



Gulf Cost Model A Christmas Dinner

Our annual Christmas dinner was held at Ivey's Fine Dining in Robertsdale. It was scheduled earlier than usual this year because our club is hosting the Model A Ford Club of America National Awards Banquet December 3-6.

Nancy Pampel arranged the event and beautifully decorated the room with several wonderful giveaways. Everyone enjoyed a delicious meal and plenty of

good conversation.

President Allen Braddy then led the quarterly meeting, which began with officer elections. The club voted to keep Allen Braddy as president. Charlotte Dahlenburg was elected vice president. Becky Baisden was voted to continue as treasurer, and Kathy McNamara agreed to remain as secretary; all were quickly approved by the group.

Allen spoke about the many

opportunities ahead for the club, including the upcoming Model A swap meet, events with the Mustang Club, parades, exhibits, shows and other future activities.

The swap meet prompted discussion about lunch sales and the possibility of including Model T vehicles, which seemed to be a favorable idea.

Continued on page 3



THE TRAVELER

Our Club



GCMAC Officers	Name	Phone	Email
President	Allen Braddy	678-499-3370	alnbraddy@yahoo.com
Vice President	Martha Fuller	251-602-1931	waltermern@aol.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

December

Birthdays

10 Alan Berzant
15 Charlie Marques
17 Margret Hildreth
18 Robin Olsson



Anniversary

9 Mike & Debbie Fowler
16 Scott & Becky Baisden
20 George & Myong Moore



Message from ...

Welcome to the biggest event for our membership. Help us give a great Southern Hospitality welcome to all MAFCA club members as they come to visit our region. If you find out you can assist on any of these dates, please give Charlotte or myself a call.

Also, as we enter a new year as your President, I hope everyone gets a chance to participate in activities that are scheduled. We've been working on a few things to showcase our hobby into the community. Parades, exhibits, shows, swap meet, special request are all available to attend. If you would like to set up some type of event, please feel free to do so and let us get it on the calendar. We are a large region to cover and have plenty of members willing to give a hand.



I'm looking forward to giving this club and it's membership something to remember.

Allen



THE TRAVELER

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



Club Happenings

The National Awards Banquet was also discussed, including the need for various items and volunteers. The biggest need is for our club to be present and

help with hospitality.

All in all, it was a great evening and a very productive meeting.

Editor Notes: See next months issue for official Minutes





Eastgate Plaza Roars to Life for the 10th Annual Rotary Charity Car Show!

Saturday, November 1 was a perfect day for chrome, camaraderie, and community spirit as Eastgate Plaza in Pensacola came alive for the Pensacola North Rotary's 10th Annual Charity Car Show and it was truly bigger and better

than ever!

From 9 a.m. to 1 p.m., car lovers gathered to enjoy a spectacular lineup of classic beauties gleaming under the Florida sun. With 41 categories and 41 trophies up for grabs, there was something for everyone

to admire, from restored roadsters to powerful pickups. The day was packed with dash plaques, T-shirts, door prizes, raffles, a silent auction, and plenty of great food and drinks to keep the fun rolling.

Cold Winds, Warm Hearts at Pensacola's Veterans Day Parade



The morning of November 11, 2025, arrived colder than anyone expected. The crowds

gathered, families, veterans, children perched on their parents' shoulders, all waiting

for the annual Veterans' Day Parade to begin. Pensacola and Escambia County had long taken pride in honoring their current and former military service members, and no amount of cold was going to keep people away.

John Neidlinger eased his car into the lineup of vehicles preparing to roll down the parade route. Allen was there to support the club in this event.

For John, his daughter, and Allen, it was a morning they would remember: a cold day filled with honor, community, and the quiet pride of showing up to say thank you.



THE TRAVELER

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



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
December 6 8:30 am

Golden Corral 2260 Langley Ave, Pensacola

December

3-6 National Awards Banquet Hosted by GCMAC in Mobile. Must Preregister for events and be a member of MAFCA to participate. Non MAFCA members can volunteer.

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:

December

3-6
2025 MAFCA National Awards Banquet – Mobile, Alabama

May

May 31- June 7
2026 MAFCA National Convention – Pendleton, Oregon

September

10-17
Model A Days

Regional Activities:

December

6 Revitalize DIP Revitalize & Car Show 9-1pm. 2962 Dauphin Island Pkwy, Mobile

13 Toys for Tots Car Show 10-3pm. 8385 Pensacola Blvd, Pensacola

March

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



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

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





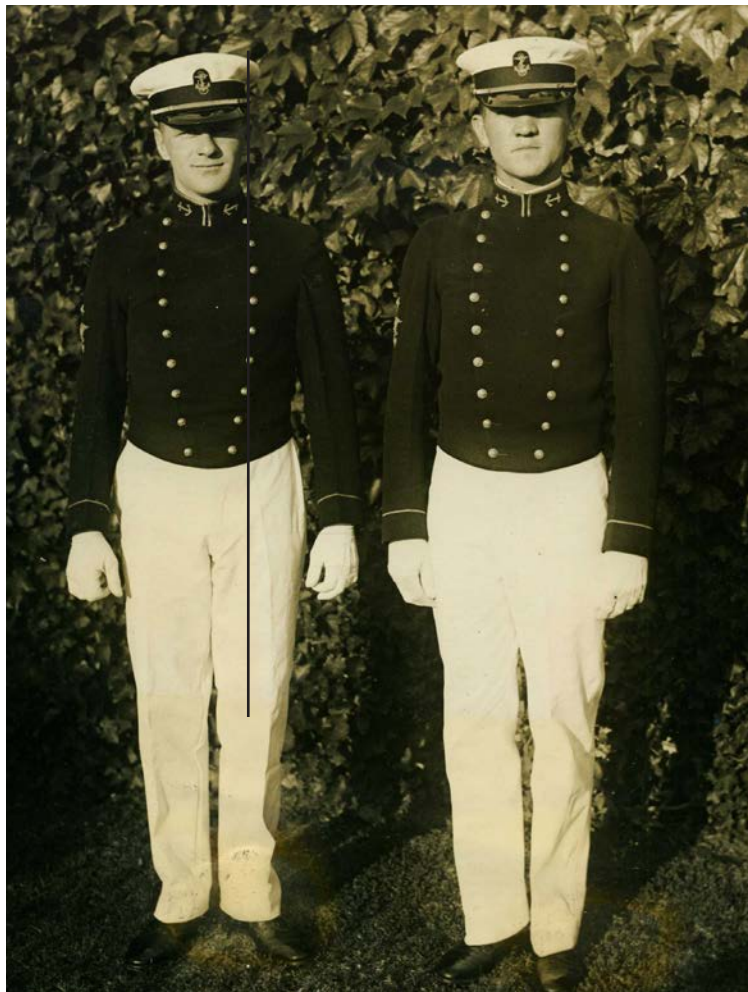
Era Photos



2.17.28 - V.P. Dawes and Chief "White Horse Eagle"

The Indian chief who is 106 years old, a member of the Osage tribe of Oklahoma, lecturing through the country on Natural History, stopped in Washington to see Vice President Dawes at the Capital.

– Photographer Bill Shrout



6.6.28 - Naval Academy Honor Men Presented with Prizes by Wilbur.

Twenty one midshipmen, honor graduates of the U.S. Naval Academy at Annapolis, MD, today were presented with the Naval Academy, and Secretary of the Navy, Curtiss D. Wilbur. A dress review for guest and the Secretary of the Navy was held at Worden Field as a preliminary to the graduation exercises. Photo shows the only pair of twins to ever graduate from the U.S. Naval Academy at Annapolis. They are left to right C. P. Huff and G. K. Huff of San Francisco, CA

Editor note: Several sets of twins have graduated from the Naval Academy since the time the photo was taken.



Era Fashions



Fashion Boots

In some parts of the country, the snow is flying and the trusty galoshes may not be enough to protect your feet from the winter weather. Thankfully, in the Model A era, there were multiple, fashionable, boot styles from which to choose, some of which are shown here.

High Cut Boot

This sporty 15-inch high cut boot features a handy side pocket. The soles are genuine Goodyear Welt* leather. The heel is topped with rubber. The available colors are brown and black, in sizes 2 ½ to 8 in a wide width. The sale price is \$4.79.

National Bellas Hess, Winter, 1931-1932

*The Goodyear Welt is a method of stitching the upper and sole of the shoe together, resulting in the unique positioning of the two seams in the shoe bottom. A hidden seam holds together the welt,



the upper, the lining and the insole of the shoe. It is stitched using a Goodyear Welt Machine.

Rugged Outdoor Boot

Perhaps you are desirous of a simpler outdoor boot. Try these genuine leather Blucher--cut** boots, with a damp--proof fiber sole. Available in brown or black, sized 2-1/2 to 8, for only \$1.69

National Bellas Hess, Winter, 1931-32

**The Blucher--cut uses a continuous cut piece of leather for the vamp (toe area) and the tongue of the shoe. For ease of getting the shoe on and off, the eyelet flap stitching ends before crossing the arch area of the shoe. This allows the entire eyelet flap to open.

Cuffed Bootee

"Here it is - the dashing cleverly designed Black Patent Leather Cuff



Bootee that has swept the country by storm. It has been adopted as one of the favorite styles by the fashionably dressed women in the large cities. The front strap, with contrasting light shade of kid leather, folds over,

creating a very smart effect. Covered Cuban heel. An ideal model for fall and winter because of its style, comfort and ankle protection." Sizes 2 ½ to 8, medium widths. \$3.98

Charles Williams Stores, F/W 1928--29



Whoopie Booties

The modern woman won't want to miss the style success of the season... the new Whoopie Booties! Choose from red trim on black patent leather or gun metal patent trim on red leather, with 1 ¼ inch covered military heels. "Fancy cutouts show off beautiful hosiery to nice advantage. Vanity last with rounded toes, modern as youth itself." Sizes 2 ½ to 8. \$4.98

Sears, F/W 1929



Tech Tips

Two Helpful Tools

By Tom Endy,
Westminster, CA

A Model A runs better when the battery polarity to the coil is correct. Back in the old days the polarity was detected with a lead pencil. It was great sport for high school auto shop teachers to demonstrate to the class how it was done, then hand the pencil to the class clown and have him try it. Today there is a device available that will tell the polarity a lot easier and with little chance of an electric shock. It plugs into the top of the distributor, start the engine and one of

two LEDs will be lit indicating correct or incorrect polarity. If the polarity is incorrect it is a simple matter of swapping the two coil primary wires around. Bratton's sells the device, part number 17140,

\$27.95. I purchased one a number of years ago and at a club function we checked about 20 Model A's and found about half had the polarity reversed and the owners were not even aware of it.

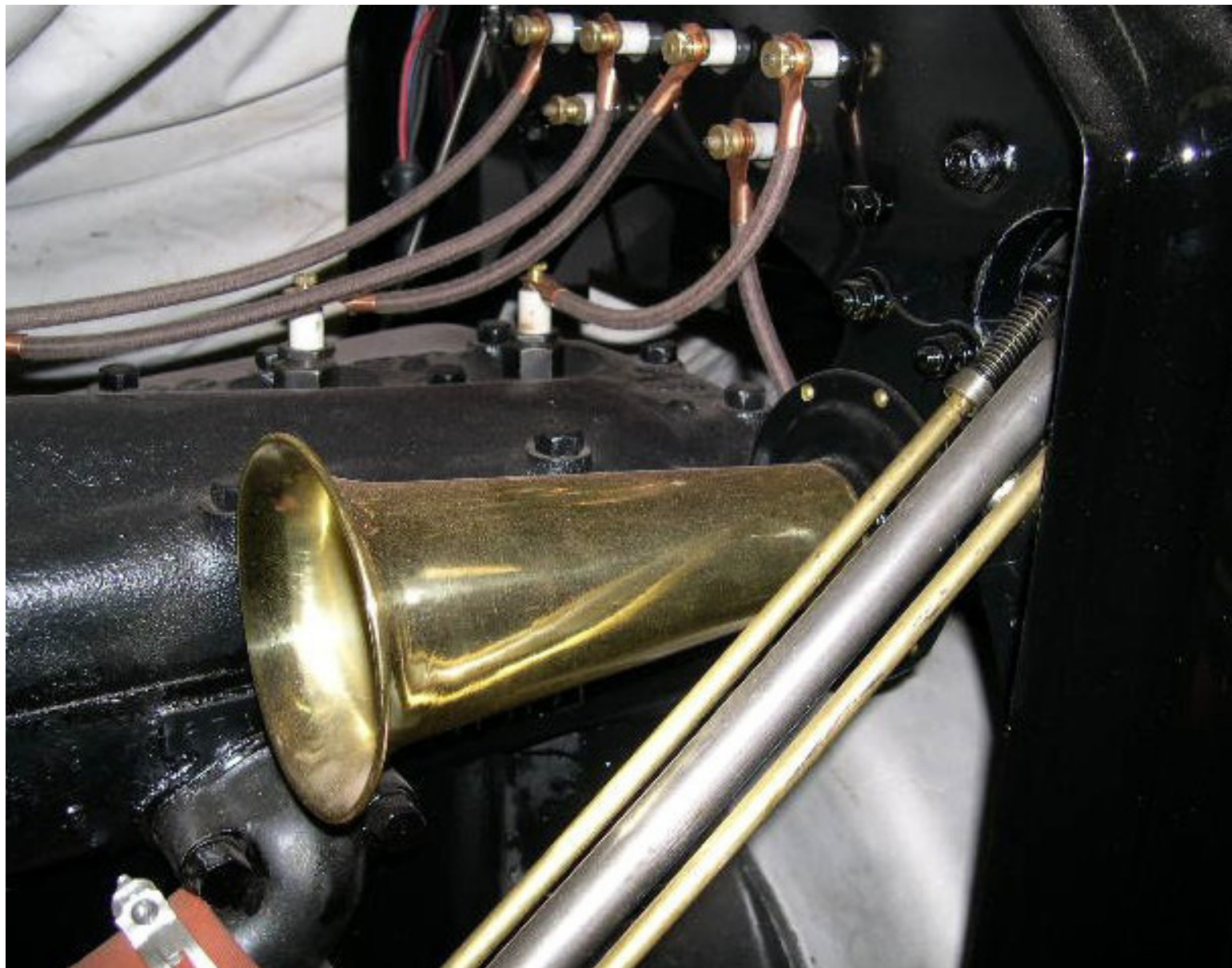
The other handy device indicates the health of the ignition system. What is desired is a strong healthy spark. This device plugs into the top of the distributor the same as the other device. Start the engine and move the slider inside the device down and observe the spark leaping

across the gap. You should be able to move the slider all the way down to the bottom with the engine continuing to run and with a long spark. Bratton's sells the device, part number 17150, \$19.95. If you think you are not getting spark to the top of the distributor an easy test is to move the slider down about 1/16 of an inch and hit the starter with the ignition turned on and if you are getting spark you will be able to see it jumping the gap.

A wooden stick is supplied with the device to move the slider. Don't try to do it with anything metal.

These are both good tools to have in your traveling tool bag under the seat. A trouble light and a by-pass cable are also good things to have along.





From Meep-Meep to Ahooga: Mobile's Own Miller Reese Hutchison and the History of the Car Horn

By Charlotte Dahlenburg.

Source: Wikipedia, www.caranddriver.com, AAA Network, hornblasters.com/pages/the-timeless-appeal-of-klaxon-horns

The car horn is one of the earliest and most important accessories ever fitted to a horseless carriage. Before GPS, heated seats, or even windshields, drivers needed one simple tool: a way to make sure others heard them coming.

Early Warnings on the Road

The first "horns" weren't attached to vehicles at all. In mid-1800s Britain, laws required self-propelled vehicles to be preceded by a man on foot waving a red flag and blowing a horn. Once cars began appearing more widely, the duty shifted to the driver.

Motorists experimented with all manner of noisemakers—bells borrowed from bicycles, whistles, squeeze-bulb horns, and even

exhaust-driven sirens. In the U.S., bells were at first more common than horns. By the early 1900s, though, the bicycle-style squeeze bulb horn became a favorite. Air pushed through a steel reed produced a polite toot, enough to alert pedestrians. In fact, honking was considered courteous, even good manners.

But as streets grew busier, polite little "meeps" no longer sufficed.



THE TRAVELER

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





Early bulb horn

Mobile's Inventor Steps Forward

Enter Miller Reese Hutchison, a proud son of Mobile, Alabama. Born in 1876, Hutchison displayed an inventive streak from an early age. By his twenties, he had developed the Akouphone, one of the earliest portable electric hearing aids, an invention that restored some of Queen Alexandra of England's hearing and brought him international fame. He followed it with a lightning arrester for telephone systems and other patented devices.

Hutchison's talent eventually took him to Thomas Edison's laboratories, where he became Edison's chief engineer. Yet it was the rise of the automobile that gave him his greatest chance to leave a lasting mark.

The Birth of the Klaxon

Early bulb horns were no match for the chaos of city streets. Hutchison realized drivers needed not just a sound but a shriek—a noise no one could ignore. His solution was the Klaxon horn, patented in 1908.

The name came from the Greek klazō, meaning "to shriek," and shriek



The Klaxton horn

it did. A steel diaphragm was struck by a rotating wheel, powered either by a hand crank or small motor, producing the legendary A-OOH-GAH!

The Klaxon took the world by storm. New York's Mayor George B. McClellan Jr. bragged of owning "the loudest automobile in New York" thanks to his Klaxon. By 1911, they were fitted not only to cars but also bicycles, motorcycles, and factories as alarms. Submarines even used them as dive signals. In comedies and cartoons, the ahooga became a cultural symbol of mischief.

Critics teased Hutchison, saying he invented the horn only to make people deaf enough to buy his hearing aids. But the truth was undeniable: his invention saved lives, reduced accidents, and gave the automobile a true voice.

The Rise of Electric Horns

While the Klaxon dominated the 1910s and 1920s, another technology was quietly emerging. In 1910, Oliver Lucas of Birmingham, England, developed the electric horn, using an electromagnet to vibrate a diaphragm hundreds of times per second. Compact, reliable, and tunable, these horns soon displaced the Klaxon.

By the 1930s, most cars carried paired electric horns tuned to musical notes—E-flat, C, or later sharper pitches like F-sharp and A-sharp, designed to cut through quieter cabins. Larger vehicles demanded even greater power: trucks and buses mounted air horns roaring at over 117 decibels, while trains adopted monumental air horns blasting as loud as 175 decibels, their chords carrying for miles.

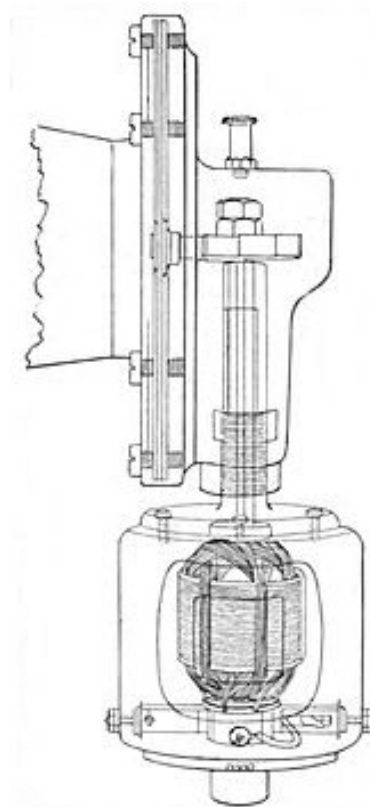
Horns in the Modern Age

Today's car horns may lack the cartoonish charm of the Klaxon,



Dr. Miller Reese Hutchinson

but they remain essential. Modern vehicles usually carry dual electric horns tuned to slightly different frequencies—around 405 Hz and 500 Hz—so their blended sound pierces traffic noise. Companies like Bosch,





Dr. Miller Reese Hutchinson

producing horns since 1921, continue to refine them with weatherproof casings and corrosion-resistant parts to ensure decades of service.

Regulations keep horns within limits. Most U.S. states require them to be heard at least 200 feet away

but not be “unreasonably loud.” California caps aftermarket horns at 110 decibels. Still, cultural differences remain: in America, honking is often seen as rude, while in Cairo, Mumbai, or Naples, it is an essential part of daily driving conversation.

Some horns still bring humor and playfulness. The Plymouth Road Runner of the 1960s famously honked “meep meep,” and aftermarket novelty horns can belt out songs or custom sounds. Yet the purpose has never changed—whether polite, shrieking, or musical, a horn is there to make you heard.

Legacy of a Mobile Inventor

Though electric horns eventually replaced the Klaxon, its cry echoes through history. The word itself—“klaxon”—became shorthand for any loud horn in Britain and beyond. Its distinctive voice lives on in cartoons, comedy routines, and even in naval tradition.

As for Miller Reese Hutchison, his

career stretched far beyond the Klaxon. As Edison’s right-hand man, he helped refine phonographs, develop improved storage batteries, and explore new technologies from gasoline additives to military equipment. Yet, of all his creations, it was the Klaxon that defined him.

From the quiet streets of Mobile, Alabama, to the bustling boulevards of the world, Hutchison gave the automobile its first true voice. The shriek of the Klaxon is more than just a funny sound effect from an old cartoon—it is the sound of invention, culture, and one local man’s contribution to the age of the automobile.

So the next time a horn blares in traffic, take a moment to remember: that simple blast traces its roots back to a Mobile native who believed that when it came to safety, sometimes a good shriek was better than a polite toot.

The Model A Ford Club of America MAFCA

Serving Model A Ford owners since 1955



Our award winning magazine
“The Restorer”

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

MAFCA is a not-for-profit corporation with members and local affiliated chapters all over the globe. This makes us the largest car club in the world dedicated to one make of automobile. We hope you enjoy looking through our site, and we invite you to join us! Membership in Model A Ford Club of America is encouraged. MAFCA Dues are \$50.00 and should be mailed to: MAFCA Headquarters, 250 South Cypress, LaHabra, CA 90631-5586 For more info visit: <https://www.mafca.com/>



THE TRAVELER

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



Email
Submissions to
realracegrill
@gmail.com

Classifieds

Submission
date is the
20th of each
month



For Sale

1931 Model A Coupe

Not original motor. Includes extra
signal light kit, right side tail light
and cowl lights

email: gwmooreiii@gmail.com



For Sale

1931 Ford Model A Pickup

\$20,500

New tires, stone guard and new
battery pictures on request.
Other item for sale, front axle,
rear axle, frame, starters and
generators, and other items.

Contact Larry Nelson
251-323-8050



Help Wanted

Car Shows? Car Events?

Email to Allen Braddy
alnbraddy@yahoo.com

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