

Pensacola Breakfast January 3



the TRAVELER



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P.O. Box 812, Cantonment, FL 32533



Favorite National Awards Banquet Moments

My husband and I became members of the Gulf Coast Model A Club in 2012. I developed the club's website and Facebook

page and assumed the role of Webmaster in 2013, later joining the board as Club Treasurer in 2016. Prior to this event, we had

never attended a Model A Ford Club of America gathering—let alone participated in hosting one. I fully appreciate the tremendous effort required to plan an event of this scale, and I believe everyone involved did an outstanding job.

Because the experience was so enjoyable overall, it is difficult to identify a single favorite aspect. I truly valued the first day of registration and the opportunity it provided to meet attendees as they checked in.



Continued on page 3

Our Club



GCMAC Officers	Name	Phone	Email
President	Allen Braddy	678-499-3370	alnbraddy@yahoo.com
Vice President	Charlotte Dahlenburg	256-783-2261	waltmern@aol.com
Secretary	Kathy McNamara	251-421-6012	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

January

Birthdays

- 1 Taylor Stockton
- 1 Tammy Newman
- 2 Martha Fuller
- 3 Matt Dawson
- 3 George Haughton
- 9 Mike Fowler
- 14... Sabine Braddy
- 19... Jim Gray
- 19... Maria Whaley
- 28... Chris Hornadz



Message from ...

Happy New Year, Model A Enthusiasts!

Kicking off 2026 with Excitement, Community, and Opportunity

As we step into 2026, I want to extend my warmest wishes to each of you and your families for a joyful, healthy, and fulfilling New Year! I hope you all enjoyed a wonderful Christmas holiday surrounded by loved ones—and perhaps even found a little extra time to tinker with your Model A cars, share a story on the road, or simply enjoy the camaraderie that makes our club so special.

With the National Awards Banquet now behind us, it's time to look ahead and set our sights on the adventures yet to come. The new year brings a fresh energy and a full calendar of events to keep our engines running and our friendships thriving. Mark your calendars for the exciting two-day Model A & T Swap Meet in May—a perfect opportunity to find treasures, swap stories, and connect with fellow enthusiasts. Plus, there will be plenty of parades, shows, exhibits, and tours throughout the year for us all to participate in.

These gatherings are more than just events—they're a chance to showcase our passion, welcome new faces, and strengthen the bonds that make our club a true community. I encourage every member to get involved, whether that's lending a hand at a swap meet, shining up your Model A for a parade, or simply sharing your knowledge with someone new to the hobby.

Together, let's make 2026 a year of growth—not just for our cars, but for our club as a whole. By working as a team, promoting our hobby, and inviting others to join us on the journey, we can ensure the future of Model A enjoyment for generations to come.

Here's to a year filled with memorable drives, new friendships, and a thriving club community. Happy New Year!

With excitement and appreciation,

Allen



Club Happenings



I also appreciated the food and fellowship during the “Meet the Board” event, and I even enjoyed walking around to sell raffle tickets. Although I was unable to attend many of the seminars due to continued registration duties and other responsibilities, Scott thoroughly enjoyed both the Technical Seminar and the “Secret History of Mobile” session.

Despite the disappointment surrounding the weather, the change to the Murder Mystery Cruise aboard the Perdido Queen Cruises turned out to be a highlight that many attendees

enjoyed. I had always wanted to experience it, and it was especially fun to do so alongside so many Model A enthusiasts. The day we visited the USS Alabama and USS Drum was quite cold, but the tour was memorable, the lunch was excellent, and the brownies were exceptional—I certainly wasn’t the only one who went back for seconds. I even got slightly turned around on the USS Alabama, but thankfully we eventually found our way to the top.

The Speakeasy Tour was fascinating, with plenty of walking and surprisingly good drinks. Everyone I spoke with had a wonderful time on the Mobile History Trolley Tour, and the driver’s knowledge of the city’s history was impressive.

Ultimately, what I enjoyed most about the entire event was the opportunity to get to know



our club members better and to meet Model A enthusiasts from around the world.

- Becky Baisden

We reviewed our experiences at Mobile & agreed on the following:

An outstanding review with excellent service, accommodation and food. The fashion seminar was very interesting & we thoroughly enjoyed the History Tour. You had a great saving on the Bellingrath Gardens tour with the riverboat. We thought the raffle went quite well and





it was fun.

Mike & Debbie Fowler

On Wednesday, December 3, the Hospitality room of the host hotel in the雨iest city in the United States opened to guests who began the event check-in process, reviewing events in which they would participate and viewing many of the lottery prizes on display.

Kathy and I had great conversations with the incoming participants throughout the day. Dinner was a taco bar with chicken or shrimp, and the shrimp received high praise for flavor and spice, according to participants I spoke with.

Thursday morning had some participants learning how to fashion hat pins while others were in the technical session with Paul Shinn learning MAFCA might be pronounced like "Mayfca" while others said it is pronounced "Mah-fca". Happily corrected, Paul went about describing how to get



your Model 'Ah' Ford running much smoother. It was highly informative, both in technical information about the 'Ah' and in English pronunciation.

Rain was making the trip to Bellingrath Gardens Magic Christmas in Lights a bit wetter than we felt participants would want to partake so Charlotte began making calls to replace the walking tour with a riverboat Murder Mystery.

During the boat ride up and down the Mobile River, some of the NAB attendees became suspects and possible accomplices in the play as well as detectives and assistant detectives to "nab the murderer." None of the attendees were found guilty of the crime and a very few successfully solved the mystery (that changes ever-so-slightly with each day's journey). Everyone enjoyed the journey and the sites to be seen along the shoreline (including the remaining parts of the S.S. United States before it becomes a reef in 2026).

It is unfortunate that rain cancelled Bellingrath and I

would HIGHLY recommend coming back to view the lights (as well as the many events held throughout the year). You can get an idea of the scale and scope by visiting Bellingrath's website at: <https://bellingrath.org/discover/magic-christmas-in-lights/>

Friday had attendees viewing the U.S.S. Alabama, the WWII submarine Drum, the many aircraft and military vehicles on the property and in the Aircraft Pavillion, where a luncheon was served.

The weekend nearest December 7th is always a "Living History" weekend, where volunteers dress and re-enact life in that period. When weather (and other conditions related to volunteer pilots and 80-plus-year-old planes) happen to align



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well, there are also fly-overs and “machine-gun” shooting that occurs around 12 pm. It’s a sight to see if you get the opportunity. The Living History is every other month starting February and ending December. Dates vary except in December. Visit USS Alabama’s website for information on upcoming dates and contact information: <https://www.ussalabama.com/get-involved/living-history-crew/>

Friday night, some attended one of two tours to the Speakeasy’s that were around during prohibition. (I’m told that a few that went on tour 1 were found in one speakeasy when tour 2 came through!)

Our port had quite a few opportunistic entrepreneurs in various positions that allowed

a federally outlawed beverage to be consumed by those in-the-know. At least for a while. If you want to know more, you will have to come visit. <https://www.secrethistorytours.com/tour/r/>

Saturday’s three different trolley tours around downtown Mobile gave a brief history of houses, sites and events in Alabama’s oldest city, as well as United States first city to celebrate Mardi Gras; an interesting story of a Canadian Bishop’s control and the peoples love of distance from said Bishop, as well as what Mardi Gras really is versus what it can become.

Saturday night’s banquet was quite good and preceded awards for various feats and installation of new officers.

On behalf of the Gulf Coast

Model A Club, I hope everyone had a fun time and learned “just enough” to come back to visit for further details to our sordid history. Comments from those who had seen the city from the interstate as they traveled from point A to point B indicated future travel may change, going from point A to point C with at least one overnight stop at point B (Mobile). You can reach out through the club website (<https://www.gulfcoastmodelaclub.net/contact-us>) for information on events in the area around your travel times (or request times to travel here to experience events...or avoid events), where to stay and sites to visit while in the area.

- Mac MacNamara

Lillian Christmas Parade



The annual Lillian Optimist Club of Perdido Bay’s Christmas Parade was held on Saturday,

December 13 at 1 pm. Line up was at 10:30. Joe Stephens participated in the event. Dr.



Melvin Whitehurst and his wife, Elizabeth, serving as Grand Marshalls.



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Email to
Joe Allen Braddy
alnbraddy
@yahoo.com

Submission
date is the
20th of each
month

Entertainment

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

December 6 8:30 am

Golden Corral 2260 Langley Ave, Pensacola, FL

March

21 11am

GCMAC Quarterly Meeting

Baldwin County Heritage Museum, 25521 US-98 Elberta

May

1-2 8am-3pm

GCMAC Swap Meet

2206 La Vista Ave, Pensacola, FL

June

TBD 11am-2pm

GCMAC Picnic and Meeting

Garrett Park. 18080 Pennsylvania St, Robertsdale

September

19 11am

GCMAC Quarterly Meeting

Baldwin County Heritage Museum, 25521 US-98 Elberta

MAFCA Activities:

May

1-2 8am-3pm

GCMAC Swap Meet

2206 La Vista Ave, Pensacola, FL

May

31- June 7

2026 MAFCA National Convention

– Pendleton, Oregon

September

10-17

Model A Days

Regional Activities:

March

7 Mobile Chocolate

Festival 10-3pm The Grounds 1035 Cody Rd, Mobile, AL

7 Sunliner Diner Show &

Tell Car Show 1-5pm. Orange Beach, 26035 Perdido Beach Blvd.

Help Wanted

Car Shows? Car Events?

Email to Allen Braddy

alnbraddy@yahoo.com

7 Swamp Fest. 8-3pm.

Satsuma High School, 1 Gator Cr, Satsuma, AL

21 Wild Irish Car and Truck

Show. St. Patrick School, 23070 Hwy. 59, Robertsdale, AL

28 Fourth Annual Spring

Fest. 9-3pm. 4513 Forsyth St, Milton, FL



2026 Club Dues

Club dues are \$25 per year for individuals or families.

We encourage membership in the Model A Ford Club of America (MAFCA), a national organization that promotes the restoration of the Model A and publishes a great magazine, The Restorer, six times a year.

Send a check to: GCMAC, P. O. Box 812, Cantonment, FL 32533



Join Us In the 21st Century

www.gulfcoastmodelaclub.net

Gulf Coast Model A Club



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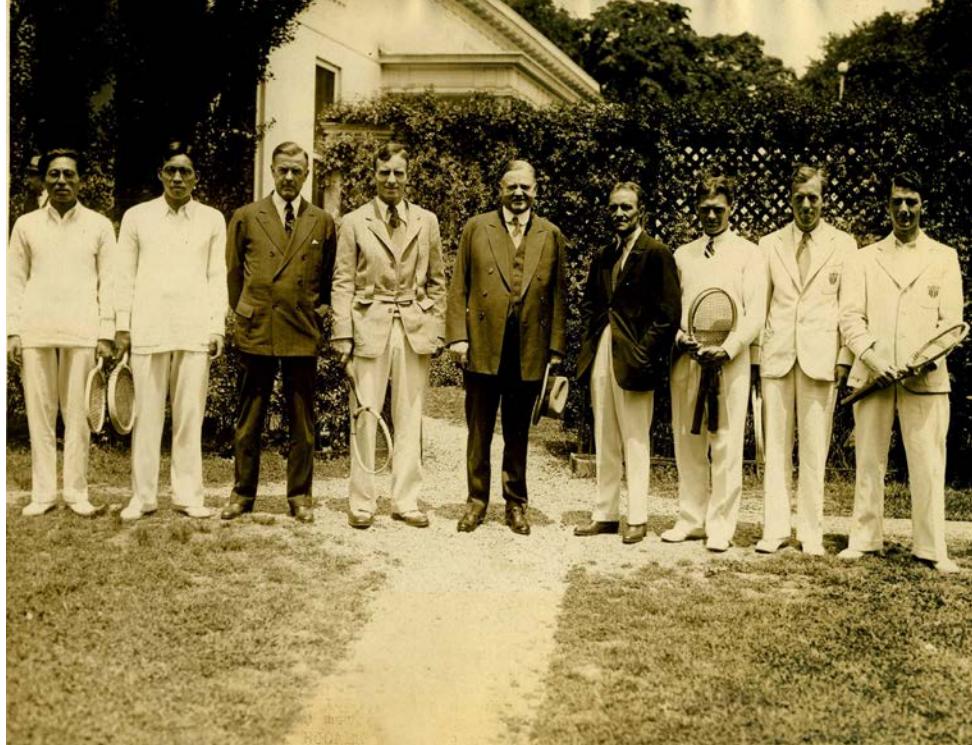
Era Photos



6.8.28 White House Pets to Accompany Coolidge on Vacation Trip. Four lucky members of the canine staff of the White House who have been chosen to accompany the President when he leaves Washington early next week for the summer White House in Wisconsin. Left to right: Tiny Tim; Ruby; King and Rob Roy.

– Photographer Bill Shroud

5.25.29 President Hoover Receives Member of The Davis Cup Team. Photo shows members of the American and Japanese netmen now playing for the Davis Cup, with the President at the White House today. Left to right: Tamio Abe; Sadakazu Onda; Joseph Wear, of Philadelphia, Chairman of the Davis them Committee; John Hennessey; President Hover; F. E. Dixon; J. G. Hall; W. Allison and John Van Ryn.





Era Fashions

“Overall Appearance” What the Judges Look For



By Patti Jones

As an entrant and a judge, this area has a special “mystique” on how it is judged. “Overall Appearance” is the only area that

has no “guidelines” as to what score a judge would put down. I’m hoping this article will take some of the mystery of how it is judged.

Overall Appearance, is judged in every category. It can be the determining factor for “Best of Show” or an Award of Excellence. It is the judge’s personal opinion/discretion if the entrant looks like they stepped into the judging room during our Model A era. Here is how I judge this area and what I look for in the entrant.

As an entrant comes into the room, I immediately look for color, tones of fabrics, and is the outfit “complete” in my mind. Does the outfit require a hat, purse, coat, etc.? I’m not actually judging whether the individual areas are correct, but how the entrant has put together the complete outfit. Have they gone the extra “mile” with era style makeup, hair and nail polish?

The major garment determines how I judge if the entrant has put together their outfit in my mind. Assuming from the above picture, the entrant is a woman as a point of discussion. I would not give her full points because my eyes are drawn to the hat and its’ color. It’s too bright a color for the outfit worn by the entrant. If it’s evening or daytime, did they add a wrap, coat, fur, etc., did they carry gloves, and the style of purse and shoes helps determine

the score. Did she wear leather shoes with an evening dress, or did they wear an evening hat with a daytime dress. I next look at the fit and year the entrant has put on their entry form. If it’s a 1928, is the hemline at or below the knee? If it’s a 1930, is the hem at mid-calf.

Length isn’t the only area of concern. How tight is the bust and hip area? I’d deduct a point if it appears that the fabric is stretched in these areas. This is my opinion on what I look for in judging “Overall Appearance”.



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Tech Tips

It Jumps Out of Gear!

By Tom Endy,
Westminster, CA

The Model A Ford Transmission:

Jumping out of gear is a common complaint one often hears about the Model A transmission. Ford issued a service bulletin (December 1928, page 303) stating that the cause is excessive clearance between the main shaft (A-7060) and the two slider gears (A-7101 and A-7100). To correct this phenomenon Ford decreed that when ever one of these parts is replaced, they must all three be replaced as an assembly with hand selected and fitted parts. I have come to the conclusion that this was an excellent way to increase parts sales, and is not necessarily the culprit. Ford would have one believe they had hired Henry Aldrich to sit in the stock room selecting the three parts into matched assemblies.

A shopping List:

There are a whole host of factors that can cause the jumping out phenomenon. The main shaft clearance may be one factor, but I believe it is way at the bottom of the shopping list. A transmission

that wants to jump out of gear may be suffering, to some degree, from several of these factors. Any one of which may not be sufficient to cause a problem, but the cumulative affect may be what's going on. It's kind of like a plane crash. Usually there is no one factor that causes the accident; it is the cumulative affect of a number of them that brings the plane down. When addressing a jumping out problem it is a good idea to consider and inspect for all of the factors and correct them as you proceed.

The Tower:

The easiest thing is to attack the tower first. Try another known good tower before you go to all the trouble of pulling the transmission. A number of worn parts in the tower can cause the jumping out. The two rails (A-7240 and A-7241) have very defined slots cut into them to hold the shifting forks in the position selected. The rails can become worn, leaving little definition in the slots, with wear trails leading to and from them. The two lock plungers (A-7233) can also be worn on the ends so as to not snap smartly into the rail slots. These parts should be replaced if found excessively worn. The repo lock plungers work ok, but I have no experience with

repo rails, I usually look for good serviceable originals. The two shifting forks (A-7230) can become worn in the area where the ball on the end of the gearshift lever (A-7209) operates their movement. This area can be welded up and filed down to the original dimensions. The ball on the end of the gearshift lever can also become worn square. This too can be welded up and filed down to approximately the half inch diameter it originally was. A repo gearshift lever replacement will also work very well. A nice fit of the shift lever ball inside the two cut outs in the two forks helps hold the gears in the position selected.

The Transmission Itself:

The gears inside the transmission are all straight cut as opposed to being helical cut (at an angle) as is the case in future transmission development. Straight cut gears want to be in reasonably good alignment or they may decide to "walk" out of the selected position. There are a number of things that can cause misalignment. The pilot end of the input shaft (A-7017-B) can become worn and grooved from operating in a seized flywheel bearing (A-7600). This causes the input shaft to wander around and contribute



to jumping out. The pilot end can be repaired by machining it down and pressing on a sleeve to snugly fit a flywheel bearing. The flywheel bearing should always be replaced when installing a new clutch. The roller bearing (A-7118) that rides inside the rear end of the pilot shaft and on the front end of the main shaft may be failed as well as the race surfaces of both shafts. This will also cause the two shafts to wander around (and also make a lot of noise). The very front of the high\second slider gear (A-7101) has slots cut into it that grab hold of the end of the rear gear on the pilot shaft when shifted into high gear. These slots can become worn, losing their definition, causing a sloppy union. The same can be said for extreme wear found on the rear of the gear on the end of the pilot shaft. Inspect the front slider gear carefully, and if the slots appear to be excessively worn, replace the slider. Excessively worn teeth on the cluster gear (A-7113) and either or both of the two slider gears can also be a contributing factor to jumping out. It is also a good idea to check the fit of the main shaft and the two slider gears just to pacify Ford. Forget about buying a new matched set, however, Henry Aldrich retired years ago.

600W Lubrication:

Lubrication of the transmission was originally specified to be 600W oil. No one today knows exactly what

that was. Each Model A parts supplier sells something called 600W, but they all seem to be different. The 600W Bratton sells is my choice. It is a mixture of Shell gear oil and STP. It is very thick and stringy and clings well to the main shaft and sliders. The selection of lubrication used, I believe, plays an important factor in not jumping out of gear. The use of thinner oil, on the other hand, is a contributing factor. Bratton's 600W is also recommended for use in the differential and the steering box.

Outside The Transmission:

The alignment of other components in the Model A drive train should also be considered. One very often overlooked area is the alignment of the clutch housing that sits between the rear of the engine block and the bell housing. Two horse shoe shaped brass shims, .010 each (A-6400) should be installed at the two holes the accelerator pedal mechanism bolts to. The shims go between the engine block and the clutch housing ears. Many times these are found missing. Their purpose is to compensate for the thickness of the gasket used between the engine block and the lower part of the clutch housing. The gasket and the shims should be the same thickness. However, today they are all over the map. Depending on the supplier, the gasket can be anywhere from .006 to .018 thick. The proper shimming and alignment of

the clutch housing is another subject however. A very good article by Bill Barlow on this subject appeared in the April 2004 publication of the Victoria Association Bustle. Many clutch housings have been damaged over the years and cannot be properly aligned and should be replaced. Much of the damage comes from people changing a timing gear. The front of the engine is jacked up after the front motor mount is removed so as to be able to get the front timing cover off. If the engine has the original solid rear motor mounts, something has to give because the engine can't bend. Usually the clutch housing cracks at the two bottom mounting bolts. Most clutch housings seen at swap meets have the offending two cracks. Misaligned or out of tolerance clutch housings are also an avenue to premature clutch failure.

Poor Quality Reproduction Gears:

Poor quality reproduction gears can be a definite factor in the jumping out phenomenon. A few years ago the Model A market was subjected to gears manufactured in Argentina. I had a personal experience with such gears. A car came into the shop that would not stay in any gear. The transmission had been recently overhauled. The cluster and two slider gears were brand new and had Argentina stamped on them. The two sliders appeared to fit snugly enough on the main shaft, but all three gears looked



very strange, like they had been machined out of a large block of steel. The transmission was removed and reinstalled twice before it was decided to replace



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the three gears with some used originals. The problem went away after that.

Good Quality Reproduction Gears:

In the past few years good quality U.S. made gears have become available from Bratton, Snyder, and Mac's. John LaVoy of Model A Times fame advised that he installed a complete set

of new U.S. made transmission gears in a car and drove it to the MAFCA Portland National last summer. John reports that the transmission was very smooth and quiet. This is good news as good serviceable original gears are becoming increasingly hard to find. Purchasing brand new transmission gears is an expensive route to take however.

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



The Model A Ford Club of America MAFCA

Serving Model A Ford owners since 1955

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

MAFCA is a not-for-profit corporation with members and local affiliated chapters all over the globe. This makes us the largest car club in the world dedicated to one make of automobile. We hope you enjoy looking through our site, and we invite you to join us!

Membership in Model A Ford Club of America is encouraged. MAFCA Dues are \$50.00 and should be mailed to: MAFCA Headquarters, 250 South Cypress, LaHabra, CA 90631-5586 For more info visit: <https://www.mafca.com/>



Our award winning magazine
"The Restorer"



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





How Movies Got Us Through the Great Depression

Reprinted from bestmoviesbyfarr.com

Here's a story of success plucked from adversity: the story of Hollywood's response to the Great Depression.

The movie industry's triumph in the 1930s lay in giving the public what it wanted to see. Its product was therapeutic diversion for millions of Americans who needed to get away from their troubles. By providing this crucial relief, American film reached a pinnacle of influence, at a time when most other industries were

struggling mightily.

At the time of the 1929 crash, Hollywood was in transition: Sound was here to stay, but still in its early stages. There'd been huge investments made to convert shooting sets and theatres to sound. Movie careers had ended — and been launched — overnight. Hollywood urgently needed to recoup their conversion investment, and market this new form, even as the country faced unprecedented hardship. They had to catch up with their new technology fast, creating a

cinema of sight and sound, images and words.

Fortunately the industry had some key advantages: first, their only big competition was radio (theatre, too, but it was more expensive). The studio system was also in place, so all the major players had stars, directors, writers and producers under contract; they even owned the theatres themselves. This created enormous efficiencies compared to today's complicated, unwieldy system. The result: the studios were able to turn around



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product quickly and reasonably, and make it timely.

It was also relatively cheap to see a movie then – 10-25 cents. Hollywood's strategy: for that dime or quarter, give the public more than ever. With every visit to the theatre, a viewer would get another plate for their plate set, and a string of entertainment: newsreels, cartoons, "B" pictures/serials, and "A" pictures.

For their "A" productions, the majors wanted intelligent stories, often literary adaptations, and glamorous stars, both to attract a desirable demographic and add prestige to the industry. The studios hired the best writers and actors from the Broadway stage. They then perfected a sophisticated marketing and publicity machine around these new stars. They programmed their lives, controlled and cultivated their images, tracked how they were doing with their public. And as a result, the movie business became one of the few to actually benefit from the depression.

The "A" pictures of the day spanned a variety of genres, but it was the comedies and musicals that provided crucial escape for weary, impoverished audiences. There were several consistent threads in depression-era comedies: the public wanted to laugh at the rich, so characterizations were usually either stuffy or buffoonish, reflecting the

populist sentiments of the New Deal. Still, it was the rich the public wanted to see portrayed. They enjoyed drinking in the rarefied atmosphere of the upper classes; it reassured them that real wealth still existed.

Like comedy, musicals were a natural for these viewers, especially as advances in sound technology allowed greater range of motion for the performers. No one made more of such advances than famed choreographer Busby Berkeley, who did, among other memorable pictures, "42nd Street" (1933).



Berkeley created immense, intricate set pieces featuring dozens of showgirls, shooting them from above and other unusual angles to achieve a kaleidoscopic, surreal effect. If you haven't seen one of these, you're missing out.

In 1932, Fred Astaire, a dancer who'd become a star on Broadway, came out to Hollywood for a screen test. The now famous verdict from his first audition: "Balding. Can't act. Can't sing. Can dance a little."

Fred's second film of 1933, "Flying Down to Rio" proved that assessment wrong, for it was here that he was first paired with Ginger Rogers. Though just supporting players, Fred and Ginger danced, and that was all the public saw or wanted to see. As one wag would later point out, he gave her class, and she gave him sex.

Not literally of course. In fact, Astaire's exacting professionalism caused Ginger to suffer bloody ankles,

and all too frequently, a bruised ego. She always had to fight the nagging suspicion that when they danced, all eyes were on him. So, they were cordial but never devoted friends off-screen.



Still their fame joined them at the hip, and over time, the duo would make a total of eleven movies together. Though the plots are wafer-thin, the dialogue is priceless, and the dance sequences incomparable. Moving on to the comedic realm, the four Marx Brothers (Groucho, Chico, Harpo, and Zeppo) had already conquered vaudeville and Broadway when they made their first film, "The Cocoanuts," in 1929. Their zany, anarchic humor was perfect for the time, since these inspired clowns were always ruffling the feathers of high society.

After a string of indelible comedies at Paramount, the brothers (sans Zeppo) moved to Hollywood's most successful studio, MGM, in 1935, under the mentorship of Irving Thalberg. There they made two classics, "A Night at the Opera" (1935) and "A Day at the Races" (1937). After the latter film, with Thalberg dead of a heart attack at age 37, the Marxes lost direction and made only a few more films of lesser quality. Only Groucho remained in the spotlight with his game show, "You Bet Your Life," first on radio, then TV.



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