



the TRAVELER



Volume 23-10

October 2026

P.O. Box 812, Cantonment, FL 32533



Saturday at the Baldwin County Heritage Museum

It was a beautiful late-summer Saturday, the kind of day that makes you want to get an old car out of the barn and see where the road takes you. Four Model A's and one Ford Anglia did just that, making their way to Elberta, Alabama, and the Baldwin County Heritage Museum.

The museum had planned a festival day, with vendors, a food truck and plenty to explore. It turned out to be a perfect setting

for a group of Model A people. After all, there is something about old cars and old things being together that just seems right.

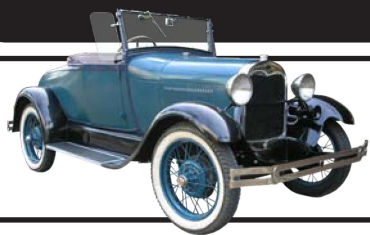
The Baldwin County Heritage Museum is filled with reminders of days gone by. Tractors, wagons, farm equipment, old appliances, clothing and stories from the early farming communities tell the story of how our small towns grew. Walking through the museum feels a little like stepping back in time,

something we Model A folks can certainly appreciate.

There are also several historic buildings on the property, including a charming free-standing chapel. And, fittingly for a place dedicated to preserving history, the museum is open to the public free of charge.

Our club gathered inside the workroom for our quarterly meeting, but before the business

Continued on page 4



THE TRAVELER

Our Club



GCMAC Officers	Name	Phone	Email
President	Allen Braddy	678-499-3370	alnbraddy@yahoo.com
Vice President	Charlotte Dahlenburg	256-783-2261	realracegril1@gmail.com
Secretary	Kathy McNamara	251-421-6012	mrhobbs456@aol.com
Treasurer	Becky Baisden	850-384-5717	beckyb0814@att.net
Newsletter Editor	Charlotte Dahlenburg	256-783-2261	realracegril1@gmail.com
National Rep	Allen Braddy	678-499-3370	alnbraddy@yahoo.com
Webmaster	Becky Baisden	850-384-5717	beckyb0814@att.net
Event Coordinator	Allen Braddy	678-499-3370	alnbraddy@yahoo.com
Club Care	Nancy Pampel	251-979-3251	nancyjpampel@gmail.com

October

Birthdays

3 Michele Gray
9 Tom Frazier
9 Terry Collins
10 Michelle Collins
15 Debbie Fowler
16 C.J. Baisden
16 Betty Fortner
17 Scott Baisden
19 Chandler Stockton
20 Arthur Astel
28 Donna Wood
30 Carl Whaley



Anniversary

15 Robin & Jacque Olsson

Message from . . . _____

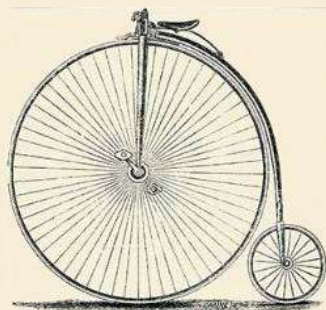
Hello Model A'ers,

Thank you to everyone who represented the club so well at the Baldwin Heritage Museum. Your presence helped highlight both the museum and the enduring value our Model A's bring to community events.

Looking ahead, we have meaningful opportunities to showcase our hobby and gain visibility across the Gulf Coast. The Pensacola Veterans Day Parade and the Lillian Christmas Parade are important events for our club, and I encourage strong participation from every member who is able to join.

As you take part in club activities, please share a few photos and a short note so we can recognize your involvement and keep our members connected. These stories help showcase the pride, craftsmanship, and community spirit that define the Gulf Coast Model A Club.

As my time as President of the GCMAC comes to a close, I am proud of what we have accomplished together and confident in the road ahead. I hope this club continues to grow through strong participation, shared responsibility, and a continued commitment to preserving and celebrating these remarkable automobiles.



Thank you,

Allen



THE TRAVELER

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



Club Happenings

Ron's Favorite Car and Model



Last year, I sold my 1931 black Model A coupe with straw wheels and original interior. It had 43,000 original miles on it. A week ago I had a black 1931 Model A coupe with yellow wheels shipped from my home down in Missouri. 83,000 original miles, matching numbers, rebuilt engine, new LaBere and Bonnie Interior.

It was stored in Hermann, Missouri, which is about an hour from where I lived. The car had been in the family since the 1940's. When I lived in St. Louis, we took a tour every year to the Oktoberfest in Hermann. I'm pretty sure I saw the car there. It would've been around 1980.

Now I own it!!! It has a fuel cell in the trunk, because of the problems that Model A owners like me have had with ethanol gasoline. Only one problem I have a two car garage and three Model A Fords. Does anyone have a garage extender that they will sell me?

I even bought a Hubble model at our swap meet in Pensacola and painted it my favorite color. My daughter thought it was a real thing at first. - Ron Persons

What's in your garage right now?

My grandfather's 1928 Model A Roadster my grandmother willed to me after both passed. I hope to get a new garage built by end-of-year and start rebuilding it in cooler weather. I do not have a photo at this time.

(as a side, and just between you, me and the fencepost, I recently acquired another Anglia that is in dire need of help...but the body is in pretty good shape...that's a story for another day!)

What's something you're proud of?

The 'A' was willed to me. I was expecting it to go to other family members. It is most disappointing I have not worked with it in too long. Lack of space is the biggest excuse, and a poor one at that.

- Mac McNamara

Continued from page 1

began, there was plenty of time for what we really enjoyed visiting with one another. There were smiling faces, catching up with friends, and hearing about the latest projects, adventures and no doubt, a few stories that have been told before but are still worth telling again.

With the Model A's parked outside and good friends gathered



inside, it was just about as nice a Saturday as you could ask for.

Sometimes you don't have to travel far to find a little piece of the past. Sometimes you just need a Model A, a few good friends and a road leading to Elberta.



A new floor in the 31 Roadster! It has been without for over forty years. _ Mike Fowler



Fall Meeting Minutes

9-20-26.

To order. 11:00 am.

13 people in attendance.

Becky- Financial: funds in account.

not doing Pensacola Fair this year.

Ivys Christmas lunch Dec 5th.

All in favor of continuing

Veterans Day parade.

Lillian Christmas Parade is a go, (don't let Ron lead).

Swap meet 1st of May.

Confirm insurance.

Motion to close meeting, 12:00pm

Respectful submitted

Kathy McNamara



My favorite photo of Mom's '29 Model A Ford Roadster (it does stay in my garage). My dad bought it 3 years before I was born, I first rode in it when I was 3 months old in my mom's arms.

Kelly Adams

Email to
Allen Braddy
alnbraddy
@yahoo.com

Entertainment

Submission
date is the
20th of each
month

Car Shows, Events, Cruise Ins & More

Model A Facebook:

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

Club Activities:

Monthly

Club Breakfast in Pensacola September 5 8:30 am

Golden Corral 2260 Langley Ave, Pensacola, FL

December

5 11:30-1:30

Christmas Dinner and Officer Vote Ivey's Fine Dining
18427 Pennsylvanian St.,
Robertsdale

MAFCA Activities:

December

2026 MAFCA National Awards Banquet Cincinnati, Ohio

2027

January

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

June

13-18 2027 MAFCA National Tour Durango, Colorado

Regional Activities:

October

4-11 30th Anniversary of Cruisin the Coast.

www.cruisinthecoast.com

10 10th Inning Festival & Car Show - Annual Axles for Alzheimers. 8-2pm. Olive Baptist Church, 1836 E. Olive Rd. Pensacola, FL

17 Wheels and Wings 2026 Car Show. 8-2:30. 100 Museum Drive, Eglin Air Force Base. Early registration is encouraged.

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

November

7 Jo Jo Jonhson Memorial Car Show. 8-2pm
1095 Dauphin Island Pkwy,
Theodore at the American
Legion Post 250.

7 11th Annual Pensacola North Charity Car Show
9-2pm. Eastgate Plaza 7135N
9th Ave, Pensacola, FL

14 Full Throttle for Vets 6th Annual Show and Shine Car, Truck, Jeep and Motorcycle Show 9-4pm. 5

Flags Speedway 7451 Pine Forest Rd, Pensacola, FL

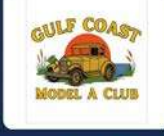
December

5 Revitalize D.I.P. Car Show 9-1pm 2860 Dauphin Island Pkwy, Mobile

Car Club Tshirts.com

Gulf Coast Model A Club
OFFICIAL CLUB GEAR




SHOP NOW - CARCLUBTSHIRTS.COM

**Wear the club
with pride this season**

No better way to show season's here and there's no better way to represent Gulf Coast Model A Club at the next meet than gear made just for us. Every piece is designed around our club, our logo, our name. Order directly, shipped to your door. Pick yours up before the next event:

<https://carclubtshirts.com/collections/gulf-coast-model-a-club>





Era Fashions



Crochet Sweaters in the Model A Era: The Russian Influence

By Peggy Gill

Do You Crochet? A handmade outfit was more common than not in the Model A era, and many women had needle work skills that included crocheting and knitting. In the March 1931 *Women's Home Companion*, an article titled "In Lacy Stitch: A crocheted sweater-blouse and beret" written by Merle Munn shows what was referred to as the Russian blouse.

A lacy wool sweater and matching beret was still in vogue in the smart shops. The photo shown at right sports a becoming square neck. This sweater and beret ensemble could be worn with any sports skirt making it a completely acceptable costume for golf, motoring, or walking. The blouse could also be worn with a suit—in which case a hat appropriate to the suit would take the place of the beret.

The work for this sweater was done with a bone crochet hook size 3 ½. Eight balls of zephyr or any other fine yarn were needed for the blouse, and one ball was needed for the beret. The wool could be found in white and pastel colors such as pale blue, pink, lavender,



pale green and yellow, and according to Ms. Munn these colors were "very much the thing" in March of 1931.

The sweater above looks like it could be the one described in the Australian newspaper, *The Canberra Times*, dated 5 February 1931. It stated that a knitted "fairy-like" woolen blouse made of the "thinnest wool yarn, pouched at the

waist above the skirt, and completed with a tight band that fits closely over the skirt" was popular, especially among younger women or those with a "slim, graceful figure."

What exactly is a "Russian" blouse? Upon doing some research I was unable to find anything conclusive, but based on descriptions in a variety of sources, I believe that

perhaps it was named due to its similarities to the Russian national costume back in the 1920's and early 1930's. Sources referred to "full loose sleeves that tightened at the wrist." Some sleeves were described as "drop shoulder" or "dolman sleeves" and necklines were described as both rounded and square. Prominent in most references was a hip-length tunic look below a cinched waist. One source suggested that the exact look depended upon the region of origin.

Parisians were the first to adopt the Russian influence into clothing styles. In fact, Coco Chanel is attributed to using a belted blouse based on Russian peasant wear as early as 1922. She continued to use similar attributes in her designs, especially in sleeve styles and the use of the peplum according to an article in the Pittsburg Press, on July 28, 1931 with the headline, "Russian Theme Seen in Blouse." In 1929, D'Alessio a prominent dress designer for women's, misses, and juniors "waists and dresses" refers to a "Russian blouse with puff sleeve and cape sleeve" in draft designs. According to The Canberra Times article entitled "Frills, Fads, and Foibles," the Russian blouse was being adopted to transform the boredom Parisians were facing with the current woven and wool pullovers. This look was attributed to the "blouse-jumpers like a Cossack's tunic." The blouse is described

as "very plain in line, fastening up the side with groups of buttons; and the neck is low, round, and collarless. There is a belt at the waist, and the basquel below reaches to the hips. The sleeves are full to the elbow, and fit tightly from there to the wrist with buttons and loops of silk." The article went on to explain that the blouses are plain and have no trimming, intended to coordinate with suits; because of this, they were made "of very good material" such as heavy crepe de chine Moroccan or satin in white or a pale tint.



Figure 1

For comparison, I looked for traditional "Russian blouses." Although not of model A era, you can see some similarities between the descriptions above and these pictures.

Figure 1 is a photograph taken between 1909 and 1915 by Sergei Mikhailovich Prokudin-Gorskii of three young Russian peasant

women. Notice the fullness of the sleeves, and the cuffs on the long sleeved blouse on the left.



Figure 2

Figure 2 is a men's Kosovorotka. A kosovorotka is a traditional Russian shirt, long sleeved and reaching down to the mid-thigh. The shirt is "not buttoned all the way down to the hem, but has several buttons at the collar (unfastened when the garment is pulled over the wearer's head), though these are positioned off to one side (regional styles vary between left and right), instead of centrally, as is customary with a typical Western 20th and 21st century man's shirt. If left unbuttoned the collar appears skewed, which accounts for the garment's name. The collar and sleeves of kosovorotka were often decorated with a traditional Slavic ornament."

During my research, I came across some pictures and patterns online on Pinterest and Etsy. Advertised as being “1930’s,” I have been unable to document the actual date by year on the two photographs so these cannot be used as documentation in the judging room. However, the picture on the far left is very similar to what is seen in Ukrainian traditional costume, and the dolman sleeve was seen in 1931. The picture at the far right was listed on Etsy, an online vintage retailer. The shirt was described as “a Russian linen Cossack shirt.”



The patterns caught my eye due to similarities in style to the sweater shown at the

beginning of this article. I contacted Janet Gundlach, a MAFCA member from the Gallopin' Gertie Model A Club of Tacoma, WA, and past Era Fashion Committee member and chairperson. She is a wealth of information on patterns and reproduction clothing for the Model A era. According to her direct resources, the Butterick pattern dates to 1934; she was also able to date the Pictorial pattern to after June 1931 but not later than 1932.

The patterns then led me to take another look at MAFCA's pattern catalog. Helen Christensen and her team working on the Pattern Project spent numerous hours researching and documenting the dates for these Model A era patterns. The following patterns were taken from MAFCA's Pattern Catalog. Notice the similarities of styling to the photos above, as well as the crocheted sweater at the beginning of this article.



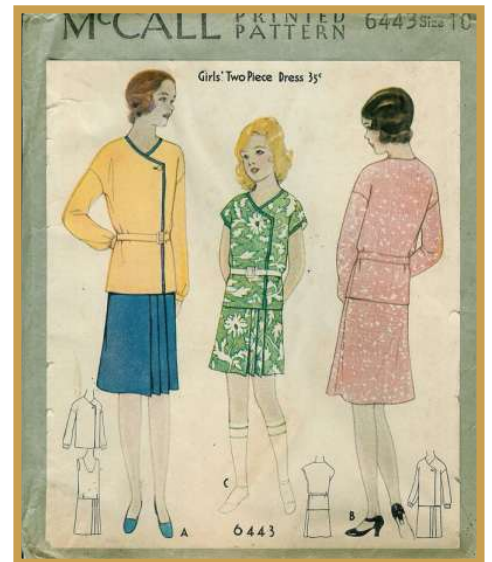
1930 McCall 6415



1928 McCall 5460



1928 McCall 5466



1930 McCall 6443

It would appear that the “Russian Influence” spanned more than a decade in the fashion houses during the 1920’s and 1930’s. It has surfaced again and again in fashions since then, and I am sure we haven’t seen the last of it. Nevertheless, for me, it is interesting to compare the similarities in styling to photographs and documentation of known Model A era items. So for those of you who are handy with the needle, be it sewing, knitting, or crocheting, you might like to work the Russian influence

into your Model A wardrobe.

1Basque, as a term for women’s clothing is of French origin and refers to a short extension below the waist to the bodice of a woman’s jacket or blouse. It is characterized by a close, contoured fit and extending past the waistline over the hips. The name is believed to be adopted from Basque traditional dress, initially by the French and then throughout Western fashion.

Sources:

Collins English Dictionary – Complete and Unabridged ©

HarperCollins Publishers 1991, 1994, 1998, 2000, 2003.

de la Haye, Amy. “Gabrielle (Coco) Chanel.” Fashion-history. lovetoknow.com “Frills, Fads, and Foibles.” The Canberra Times, 5 February 1931, page 6. Gundlach, Janet. Email communication, 12/13/2015.

Munn, Merle. “In Lacy Stitch,” Women’s Home Companion, March 1931, p. 117. “Russian Theme Seen In Blouse.” Pittsburg Press, 28 July 1931, p.18.

Wikipedia: <https://en.wikipedia.org/wiki/Kosovorotka> www.pinterest.com

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/>



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Tech Tips

Rear Spring Testimony

By Tom Endy,
Westminster, CA

A fellow in Australia reported his experience with the installation of a Mitchell overdrive in a 1928 Model A Ford Phaeton. The car is a right-hand drive. The Mitchell instructions say to remove the rear axle assembly from the car with the rear spring still attached to the axle assembly. I believe this to be an unsafe process.

The rear spring on a Model A Ford is lethal. My advice has always been to leave the spring attached to the frame of the car and to remove the rear axle assembly with a proper spring spreader.

The folks down under attempted to remove the axle assembly without a proper spring spreader and a shackle broke in the process. Fortunately no one was hurt.



Fortunately the spring was still attached to the frame of the car when the shackle broke.



A proper spring spreader was obtained to reinstall the spring. The hazard here is the 86-year-old 3\8" rusted center bolt may be ready for the head to pop off. If it were to do so the top leafs will fly 20 feet in the air and possibly injure the fellow working over the spring. If he escaped injury he needs to run like the devil, because they will be coming back down.

Whenever it becomes necessary to remove the rear axle assembly from a Model A Ford the safe and prudent thing to do is to obtain a proper spring spreader. Install the spreader to take the tension off the spring. Remove the shackles from each end of the spring and lower the rear axle assembly and pull it out from under the car.

The spring spreader can be left in place under the car indefinitely until the rear axle assembly is ready to go back into the car.

This series of photos demonstrates the hazard of dealing with the rear spring on a Model A. Had the shackle broken when the rear axle assembly was out from under the car with the spring still attached it would have pirouetted and likely broke the other shackle and propelled the spring into the air.

The other hazard is the 3\8" center bolt that even when new was not meant to contain the energy packed into a Model A rear spring when spread to be attached to the axle assembly. A rusted center bolt head can easily pop off allowing the top leafs to fly 20 feet into the air.



Note how far the end of the spring is sitting from the broken shackle.



Era Photos

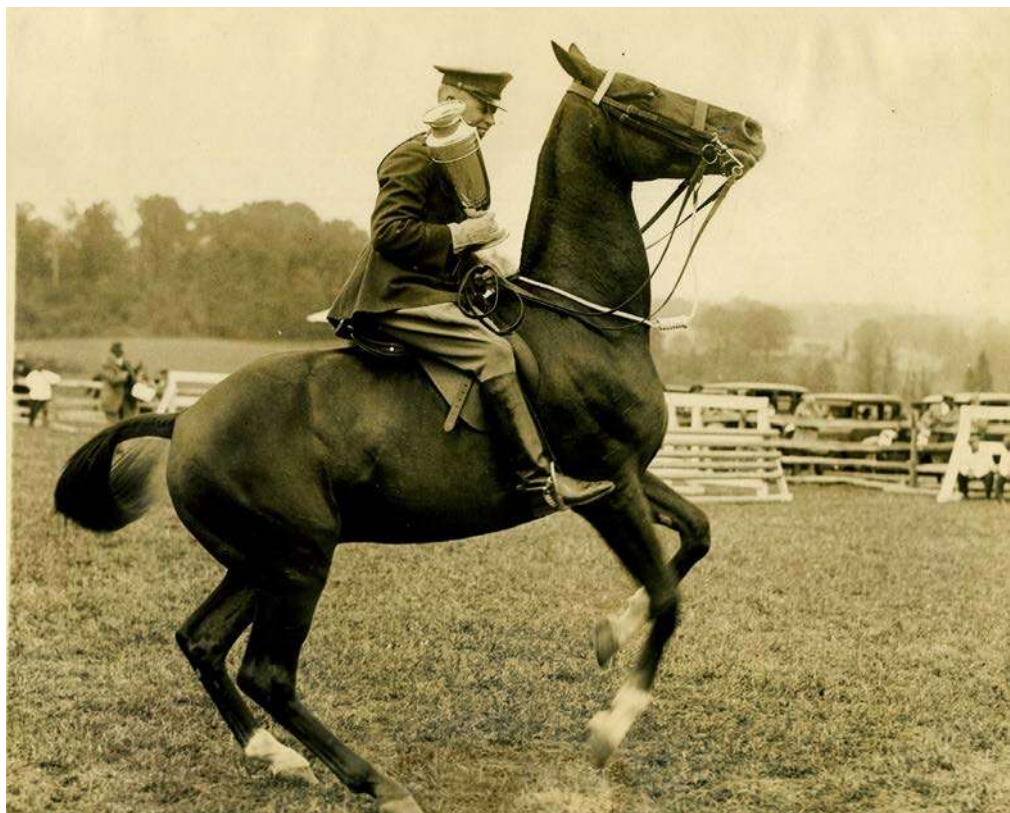


Pet Anteater - Pretty Companion

5-18-28 - An unusual pet in the sunshine. Photo shows a young woman interacting with a tame giant anteater as it lounges on the ground. The animal, native to South America, shows remarkable docility with its fair companion.

General B. F. Cheatham

5-18-28 - General B. F. Cheatham is shown mounted on "Reno," winner of the Class for Officer's chargers at the National Capital Horse Show at Bradley Farms, Washington.





Ford Motor Company Assembly Plant, Jacksonville, November, 1927. (Henry Ford Collection)

Jacksonville's Historic Ford Assembly Plant

By Bob Skrob

When classic car enthusiasts think of Ford assembly plants, industrial powerhouses like Detroit, River Rouge, and Highland Park immediately come to mind. However, nestled right on the banks of the St. Johns River stood a lesser-known chapter of Ford history: Florida's only historic Ford factory, located at Commodore Point in Jacksonville.

The Beginnings: Why Jacksonville?

By the early 1920s, Henry Ford was revolutionizing manufacturing with decentralized satellite plants designed by famed industrial architect Albert Kahn. Rather than manufacturing every vehicle in Michigan and shipping completed cars across the continent, Ford realized it was far more efficient to ship parts in bulk and assemble cars locally near growing consumer markets.

Jacksonville was experiencing

a dramatic post-boom expansion. Its deepwater river port, extensive rail connections, and strategic position as the gateway to Florida made it the ideal

spot to serve the Southeastern automobile market. In late 1923, Ford acquired a 10-acre riverfront plot—the former Bentley Shipyards site—for



The original Ford assembly plant was designed by Albert Kahn, a German-born Detroit architect-innovator who designed many of the Ford plants across the U.S. Ford ended production at the Jacksonville plant in 1932 but used it as a distribution hub until 1968. (Courtesy Jacksonville Historical Society)

\$50,000. Ground broke in January 1924, and by November of that year, the brand-new \$2 million, state-of-the-art facility was churning out Model Ts.

The Peak Years: Building the Model A

As demand soared across the Southeast, the factory expanded. Ford acquired an adjacent 10 acres in 1925, adding a 50,000-square-foot extension that brought the total plant size to over 165,000 square feet. At its height, the factory employed more than 800 workers operating around the clock, outputting up to 200 vehicles a day.

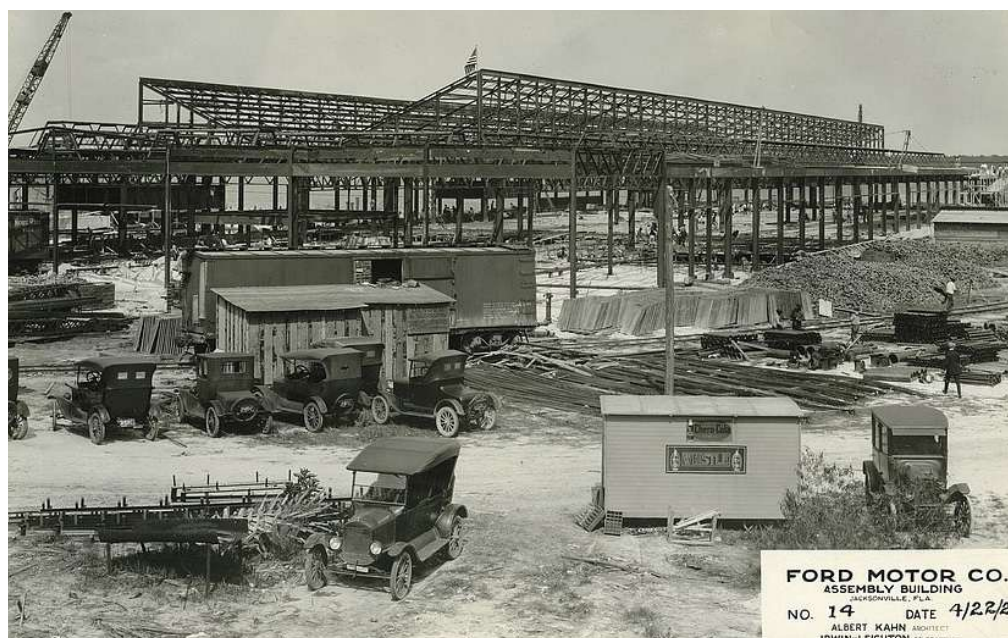
When Ford phased out the legendary Model T in 1927, the Jacksonville plant underwent a swift retrofit. In 1928, the assembly lines roared back to life to manufacture the all-new Ford Model A. Cars rolled directly off the assembly lines, onto railcars, or onto steamships waiting at the plant's river pier, supplying dealerships throughout Florida and neighboring southern states.

The Closure & Afterlife

Despite the facility's staggering efficiency, its run as an active automobile assembly line was relatively short. The onset of the Great Depression severely crippled car sales nationwide. Facing massive drops in consumer buying power, Ford decided to consolidate manufacturing operations back into its largest primary complexes, rendering regional satellite assembly plants unnecessary. Vehicle assembly



Model T cars are lined up outside the Ford Motor Co. assembly building 101 years ago in this photo dated Dec. 18, 1925. According to the Ford website, between 1908 and 1927 the company built more than 15 million Model Ts. In 1925, Calvin Coolidge was U.S. president, John W. Martin was Florida governor and John T. Alsop Jr. was Jacksonville mayor. (Courtesy of the Jacksonville Historical Society and Albert Kahn Associates Inc.)



The Ford Motor Co. assembly building at Talleyrand under construction in this photo dated April 22, 1924. (Courtesy of the Jacksonville Historical Society and Albert Kahn Associates Inc.)



Assembly plant workers line up for a company portrait between 1924 and 1932. At its height, the plant employed over eight hundred workers churning out two hundred Model A automobiles each day. (Courtesy of Jerry Braddock Sr.)

in Jacksonville officially ceased in November 1932.

Though it never assembled another car, the factory remained a working part of the Ford empire for decades. Ford repurposed the waterfront building into a regional parts distribution hub, supplying dealerships with replacement components until 1968. Over the following decades, the complex served various industrial tenants—from boat manufacturers and auto import firms to pallet suppliers—before falling into disrepair and being slated for waterfront industrial redevelopment.

Legacy

During its eight-year manufacturing run, the Jacksonville assembly plant put tens of thousands of Floridians behind the wheel of their first Model Ts and Model As. Today, it remains a fascinating piece of Sunshine State automotive heritage—a reminder of the era when Ford's assembly lines ran right along the St. Johns River.

Sources

1. Jacksonville Ford Motor Co.

Assembly Plant - Abandoned Florida

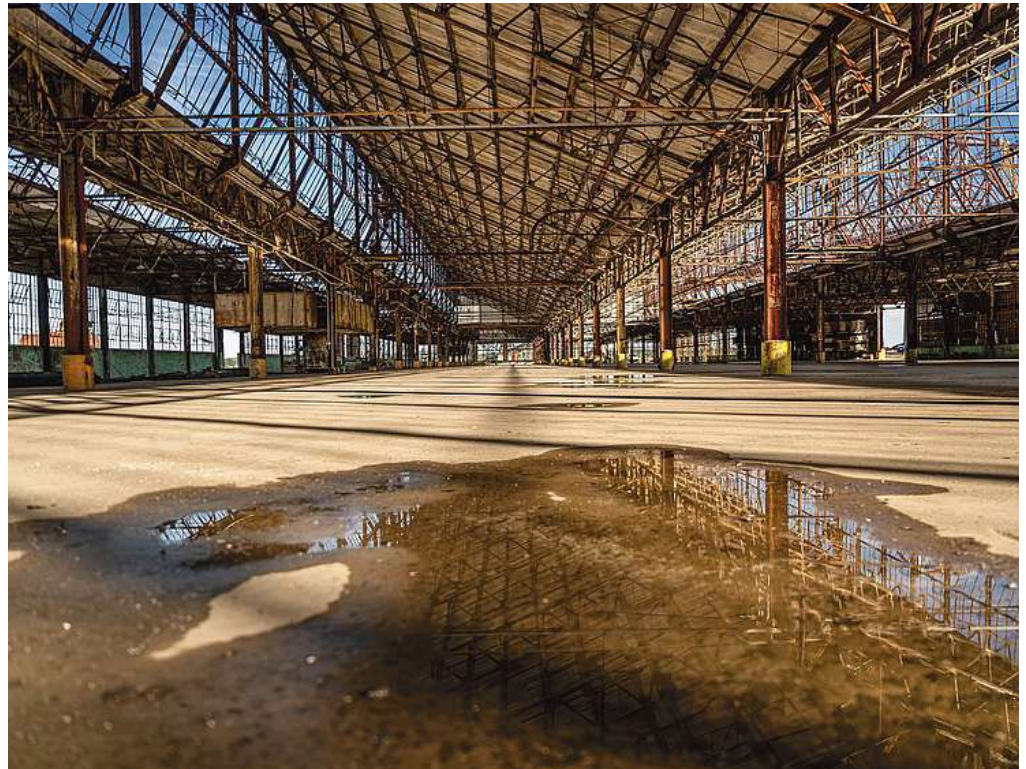
2. Jacksonville's Ford Motor Company Assembly Plant - The Jaxson

3. Jacksonville Ford Plant: A Monument from the Great Depression

4. Jacksonville's Ford Motor Company Assembly Plant - Modern Cities

5. Beyond Repair Ford Model T Jacksonville Florida Factory To Be

6. Commodore Point - Wikipedia



Inside the 172,000-square-foot former Ford Motor Co. assembly plant at 1900 Wambolt St. near JaxPort's Talleyrand terminal. (Courtesy Jacksonville Historical Society; photo by Mark Krancer, Kram Kran Photo)

Gulf Coast Model A Club

P. O. Box 812

Cantonment, FL 32533

Application for membership

Husband's name

Wife's Name

Address

City State Zip

Telephone: Home Cell:

E-mail address

Cars owned(s) if any

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

His DOB: Her DOB:

Anniversary

Children under 18:

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

WELCOME.

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



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