold home goods door to door and we rode all over the Allentown area as she played her wares.

I rode in the car as a youngster up until Bill and Nell moved to Apalachicola where he had transferred to the Franklin County Health Department. The car was placed in the "A House" where it sat in disrepair for many years. I often visited my grandparents who had also moved to Appalchicola where they ran the local pool hall

& skating rink.

Each visit to Uncle Bills house, I would sneak out to look at the car and pester him about getting it running again. At one point he started taking the roof apart and somehow the roof bows came up missing and he abandoned his efforts. Over the years the "A House" started to rot and lean and I resigned myself to the fact that the car would one day be crushed in a heap of lumber.

Many years went by and



1954 Snow Storm

Bill retired from the Health Department and Nell retired from the Franklin County Tax Collectors office. Nell entered the race to become tax collector, eventually losing to Jimmy Harris who served for many years.

In retirement Bills attention returned to restoring the Model A and returning it to its glory. Bill and my Dad spent many hours maintaining the vehicle. Shortly after the Trade Center attack, I met Bill and Nell at Wakulla State Park for a car show. This was the last time he and I discussed my wanting to own the car one day. He indicated he was going to leave the car to his grandson Billy and he thought Billy would probably keep it forever.

Bill was eventually diagnosed with Alzheimer's disease and his final years was spent riding in the car with his grandson Billy driving him around Tallahassee.

After Bill passed the car was placed in storage where it sat for several years. In the spring of 2016 Billy called and asked if I still wanted the car. Of course I said yes, and soon after, Hope and I went to Tallahassee to bring her home. She was covered in

barn dust, bird waste and loaded with spiders.

We pushed her to the street and onto the trailer for the ride to Pensacola. As we left Tallahassee, I stopped by a Home Depot and purchased six bug bombs to rid the car of spiders and other unwanted guests. Once on the interstate, I stopped and set off all six bombs at once and shut the door. The car looked as if it was on fire for the next several miles. Many motorists pointed and honked to alert us of the fire as they passed us by.

We got her home and washed and cleaned her up and I began to trouble shoot issues to get her running. Eventually, I was successful and we drove her to a church car show in Milton.

We took Nelda to the Model A Medic in Wichita Kansas for extensive mechanical repairs. We rebuilt the engine, steering column, brakes, shock absorbers, alternator, wishbone and front

end. We also replaced all four tires and rims.

I still need to install the Brassworks replacement radiator and aluminum fan blade to get my list completed. Hope and I enjoy our breakfast rides on Saturday mornings and short rides around the house.

We recently assisted at a local Memory Center where Nelda was a photo prop for the residents. The home brought in hair stylist, makeup and period clothing to reproduce the good old days. This was a very rewarding experience as the guests recalled and shred short stories about their favorite car. I am particularly fond of letting kids climb in and over Nelda at the local park near our home. It has been a journey and we hope to enjoy many more years with Nelda. We also want to thank the members of the club who have answered our questions and helped turn a wrench or two.

See ya soon. - Scott Lunsford



1929 Tudor Nelda





Our Club



GCMAC Officers	Name	Phone	Email
President	Mike Fowler	303-524-4303	fowlest1@msn.com
Vice President	Martha Fuller	251-602-1931	waltermern@aol.com
Secretary	Charlotte Dahlenburg	256-783-2261	realracegril1@gmail.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

July



Birthdays

- 13 Kitty Ross
- 22 John Thompson
- 23 Andrea Short



Anniversaries

- 4 Darrin & Charlotte Dahlenburg
- 19 Jim & Michele Gray

Message from ...

Hi all, Allen here. As the summer is upon us once more, we know everyone will be traveling and we hope everyone has a safe voyage.

Summer is also a great opportunity to get out and meet others who will be out enjoying their prized possessions. Go be a part of a show, cruise in, fund raiser, memorial ride. What ever you feel like doing in support of your community. In my experiences, your Model A represents something someone may never have a chance to be a part of. Trust me, if they show any interest, they will stop and ask questions. Every now and then you'll get someone who grew up seeing these all the time and maybe reflect back to a wonderful time of their life and share their experience. It's a wonderful feeling to make the more seasoned lover of antique cars feel like a kid again.

Upcoming club events, first Saturday of the month is our meeting at Golden Corral, Langley Blvd, Pensacola. 8:30am until ? We're still looking at setting up a monthly meeting on the Mobile side on the third or fourth Saturday. If you have an idea, please let Martha or Charlotte know. As of now, the quarterly meeting at Baldwin Heritage Museum is tentatively in September.

September 15-16 12th Annual Model A Days at Hickory Corners, Michigan.

To finish up here, anyone wanting to put together a day trip or maybe an over night, give us notice and see if we can help get it together. If you get out on your own, take some pictures and write up a paragraph so we can highlight your trip in our newsletter and Facebook page. Yes, we're on Facebook at Gulf Coast Model A Club. We've got a pretty good following for a small club.

Please stay safe on your journeys, and enjoy.

Allen Braddy



Club Happenings



Photos by Margret Hildreth

GCMAC Annual Club Picnic at Garrett Park

We held our annual picnic on June 3 at Garrett Park in Robertsedale, Alabama. Martha, Allan and I helped put the event together.

It was a great day for driving the Model A's and having the annual picnic. The lady's were behind the wheel and double clutching through the gears.

As people arrived the food table began to fill. Greeting were made and people caught up with each other.

There are so many new faces and of course the familiar ones were there also. Walt and Martha Fuller snuck out to pick up the chicken from Mama Lou's Restaurant.

A blessing was said and we all dug into the array of homemade dishes that lined the three picnic tables.

The food was excellent and most went back for seconds.

I choose to sit with people I had not met before. It was nice to get to know some of the new members.

After dinner Vice President, Martha Fuller held a short meeting to discuss many items. Jim Gray was voted to receive a lifetime membership.

After the meeting I headed up the give away drawings. It was fun to give away so many items. I would have like to have the movie night basket or one of the mystery Model A models.

Just about everybody had a chance to stroll among all the Model A's parked near the pavilion.

Just like in past years this event is a highlight of the year.

- Charlotte



Alan and Martha addressing the crowd



So much food



The door prizes





Joe and Teresa Stephens 1930 Coupe



Jim and Yvonne Quinlan's 28 Model A Pickup



Any age can love an A



Terry and Nancy Pampel 1931 Tudor



Chris and Amanda Hornaday 1930 Tutor



Enjoying the beautiful day



Ron Persons 1931 Tudor



Ray and Katherine Harper win some door prizes



Winner, Winner, Chicken Dinner



Visiting Gator Country

Went and saw Gator and Paula Gould, several weeks ago. They live in Excel, just outside of Monroeville Ala. Gator is a T man, but does have a 30/31 roadster. Met Gator about 45 years ago. Lots of people in the club know him.

Saw a couple of Southern wide tracks too. Also saw some

tubeless solid rubber tires with cushion holes. I've heard of them but have never seen any like them before.

I had forgotten about the T truck that I sold him, Gator turned a pig's ear into a silk purse. He is a very special friend and person. That's my story and I'm sticking with it. - Randy Turner





The Market Show & Shine

Hi all, it's Allen. We showed up to The Market Show & Shine car display on June 10 at Woodbine Baptist Church. Had a great time talking to the people who stopped by. It was a great turn out, over 80 car of all types to interact with.

Hope some of you got out and enjoyed your day in your cars! - Allan Braddy



Bagdad VFD Car Show

Allen Braddy took Best in Show Ford at the Bagdad VFD Car Show on June 24!



Amazing roadways covered by live oak trees



Barrett dog paddling with the swimmer sculpture at the Sports Museum

Tour of Oddities

June 25 we participated in the postponed Father's Day Tour. Who knew there were so many oddities in our area. 18' dental tools, giant paperclip, "Frank & Stein" car part sculpture and much more. But getting to tour the inside of both the Hermit Hut and the Fairy Tale Castle was unexpected. The day was very hot so ending at the air conditioned Waterfront Restaurant was a treat. - Charlotte



1961 Series 62 Cadillac



Highlight of the tour was the Fairy Tale Castles of Fairhope



The Hermit Hut

Email to
Joe Allen Braddy
alnbraddy
@yahoo.com

Entertainment

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:

July 1- 8:30 am Pensacola Breakfast Godlen Corral, 2260 Langley Avenue, Pensacola, FL

We are getting request for some car exhibits, but I'm not getting any interest in participation. If you would like to participate, please let me know so I can make a list of those people.

Model A Activities:

July 1 Summerdale's Annual Fireworks & Car Show, Pioneer Park, Summerdale, AL
July 16-21 2023 MAFCA National Tour - Back Roads to the Classics - Indiana/Michigan

August

August 19 -- Thompson, GA All Model A Swap Meet

September

September 15-16 12th Annual Model A Days at Hickory Corners, Michigan.

September 16 International Model A Ford Day

September 30-October 15 2023 Fall Tour in New England

November

November 30-December 2 National Awards Banquet

Local and Regional, Activities:

October

18-29 Pensacola Fair Car Exhibit. Hope Lunsford, one



of our members, would like to have an all MODEL A display this year in the Car Exhibit. This is a great opportunity to show off your cars. Your car will be placed on site the Wednesday the 18th and removed on Sunday morning the 29th before the fair opens. Please volunteer at least 2 days during the exhibit opening. If interested let Scott or Allen know.



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

Join Us In the 21st Century



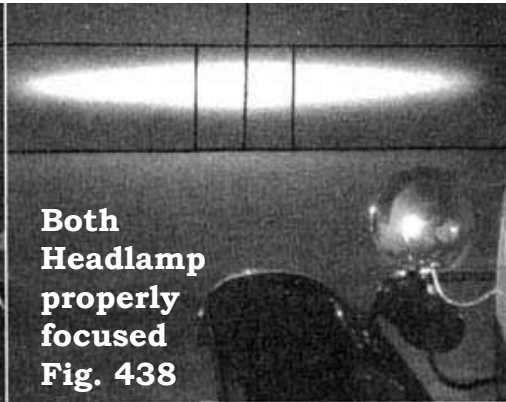
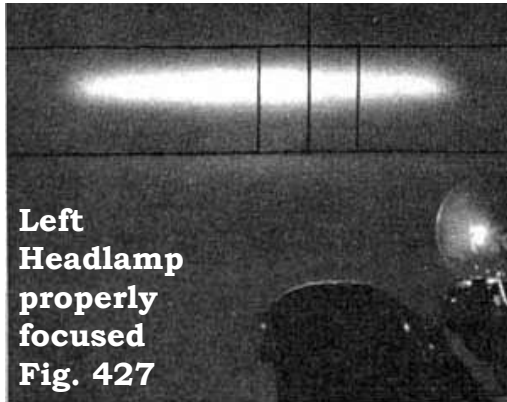
www.gulfcoastmodelclub.net

Gulf Coast Model A Club



Tech Tips

Ford Model 'A' Headlamp Adjustment - Early "H" Type



Reprinted from <http://www.abarnyard.com/workshop/focus-1a.htm>

General

The early type "H" headlamps were used from the beginning of production until approximately March 1929 (later on foreign models). They are distinguished by the straight fluted lenses and small diameter wiring plug. The reflectors, light sockets, and lenses are unique to these headlamps. If any of these items are incorrect, proper focus can not be obtained.

The following information is adapted from the Ford Service Bulletin for January 1928.

Headlamps - Focusing and Aligning

Align and focus headlamps with empty car standing on a level surface in front of a white wall or screen 25 feet from front of headlamps. This wall must be in semi-darkness or

sufficiently shielded from direct light so that the light spots from the headlamps can be clearly seen. The wall must be marked off with black lines as shown in Figs. 437 and 438. Details for making the layout are shown in Fig. 439.

Focus

Turn on bright lights. Focus by means of screw at back of lamps, keep one lamp covered while focusing the other. Adjust the bulb filament at the focal center of the reflector to obtain an elongated elliptical spot of light on the wall, with its long axis horizontal. (See Fig. 437.) In focusing, adjust the bulb to obtain as good contrast and as well-defined cut-off across the top of the spot of light as possible. With lamps thus focused for the "bright" filament, the "dim" will be in satisfactory position.

Alignment

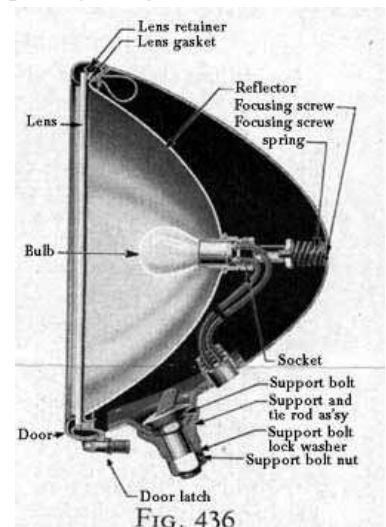
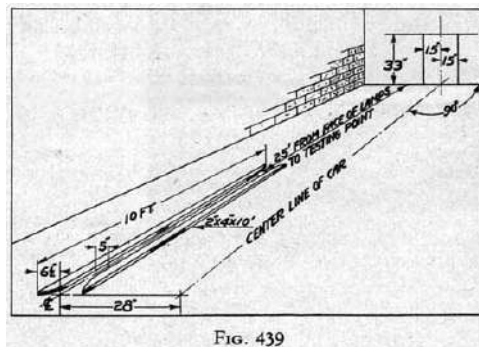
Loosen nut at bottom of bracket and tilt headlamps to desired angle. The tops of the bright spots on the 25-foot wall are to be set at a line 33 inches above level of surface on which car stands. With top lines thus set for empty car, the headlamps will also have the proper tilt under full loads, as required by the various States. The beam of light from each headlamp is to extend straight forward; that is, the centers of the elliptical spots of

light must be 30 inches apart.

Proper alignment of headlamp is readily checked by means of a horizontal line on the wall in front of the car, 33 inches above the level surface on which car stands, and two vertical lines 30 inches apart, each one 15 inches from center-line of car (see Fig. 439). Proper alignment of car relative to marks on the wall may be readily provided by use of wheel guide blocks for one side of the car, as shown in Fig. 439. If it is impossible to tie up the floor space required by these blocks, marks painted on the floor may be used to show where one set of wheels should track and where the car should be stopped. In order to avoid any confusion, the new layout can be painted with red paint and the old with black.

Summary

Original headlamps when properly restored, focused, and adjusted, are quite effective. HOWEVER as mentioned above, there are distinct differences in the components that make up the different headlamps. If the components are mismatched the headlamps cannot produce the proper lighting.





The Elusive 1929 Florida License Plate

Our 1929 Model A, Tudor (Nelda) has been in our family since before I was born. The vehicle was driven for years in Milton by our family. In the late eighties, my Uncle who was the care taker at the time, knew I collected Florida license plates and other historic highway related items. He asked me to help find a 1929 Florida plate for the Ford. And this started a journey that started at the Turkey Trot in Daytona and ended in Kentucky on a cold snowy morning.

When he asked me to help locate a license plate for Nelda. I laughed and said it would be easier to get Florida plate number '1' from the rear of the governors car. Over the years, I found many plates, most were rusted, rotted, bent or torn and not suitable for use.

So for over 25 years I kept searching for the elusive 1929 Florida license plate with no luck. I not only needed a 1929 plate, I needed a plate with no prefix letter(s) or a plate with a "C" prefix. Either plate would have

been issued to an automobile in 1929. A while back, Hope and I went to a swap meet in Shepherdsville, Kentucky to look for car parts and to have a few days away.

Once inside the exhibit hall, I walked up to a table full of northern license plates which were issued from 1928 through 1931. I looked the gentleman at the table in the eye and said "I bet you don't have a 1929 Florida license plate" and waited for his response. I just knew that I was right, and that I could move on shortly. But suddenly, I could tell this fellow was about to make some magic happen. I could tell be the look on his face, he thought he had something from Florida. We shuffled down to a box of license plates at the end of his piles and he start digging. And then, there it was, his pride and joy, a 1928 Florida "G" for a pickup truck. I took it to see what shape it was in thinking to myself that I was out of luck once again.

It was at this point he proclaimed 'there is is, I knew

I had a 29" and out comes a 1929 Florida "C" in near perfect condition. As i stood pondering just what i was going to sell to pay for this license plate, he asked if i was interested. Gingerly, I answered "well kinda in a way" "I really needed a plate with no prefix to be honest". He said well, I've got this one and "and it ain't gonna be cheap". I asked his price and after hearing his offer, I said "let me think about it" and I turned to walk away. At this point he said "give me two hundred and it's yours". With a slow measured gesture, I reached for my wallet to pay him. Not wanting to show any excitement which might increase his profit margin. All the while I was pulling out the payment, I'm thinking, I would have paid dearly to not go home empty handed one more time.

I have since had the plate restored for display on the front of Nelda. It's great to have a Florida license plate back on this vehicle as a tribute to its long history in Florida. - Scott Lunsford

Era Fashions



1:Montgomery Ward & Co., Spring and Summer 1928

Men Working

By Melanie G. Whittington

How does the Model A man dress when he isn't a suit and tie or overall wearin' kinda guy? There are plenty of choices to give your Model A excursion an era feel. Tailored Garments by the Women's Institute of Domestic Arts and Sciences states, "Shirts for men are really of four types - the dress shirt, the negligee shirt, the outing shirt, and the work shirt." Besides the bosom on a dress shirt, the main difference between the rest is the material used to construct the shirt. A work shirt will be used rougher, laundered often, and is made to be mended to save money. Your focus should be on the outing and work shirt. Long sleeved button up shirts made of cotton, flannel, wool, or blends

of these fabrics are common. A flannel shirt in plaid or solid colors would fit in perfectly at the local general store around the checker board. A modern, long-sleeved button up dress shirt is a good start. Referencing the Fashion Guidelines, look for solid colors, striped or figured designs in harmonizing or contrasting colors. Ties were not a requirement, but don't forget you can also use bowties. One pocket, two pocket or no pocket shirts are seen in era advertisements.

Over Attired Vintage Fashion carries a variety of vintage clothing and are always adding to their inventory. If you are feeling adventurous, broadcloth short sleeved sport shirts were starting to come into existence at the end of the Model A era. Polo shirts made of knit fabric



2:National Bellas Hess Co. Inc. Autumn 1931, Winter 1931-31

with 3 buttons also fall into this category.

Trousers can be a little more difficult if you are looking for an authentic era look. As you begin, a modern pair of trousers with or without cuffs, flat front, or a single pleat with belt loops would be appropriate. As you add to your wardrobe look for a trouser with wide legs and a high waist. You can add suspender buttons to your trousers to enhance the look. Trousers were seen being advertised with beltloops and suspender buttons because fashion was transitioning between these styles. The most difficult to recreate is the button fly on a pair trousers. There are patterns available to make your own or see if a local tailor is willing to take the pattern and make you a pair. Zippers were a few years away from being commonly used on trousers. Simon James Cathcart - SJC - (simonjamescathcart.com), is a high-quality modern brand making era appropriate men's clothing.

Headgear for the everyday man was also diverse. Straw, sailor and boaters were worn during warmer weather with casual wear, according to the Fashion Guidelines. Boaters are still readily available in vintage shops if you can find your

size. Caps are easier to find in modern men's shops and there are companies recreating them to have the correct look of the A era, TheWellDressedHead (etsy.com), is one example. A variety of patterns were used; tweed, checked, herringbone and plain. The fabric would usually be wool or linen. The Fashion Guidelines also list a variety of specialty caps including mechanics caps made of black sateen. The familiar blue striped engineer cap was also worn by mechanics. Large straw hats including those with a green celluloid sun visor, or without the sun visor, are still available from garden and hardware stores.

To add to your look, a sleeveless or long-sleeved, V-neck sweater could be worn. A shawl collar long sleeve pull-over or button up sweater could be added for a cool fall drive. Plaid flannel jackets and leather or duck jackets, falling short on the waist are still available in vintage shops. Bozeman Vintage carries a variety of vintage menswear for everyday dress. They also have



4:National Bellas Hess Co. Inc.
Autumn1931, Winter 1931-31



3:National Bellas Hess Co. Inc.
Autumn 1931, Winter 1931-31



5:Montgomery Ward & Co., Spring and Summer 1928



a storefront in Bozeman, MT. Hunting and outdoor jackets made of khaki or duck are very similar to what you can find today from Carhartt, Cabela's and other sporting goods stores. Red or blue cotton bandanas were popular during our era and are easily purchased today. You could wear this around your neck or tucked into your shirt or back trouser pocket. Long underwear or union suits are in all the era magazines, usually wool, cotton or a mix. Cotton union suits in red or white are still easy to get from a variety of stores like Tractor Supply, Vermont Old Country Store and Hanes.



6:National Bellas Hess Co. Inc. Autumn 1931, Winter 1931-31

Lucky for you, men's era shoes have not changed much from those you can find in modern stores. Low top, high top, cap toe and plain toed shoes and boots were available. Square and round toe shoes were seen in all four years of the Era. Cowboy boots and hunting or hiking boots are also options you can look into. These shoes and boots would



7:National Bellas Hess Co. Inc. Autumn 1931, Winter 1931-31

have been leather with leather soles, with some having rubber heels. Socks are an easier item since they may not be seen, but cotton knit or wool socks were worn with workwear. Leggings and puttees could be worn for a hunting or hiking look. These could be leather, wool or canvas and would provide warmth and protection for the lower leg.

Take a look in your closet or at your local second-hand store. You may find a suitable outfit for your next ride in the Model A. An era look does not need to include a suit or a tuxedo. You can even ditch the tie or add a bit of whimsy with a bowtie. Driving around dressed for the era will add to your enjoyment and the enjoyment of those you meet along the journey. I hope this helps you put together an easy and comfortable outfit. We look forward to seeing you on tour and posting pics to the MAFCA social media pages: MAFCA - Model A Ford Club of America | Facebook and Model A Era Fashions - MAFCA | Facebook.

References:

MAFCA Model A Era Fashion Guidelines, 2015, Men's Era Fashions p. 2A-1 – 2E-7

Montgomery Ward & Co., Spring and Summer 1928

National Bellas Hess Co. Inc,

Autumn 1931, Winter 1931-32

Woman's Institute of Domestic Arts & Sciences, Tailored Garments: Tailored Suits, Coats, and Capes Garments for Men and Boys (Scranton, PA: International Textbook Company, 1930).

Websites:

<https://www.overattired.com/>

<https://simonjamescathcart.com/>

<https://www.etsy.com/shop/TheWellDressedHead>

<https://www.bozemanvintage.com/>

<https://www.facebook.com/groups/MAFCA>

<https://www.facebook.com/groups/265057631531283>



Red Light, Green Light



Prior to automated traffic lights, pedestrians, bicycles, street cars, horses, and motorcars made for dangerously chaotic congestion.

Reprinted with permission from <https://www.history.com/this-day-in-history/garrett-morgan-patents-three-position-traffic-signal>

1923 Garrett Morgan patents three-position traffic signal

On November 20, 1923, the U.S. Patent Office grants Patent No. 1,475,074 to 46-year-old inventor and newspaperman Garrett Morgan for his three-position traffic signal. Though Morgan's was not the first traffic signal (that one had been installed in London in 1868), it was an important innovation nonetheless: By having a third position besides just "Stop" and "Go," it regulated crossing vehicles more safely than earlier

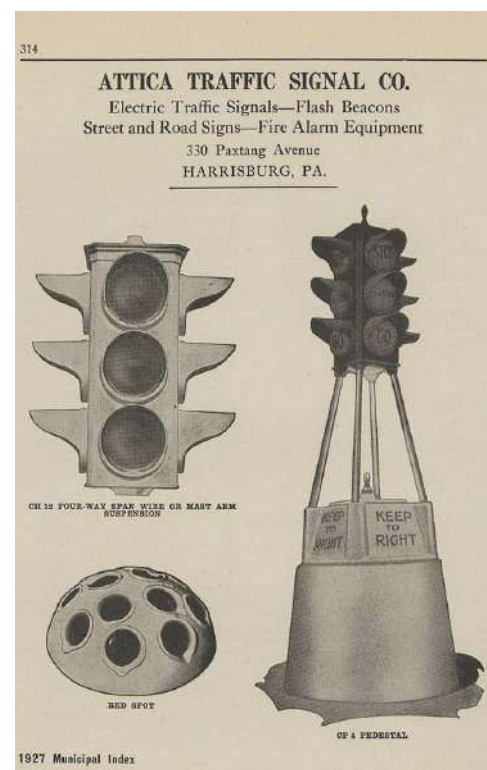
signals had.

Morgan, the child of two formerly enslaved people, was born in Kentucky in 1877. When he was just 14 years old, he moved north to Ohio to look for a job. First he worked as a handyman in Cincinnati; next he moved to Cleveland, where he worked as a sewing-machine repairman. In 1907, he opened his own repair shop, and in 1909 he added a garment shop to his operation. The business was an enormous success, and by 1920 Morgan had made enough money to start a newspaper, the *Cleveland Call*, which became one of the most important Black newspapers in the nation.

Morgan was prosperous enough to have a car at a time when the

streets were crowded with all manner of vehicles: Bicycles, horse-drawn delivery wagons, streetcars and pedestrians all shared downtown Cleveland's narrow streets and clogged its intersections. There were manually operated traffic signals where major streets crossed one another, but they were not all that effective: Because they switched back and forth between Stop and Go with no interval in between, drivers had no time to react when the command changed. This led to many collisions between vehicles that both had the right of way when they entered the intersection. As the story goes, when Morgan witnessed an especially spectacular accident at an ostensibly regulated corner, he had an idea: If he designed an automated signal with an interim "warning" position—the ancestor of today's yellow light—drivers would have time to clear the intersection before crossing traffic entered it.

The signal Morgan patented





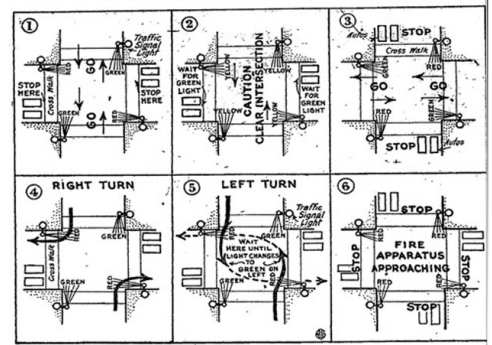
Before automation City employees would change the light manually

was a T-shaped pole with three settings. At night, when traffic was light, it could be set at half-mast (like a blinking yellow light today), warning drivers to proceed carefully through the intersection. He sold the rights to his invention to General Electric for \$40,000.

By 1923, traffic congestion from cars was strangling the business districts of many U.S. cities. In most downtowns, police had adopted a system of lights switched by hand, in the belief that motorists would not obey a signal if there wasn't a policeman present. Cleveland businessman and inventor Garrett Morgan improved on those ideas with a three-position "semaphore" type light that offered a warning

similar to what yellow lights do today, or could be set in a caution mode when unattended. His key innovation wasn't the yellow light, but the system's automation; not only were timed lights better at handling traffic, they couldn't discriminate against black motorists — like Morgan himself.

EXPLANATIONS OF NEW TRAFFIC CONTROL DIAGRAMMED



The Model A Ford Club of America MAFCA

Serving Model A Ford owners since 1955



Our award winning magazine "The Restorer"

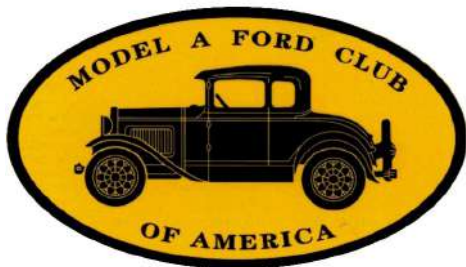
MAFCA is dedicated to the restoration, preservation and enjoyment of the Ford Model A and AA cars and trucks, as manufactured from 1928 through 1931. We are an active, family-friendly organization whose members share a passion for these historic vehicles, plus other aspects of life in that era, such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



Email
Submissions to
realracegrill
@gmail.com

Classifieds

Submission
date is the
20th of each
month



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

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 realracegrill@gmail.com



For Sale: 1930 Tudor \$19,000

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

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

Block Cleaned Bored & Honed	Windfield Grind Cam
New Piston And Rings	New Cam Gear
Insert Bearings - Mains - Rods	New Crank Gear
Drilled Crank	New Pulley
Pressurized Oil	Block & Head Decked
Cut Down Flywheel	Assembled & Test Run
Computer Balanced	
Brick Valves & Stellite Seats on Exhaust	Used Engine Block Included at \$800.00
Adjustable Lifters	Total \$3500.00

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



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



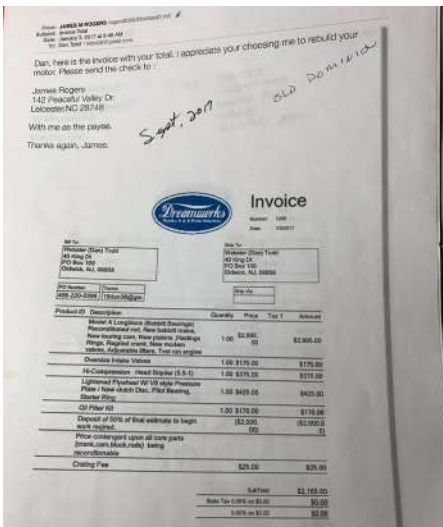
1931 180A DeLux; 1 of 200 known to exist. It is a great 20 foot car. This is not a show car but a daily driver.

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 performed. Mileage showing is 4000 I have put less than 500 in 5 years.

Comes with Florida title.

Wesley 850-232-8855
chalkwesley@yahoo.com



Henry Ford driving a 1903 Model A.

Paperwork Signed for Ford Motor Company

Reprinted from automotivehistory.org

At approximately 9:30 am on June 26, 1903, in Detroit, Michigan, Henry Ford and 12 investors met to sign the paperwork to form Ford Motor Company. The documents were notarized and sent to the office of the Michigan Secretary of State for incorporation. The papers, dated June 16, 1903, did not reach the office until the next day. On June 17, 1903 Ford became a legal company. Within a month, the company had its first order for the company's new Model A. It had a two-cylinder engine that pumped out 8 horsepower and could hit speeds of up to 30 mph.

Ford Motor Company soon earned a reputation for affordable, reliable, and mass produced automobiles that effectively changed the United States and many other parts of the world throughout the early 20th century. Henry Ford founded two previous companies, Detroit Automobile Company and Henry Ford Company, both failed. Third time is the charm, it seems.



THE TRAVELER

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



June 3 Meeting Minutes

Vice President Martha Fuller opened the meeting by have everyone introduce themselves.

Wesley Chalk gave a thank you to Jim Quinlan for all does for the club and Becky Braisden for helping him with something personal.

VP Martha Fuller brought up for discussion the re-start breakfast maybe at a mid-point location. Currently on the 1st Saturday of each month the club meets at Golden Corral. Pensacola. It was mentioned to hold a breakfast at the Mobile Golden Corral on the 4th Saturday of the month. Further discussion after some investigation by several members.

Discussion on our meetings. We are currently meeting quarterly. The next meetings will be in September and December. The meeting will be held at the Baldwin County Heritage Museum. Date will be announced later.

Charlotte Dahlenburg will send out an email test to ensure all are getting the emails.

VP Martha wants to send all members an updated copy of the roster on a regular basis. this will make it easier for members to communicate with each other.

Allen Braddy will send out a mid-month email of the events and happenings in the club scope of area.

VP Martha Fuller brought up the bylaws and it was mentioned that the Bylaws were edited last year. Item was put to rest.

It was announced that Charlotte Dahlenburg will be needing information and photos for the newsletter.

Event coordinator:

1. Send any event to Alan Braddy.
2. Alan met with the health care people. They want us to do events with them or for them.

3. Pensacola fair looking for the A's. Coordinate with Alen Braddy and Hope Lunsford to make sure this event happens.

4. Day cruises. Some over in Alabama, some in Florida.

5. Please respond to the half-month newsletter.

6. Facebook active 600 hits and getting new members.

7. Roster send out to all members.

8. Jim & Yvonne Quinlan planning overnight tours.

9. Story of six gen made National Magazine

Terry Pampel helped work on Alan Braddy and Wesley Chalk's vehicles.

VP Martha Fuller nominated Jim Gray lifetime member of GCMAC. Martha gave a brief history of Jim's; Second Alan Braddy; Passed.

A motion was made to close the meeting by Alan Braddy; Second Teresa Stephens; Closed Meeting



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

