



Henry's Gift to Thomas Edison - The First Model A

When Model A enthusiasts think about the first production car, most picture a beautifully restored Tudor Sedan sitting in a museum. The real story, however, is much more interesting.

The very first production 1928 Ford Model A, carrying Serial Number 1, rolled off the assembly

line on October 20, 1927. Rather than selling this historic automobile to the public, Henry Ford presented it as a gift to one of his closest friends, Thomas Alva Edison.

At the time, the new Model A represented a dramatic step forward for Ford Motor Company. It replaced the legendary Model

T with a modern design that featured improved styling, a more powerful 201-cubic-inch four-cylinder engine producing 40 horsepower, a three-speed sliding-gear transmission, and four-wheel mechanical brakes. It was a car designed for a new era

Continued on page 3



THE TRAVELER

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August

Birthdays

1 Bobby Pererson
10 Chris Canziani
14 Becky Baisden
15 Rob Collins
19 Bill Ross
25 Randy Turner
30 Joyce Ladnier

Anniversary

3 Taylor & Chandler Stockton
29 David & Joyce Ladnier



Message from . . .

A Summer Visit to the Gilmore Museum

I hope everyone's summer plans have been treating you well. I had the chance to travel up to Michigan this month to visit friends, and they surprised me with a trip to the Gilmore Museum. What a fantastic experience. Seeing how early vehicles were engineered, the design styles, accessories, lights, horns, steering systems, reminded me just how many manufacturers were chasing that next breakthrough idea.

The variety of hood ornaments alone was worth the visit. It was a fun and memorable day, and I enjoyed sharing my knowledge with the group. I truly hope every car enthusiast gets the chance to explore museums like this; they're a treasure for anyone who loves automotive history.

As for the Club, keep an eye on the calendar. We have many upcoming events you'll want to be part of. And if you have something happening in your area, please share it so others who may not be aware can join in and enjoy our hobby.



Allen



THE TRAVELER

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





of motoring.

Interestingly, the first Model A did not remain in its original form. It left the factory as a Tudor Sedan, but Edison preferred open automobiles that allowed him to better enjoy the outdoors. To accommodate his friend, Henry Ford had the enclosed Tudor body removed and replaced with a Phaeton body. This unusual factory conversion makes the car one of the most distinctive Model As ever built.

Because of these early modifications, the vehicle has never undergone a traditional restoration. Instead, it has been carefully preserved as an authentic piece of Ford history. It also displays several features unique to the earliest production cars. For example, the first Model As were built before exterior door handles became standard equipment, making these early



examples noticeably different from later 1928 models.

One of the most fascinating details surrounding the car is that photographs exist showing Henry Ford personally stamping the engine with the Number 1 serial number—a remarkable moment that symbolized the beginning of the Model A era.

Today, this historic automobile is preserved by The Henry Ford Museum in Dearborn, Michigan, where visitors can see the very first Model A that launched one of America's most beloved automobiles. For Model A owners, it serves as a reminder that every restoration, every tour, and every club event traces its roots back to that first car built nearly a century ago.

The next time you climb behind the wheel of your own Model A, remember that every one of



these wonderful automobiles can trace its heritage back to a single car built for one extraordinary friendship between Henry Ford and Thomas Edison.

Specifications of the First Production Model A

Production Date: October 20, 1927

Original Body Style: Tudor Sedan

Modified Body Style: Phaeton

Engine: 201-cubic-inch four-cylinder

Horsepower: 40 HP

Transmission: Three-speed manual

Electrical System: 6-volt positive ground

Brakes: Four-wheel mechanical

Fuel Capacity: 10 gallons

Seating Capacity: Five passengers

Club Happenings

Red, White and Winning!



Despite the July 4th heat in Milton, Joe Henderson proudly represented the club and came



home with two awards: Most Patriotic and People's Choice. Not a bad haul for his very first

car show! Congratulations, Joe!



Email to
Joe 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, "Todays Model A." This is for members-only group. Interested in joining the group, contact Scott.

Club Activities:

Monthly

Club Breakfast in Pensacola

August 1 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!

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

MAFCA Activities:

August

21-22 5th Annual Model A Swap Meet Thomson, Georgia See flyer at the end of the newsletter

September

10-17

Model A Days

December

2026 MAFCA National Awards Banquet Cincinnati, Ohio

2027

January

9 42nd Annual Winter Model A Swap Meet Sheperdville, Kentucky

June

13-18 2027 MAFCA National Tour Durango, Colorado

Regional Activities:

August

1 1st Annual Open Car Show & Back To School Drive. 11-3pm. Chicasabogue Park, 760 Aldock Rd, Eight Mile, AL

8 Wilmer Community Car Show 8-2pm. 12140 Moffett Rd, Wilmer, AL

8 2nd Annual Back to School Bash and Car Show 11-5pm, Crestview Community Center, 1448 Commerce Dr, Crestview.

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.cruisinthe coast.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 The Pharoah's Alabama 6th Annual Fall 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





Era Fashions



Looking One's Loveliest in 1930 A Pictorial Summary of Model 'A' Fashions

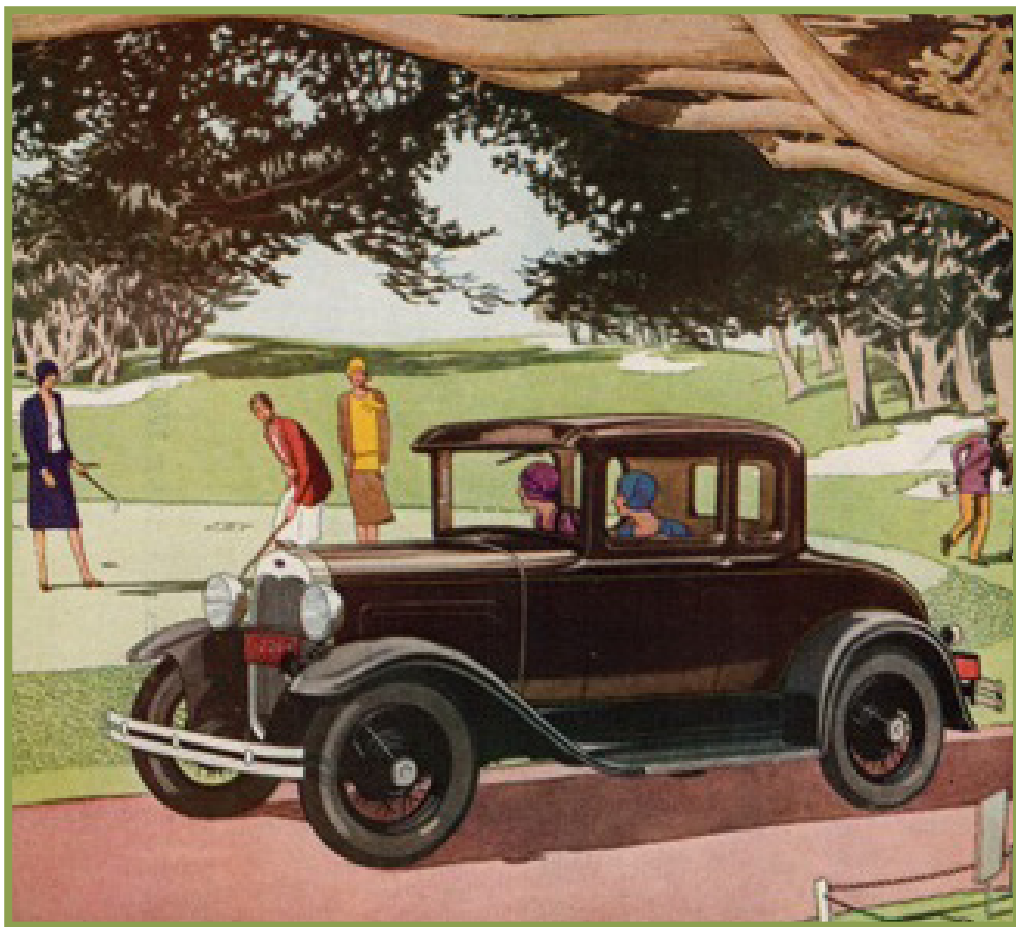
By Jill Barrett, Santa Clara Valley Chapter, California

In 1930, Photoplay, a popular, movie studio magazine, featured an interview with famous movie director C. B. De Mille, titled 'I Never Choose Beautiful Women'. Cecil De Mille, the star maker, told readers why he shuns perfect beauty for his glittering pictures and finds the real beauty foremost in their eyes and her personality.

And what a better way to show a women's personality than finding new clothes to add to your wardrobe?



Fashion magazines in 1930 emphasized women's beauty and personality with a fresh and new,



sporty look. Women playing sports were seen in Ford's "New Ford Coupe" ad.

In 1930, the waistline moved upward toward a more natural waistline. Hemlines were generally even for daytime wear. Uneven hemlines were worn at formal afternoon and semi-formal events. Flattering capes, flounces, cap sleeves, scarfs, short and three-quarter jackets accompanied simple, sleeveless sport

frocks with a narrow belt at the new waistline. Blouses contrasted with a matching skirt and jacket.

Sundresses with open backs were new and in style for both women participating and watching on the sidelines.

Silhouettes were more varied than in previous years, with fit and fullness skillfully introduced. Sleeves took on a new interest described



as delightfully fascinating, trimmed or cut to widen the sleeve at the elbow or above it, which gave the same effect as the popular short cape



silhouette. New collars were elaborate to give importance to necklines, belts were more evident and there were coats with bloused lines.

And then there was the jacket: good-looking, fresh and it had a definite place in the fashion world in the Model A era.

In 1930, the jacket had a reminiscent trend from 1880 silhouettes with a fitted bodice above a skirt fairly flat in front and very full at the back.

In evening frocks, the short bolero in the back resembled short wings that floated gracefully above a very long skirt. Also in 1930, boleros were still a favorite style that



made a fitted waistline more becoming.

Hats in 1930 were described as "off the face". Hat crowns were shallower, usually with a skull-fitting short front, exposing her forehead. They were trimmed with insets, handwork and embroidery.



Although we look back at 1930 and think of great hardships, there were many who could afford nice fashions and men's fashions played a part in generating profits in the fashion world.



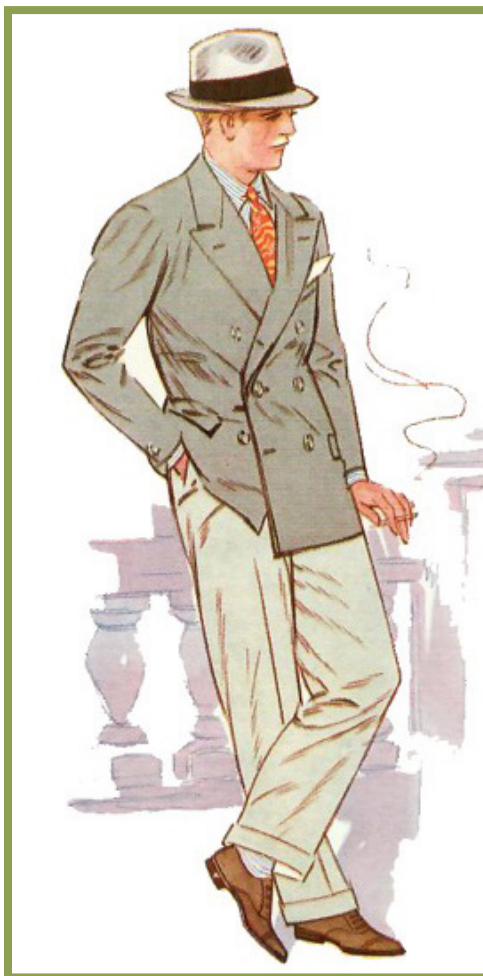


In the spring of 1930, Men's Wear distributed a sales tool that provided trends to help boost sales. The forecast gave details of the latest trends in Palm Beach, Florida, the fashionable destination filled with the cream of society in the sunshine state.

In March of 1930, Men's Wear conducted a survey for popular summer wear and revealed that the sports jackets and the sense of informality would be a part of the well-dressed man. Single breasted jackets with notched or peaked lapels, and three-buttons would be the fancy of most men with the majority of the jackets having a plain back verses belted. Close behind in popularity were the double-breasted jackets.

Jackets were noted as longer, averaging 31 inches, while the vent is favored by most well-dressed men in the survey. Of those jackets, the popular colors were gray, tan and brown. The favored fabrics were tweed followed by flannel and gaberdine. Flannel slacks were very popular and men preferred the color white, followed by striped and gray. When selecting shirts, they

found white was most popular, followed by blue and then tan. All natural hues were a safe choice. An important development noted in the shirt line were oxfords. The "low dip" feature in attached collars were trending with the new trend in collars with a shorter point. Men selected collars with points held in place with



buttons. With neckwear, small figured foulards and cotton fabrics continued to lead with an increase of bold patterns.

Men's Wear wrote, "It was said the hat marks the man. How a hat was worn told a great deal about the man beneath it. Perched unbecomingly on the foremost part of the head, it denoted ultra-simplicity; set rakishly on the back, it shows abandon; while cocked on the side, it implied sophistication."

Felt hats in gray were the most popular with a black band. Straw hats were popular too with a fancy band compared to a band in basic black.

Sport shoes for men were a necessary part of every man's wardrobe. Salesmen were coached to convince customers that more than one pair of shoes were needed. Shoe preferences were for wing tip spectators with brown trim followed by all-white buckskin with plain toes and soles were varnished black.

And for the sock market, clocks and vertical motifs were prevailing with blue as the favorite color.

For formal wear, there was a decline of men wearing dinner jackets with silk faced collars. A double-breasted jacket was still as popular as the previous year. Most jackets were a two-button model, as few were one or three buttoned. The evening shirt had a stiff bosom, two studs showing, pleated shirts were less popular. The wide bow tie was the most fashionable. And shirt studs, they were white pearl.



But Jill, you say, “all these numbers were a forecast.” Yes, the publication was a forecast and Sears picked up on the details and included a page dedicated to summer fashions for men in their 1930 Summer catalog.

And finally, if you fancied children’s clothing or small fashions, in 1930 retailers featured dresses with two pockets to accent the circular skirt, one-piece frock with an open cape, a frock ensemble with pleats in front and an open jacket, a little girl’s frock with a scalloped shoulder cape, and a coat becoming to any small child gathered to a round yoke fastened with buttons.

For back-to-school fashions, you found a coat for a little girl, simply made with raglan sleeves, a double breasted front closure, patch pockets worn with a round hat.

For young boys, they emphasized a smart coat cut slightly different from the little



girl’s but similar in style, had slot pockets, notched collar and was worn with a round sectional cap.



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Tech Tips

Removing the Race

By Tom Endy,
Westminster, CA

The roller bearing race (sometimes called a sleeve) installed in the front of the torque tube can be difficult to remove unless you know the trick. The trick is to stand a drive shaft up vertical with the spline end up. Place a 1 $\frac{1}{2}$ " x 16" six point socket over the spline. Slide the torque tube over it and bounce it a few times. Best to hold a rag over the top to catch the greasy race and seal that will exit.

K.R. Wilson made a removal tool for the purpose. It can also be used for installation. The tool is extremely rare, but some are still around.



Genuine vintage K. R. Wilson



KRW tool: Note the spring loaded button in the center at left. This button pops into the hole that is in the center of the race. A twisting pulling motion pulls it out of the torque tube.



A removed race is shown mounted to the tool with button protruding through the hole.



The tool and a removed race: The split race is somewhat spring loaded and the spring tension holds it in place inside the torque tube. The dimple shown near the top edge of the race seats in a mating protrusion in the torque tube.

The race must be removed in order to replace the grease seal. Quite often this is never done during a restoration. Many times during an overhaul I have found the original leather seal that Henry installed still in place (with all the leather gone). The original race can usually be re-used as in most cases it is a better quality than some of the poor quality races on the market.

The new seal must be installed first before the race is replaced. If you forget and install the race first you will not be able to get it back out unless you have a KRW tool. Without a seal in place the drive shaft trick will not work.



Era Photos

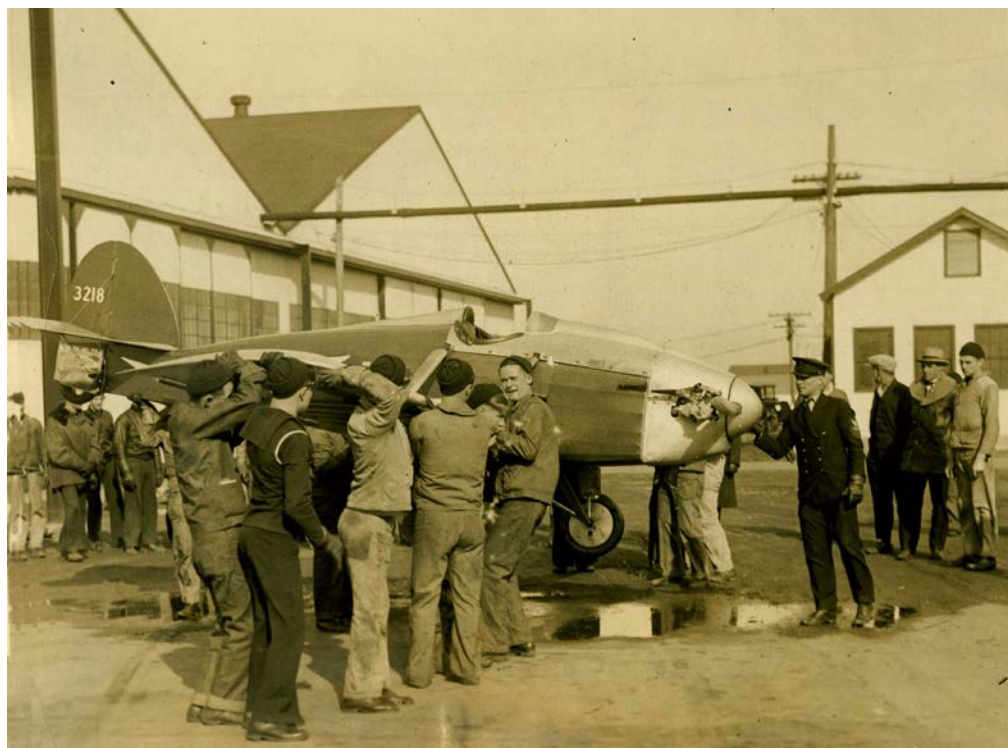


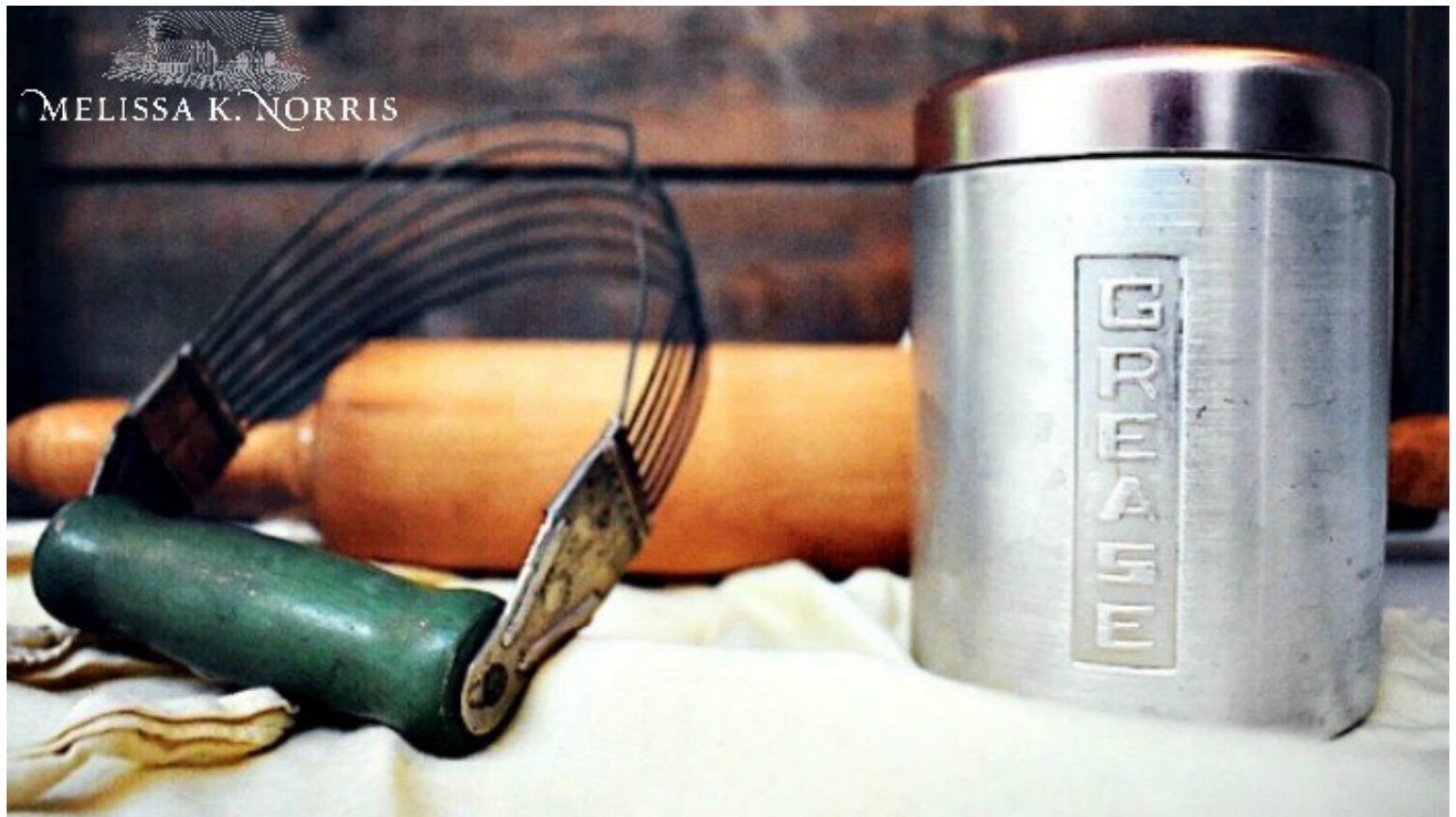
Secretary Davison & General Fechet Flying to Panama.

3-10-28 Assistant Secretary of War, Trubee Davison and Major General, James E Fechet, chief of the Air Corps, flying from Washington to Panama to inspect Air Corps activities there and the Canal Zone air defense. This is the first time planes have been used by Federal officials on inspections outside the continental limits of the United States. Captain Ira Acker, is in the plane with Secy. Davison, and Lieut. Miur Faichilds, is flying in the Loening amphibian with General Fechet, picture shows the tow planes as they are leaving Washington.

Tiny "Flivver" Plane Easily Lifted by a Hand Full of Men

1-26-28 When Harry Brooks landed at the Naval Air Station, from Spartanburg S. C. in his Ford "Flivver" plane the navy men enthusiastically acclaimed the tiny airplane, easily lifting the 20 foot, 2-cylinder plane into one of the hangars.





MELISSA K. NORRIS

10 Things Our Grandparents Reused During the Great Depression

Reprinted with permission from Melissa K. Norriss, *Pioneering Today*, melissaknorriss.com. Check out her many articles related to the Model Era.

By Anastasia Sakawsky

Life can be tough nowadays, but most of us are lucky enough to have never known true hardship: the type that our grandparents and great grandparents faced during the years of the Great Depression. But despite how hard life was back then, where there was a will, there was almost always a way.

So many people suffered extreme financial hardship during the Great Depression

of the 1930s, and in turn that led to some pretty extreme frugality. The phrase “use it up, wear it out, make do or do without” was popularized during this era, and for good reason.

People had to get creative to make ends meet, and one of the ways they did this was by saving, reusing and repurposing absolutely everything. What we wouldn’t think twice about tossing today was as good as gold back then.

The most valuable items were, well, pretty much anything. But in general, the more uses you could get from a single item, the more valuable it was.

What did people reuse during the Great Depression?

Everything was reused, recycled and repurposed. Here are just a few of the many things people reused during the Great Depression:

- paper
- fabric scraps
- buttons
- string
- flour sacks
- tires
- soap
- kitchen scraps

We’ll go into all of these in more detail below, but suffice it to say that the more life you could squeeze out of each item, the more money you hopefully wouldn’t have to spend. So what exactly did people save,



and how exactly did they repurpose the scraps that could no longer be used? The list is extensive. Pretty much anything that people got their hands on was put to good use over and over again. But there are a few common items that many people saved, and many innovative ways they were used. Here are 10 common items people reused during the Great Depression:

This period in history stayed with the people who were affected by it too. My great grandmother lived through the Great Depression and she saved everything her entire life: plastic, aluminum foil, twist ties, jars and containers... She was even known for rationing her toilet paper!

And she kept her savings in paint tins in the basement. Nobody trusted the banks after the crash of 1929 threw the country into an economic collapse, and understandably so.

Many folks did have their money in the bank, however, and when the stock market crashed they lost everything. Millionaires went broke overnight. And of course, the poor got poorer.

Without any money to depend on, people had to become very resourceful. Finding creative ways to reuse and repurpose everyday items became a life skill that sometimes even meant the difference between life and death, and could even be exchanged as a currency in

the trade and barter system that emerged when money all but ceased to exist for many people.

So what exactly did people save, and how exactly did they repurpose the scraps that could no longer be used? The list is extensive. Pretty much anything that people got their hands on was put to good use over and over again. But there are a few common items that many people saved, and many innovative ways they were used. Here are 10 common items people reused during the Great Depression:

Things People Reused During the Great Depression



1. Old clothing, sheets and towels

Clothing was worn until it was down to the bare threads. The same went for linens and towels. Then, if there was fabric that could be salvaged, it was repurposed into new clothes or linens or washcloths or rags. Rags were then used as-is or they were patched together to make new clothes or linens or turned into rag rugs. Socks were also saved and repaired. Everybody darned their socks back then, which is difficult today because most socks are made out of synthetic material and don't hold the stitch.



2. Flour bags

Flour and grain sacks were also very versatile during the Depression. They were made of cotton and some even had nice prints and patterns on them, which made excellent fabric to make new clothes out of. The “flour sack dress” was popular during the 1930s, but the fabric was used to make everything from dresses, shirts and pants to linens, patches, aprons and even underwear and diapers.



3. Tires

The rubber from tires was used in a variety of different ways. It could be used to patch soles on worn-out shoes, scraps could be used in home garden beds, and it could be used as a construction material in the “Hooverville”

shanty towns that popped up when people began losing their homes. (They were called “Hoovervilles” after President Hoover who was in power at the time, and the ramshackle shelters in these olden day tent cities were pieced together with whatever scraps people could find, including cardboard, tires and even newspaper). In desperate situations, tires were also be used as fuel and burned to keep warm, despite the incredibly hazardous black smoke that’s emitted from burning rubber.



4. Jars and containers

We modern homesteaders joke about the amount of Mason jars we keep on our shelves and in our basements and, generally, in every nook and cranny of our house. I know I can personally say that we reuse Mason jars for every conceivable purpose around our house! So it’s no surprise that glass jars and tins and containers of all sorts were never thrown out or discarded during the Depression.

Jars could be used to store food, collect kitchen grease or hold any number of household items from buttons to rubber bands. Tin cookie tins were often repurposed as lunch boxes for children and for

lucky men who still had jobs (albeit with meagre wages), and for those out pounding the pavement trying to find one.



5. Soap and candles

Everything was used to the very last drop, and that included things like soap and candles. Odds and ends were saved from bar soaps and wax candles and were collected and remelted to make new candles and new soap. And every last drop of liquid soap was used up and diluted with water to last longer. This was an effective way to stretch a buck that is still popular with some people today.



6. String and elastic bands

Every piece of string and elastic band was saved (in one of those repurposed jars) in case it was needed in place of new thread to mend clothes or to stitch or tie any number of things together. Likewise, rubber bands were hoarded and used to repair items, hold things together and to make the popular rubber-band guns, a children’s toy made from a

clothespin, a piece of wood and a rubber band which kids would shoot at each other when playing games.



7. Buttons

In a day and age when clothing was handmade even without the economic collapse, buttons may as well have been gold coins. Every extra button was saved and used to mend old clothing that was missing buttons and to add to newly sewn items. They could also be used as game pieces and Bingo markers (a game that also became popular during the 1930s and was also known as “Beano” because participants often used beans as markers for their Bingo cards.



8. Paper & Magazines

Every scrap of paper and paper product was saved during the Depression. Cardboard and magazines and stacks of newspapers were even used as building materials in pop-

up shantytowns! My mother has even told me stories that my great grandmother told her about using magazines and newsprint as toilet paper in the outhouse during those times (perhaps this explains her toilet paper rationing later in life).

Paper bags were also saved. Scraps were used as writing paper and parcel-wrapping paper and were even turned into little hand-sewn notebooks that could be gifted to children at Christmas time. Another story I read was of a woman whose mother saved magazines and paper scraps and made papier mâché, which she then used to make picture frames! Talk about resourcefulness. If nothing else, paper could always be burned for fuel or to start fires, which was a much better option than tire fires.



9. Kitchen Scraps

Of all the places in the house, the kitchen was the last place that saw anything go to waste. Everything was reused in the kitchen. Every eggshell, chicken bone, end of stale bread and jar of lard or grease was put to good use in

some way. Likewise, parts of animals that we don't normally use or eat nowadays were put to good use: Chicken feet were turned into soup, innards and gizzards were gobbled up and feathers were used to make pillows and bedding.



10. Water

Water was also a commodity (probably the most important one of all) that many people didn't have access to during the Great Depression. In cities, people couldn't afford to pay their water bills, which meant their water was shut off. Or worse, they couldn't afford to keep their homes, so they ended up in a shanty town without water.

But water was never more scarce than it was for people in the drought-ridden dustbowl areas of the U.S. where all the wells were dried up. Any water that could be reused was. Multiple people bathed in the same water and then cleaned their clothes and their dishes in it too. The old saying “don't throw the baby out with

the bathwater” would have definitely applied during this time.

What can we learn from the Great Depression?

Today we live in a throwaway, consumer society where we produce more waste and waste more money than ever before, money we often don't even have to begin with. People living through the Depression would be horrified at the amount we throw away nowadays!

Now, I'm not saying you should hang onto everything that comes through your door. In fact, I hate hanging onto anything that I don't use.

Clutter is a huge source of anxiety for me and I love only having a few useful items and creature comforts around me if I can. But I also believe in living frugally, within our means and preparing for whatever the future may hold, because you never know what tomorrow will bring.

Nobody knows this better than those men and women who lived through the Great Depression. The lessons of that time have stuck with many of them for their entire lives. In some cases, the lessons have been passed down through generations. But we're beginning to forget, and when

we forget the lessons we learned in the past, history is doomed to repeat itself.

Luckily, as modern-day homesteaders, we generally still live by the most important rules of the Great Depression: Use it up, wear it out, make do or do without. And always be grateful for every little thing.



THE TRAVELER

Classifieds



For Sale
1920 Model A 5
window coupe.
Great car as is
however; it's in need of
restoration.
Asking \$7,500.00.
For details contact John
Taylor 850.530.6960.



For Sale

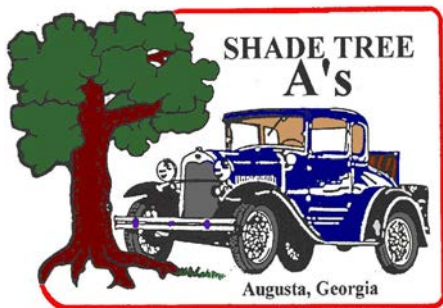
1931 Pickup - \$21,499 Carb - \$250
Distributor - \$100 Other items as well
Contact Larry Nelson 251-323-8050



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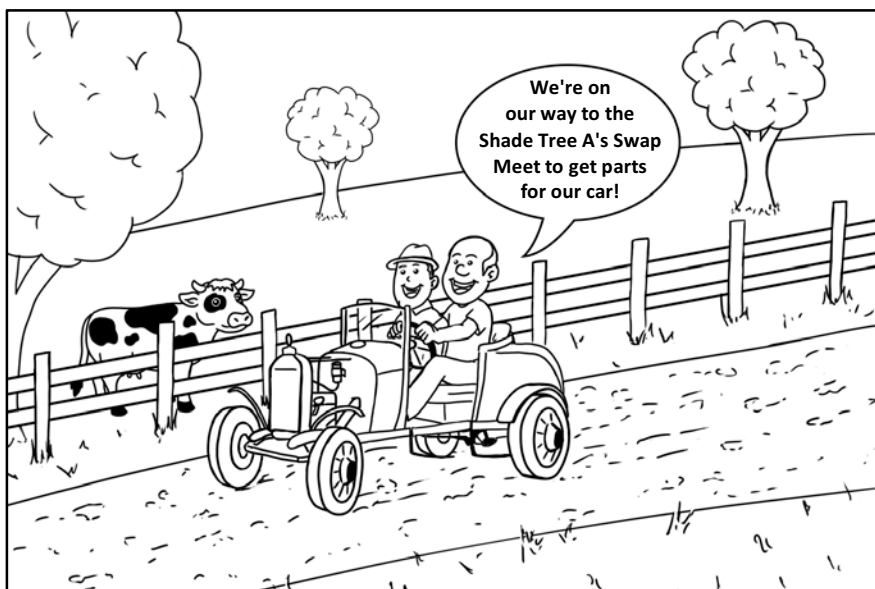




5th Annual Model A Ford Swap Meet

sponsored by the
Shade Tree A's Model A Ford Club

1818 Augusta Highway, Thomson, Georgia 30824
Friday, August 21 and Saturday, August 22, 2026, 8:00 AM until

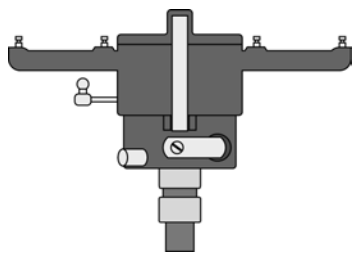


There is no Parking, Admission or Vendor fee for this event. Come enjoy your day with fellow Model A enthusiasts. This year we are sponsoring a special workshop on Model A distributors and carburetor diagnosis. See details below. Lunch will be available. For more information, contact:

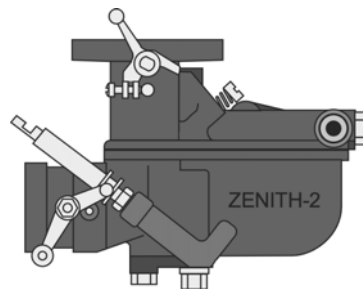
Andrew Morse
706-834-2342
4morses@comcast.net
Jim McPherson
706-564-0120

Distributor and Carburetor Diagnostic Workshop

SATURDAY, 10:00 AM – 12:00 Noon



The Model A gurus tell us that if we think we have a distributor problem, we have a carburetor problem, and if we think we have a carburetor problem, we have a distributor problem. The Shade Tree A's are proud to present a workshop on Model A distributors and carburetors. Have your issues professionally evaluated by Eric Shogren, owner of Guben's Garage, a Model A repair facility in Aiken, SC. Bring your Model A distributor, ignition cable, and/or carburetor for evaluation and take advantage of Eric's many years of experience working on, diagnosing and repairing Model A's. The Workshop will be located in the air conditioned shop.



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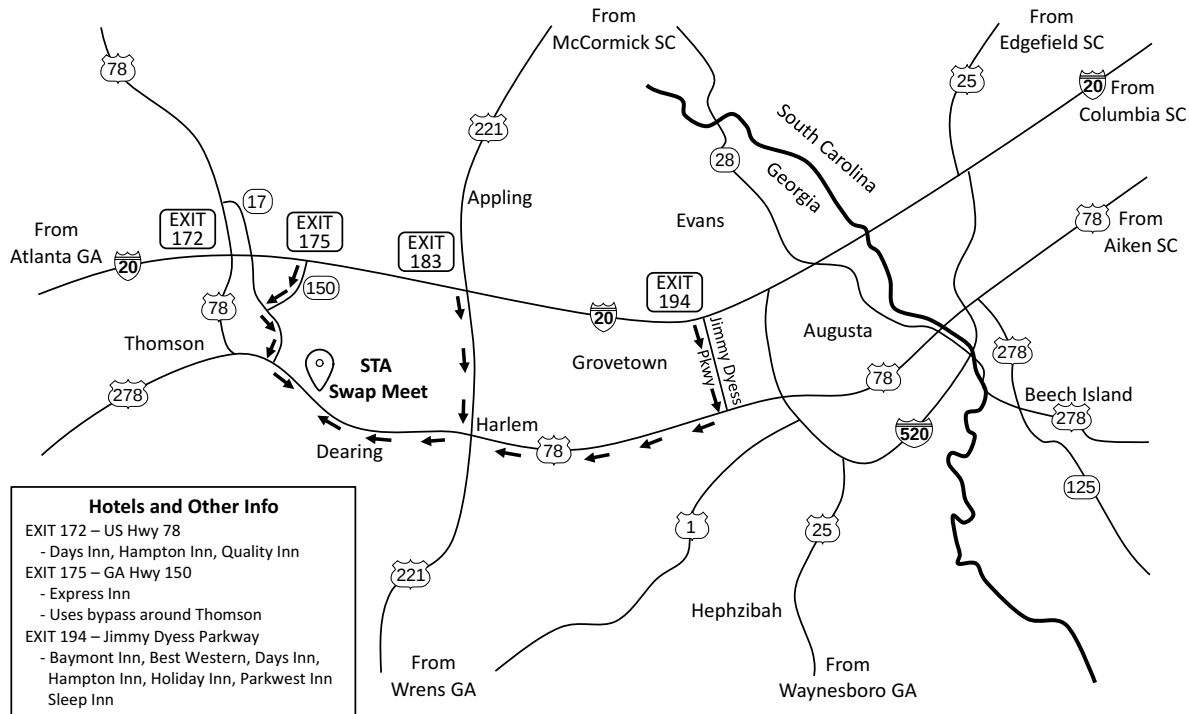


THE TRAVELER

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



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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:

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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).



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