



J. Allen Braddy's Family 1929 Model AA Truck

J. Allen is a 4th generation owner. His great-grandfather bought this truck as his first

vehicle and it has been in the family ever since. He has since taught his kids and grandkids

to drive it, so it has been driven by six generations of the same family! What a treasure!



J. Allen with CB Braddy, 2nd generation & Joe Braddy, 3rd, generation who's responsible for the restoration completed in 2009 by Bentley Bohannon of Commerce, GA

J. Allen (middle) 4th generation owner with his wife Sabine, Daughter Nicole Braddy is a 5th generation driver and Athena and Nyx Woodward plan to be 6th Generation drivers. The other 2 children are Alexandria and Dean Figueroa. Grandson Dallas Tatum learned to drive the vehicle several years ago, making him a 6th generation driver. His mother Denise also drives the truck (5th generation driver) as does as her husband Kevin Tatum. It's a family affair!!

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	waltermern@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

February

Birthdays

1 George Moore
1 Terry Pampel
2 Joyce Skrob
9 Jacque Olsson
11 Nicholas Collins
13 Rene' Marques
27 Al Manning



Anniversary

8 Sabine & Allen Braddy

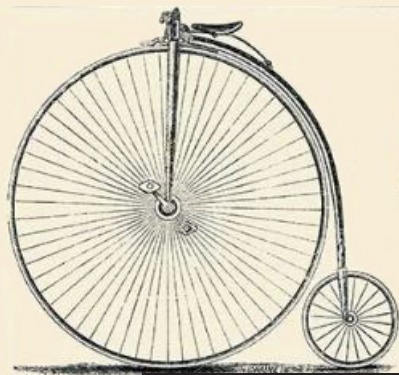
Message from ...

Hello Model A enthusiast.

Hope your year is starting well. Hoping everyone engages in our club activities we have scheduled. Keep watch on our calendar of events to keep you informed of what we're doing and where we're going. I'm asking that you share with your friends or anyone you are aware of in the Model A world about our swap meet this year, Friday AND Saturday, May 1 & 2. Model A's and T's are both invited to attend and/or participate as vendors. I am asking our club members to assist in hosting the concessions. I need a group of volunteers to work on this covering both days. We had a good turn out last year and have been reaching out to other clubs in the region, so we should be expecting a larger crowd.

Also be aware the Golden Corral has been renovating the past month and not sure they are going to be reopened before the first Saturday. I'll check back with them before the scheduled breakfast, so contact me if you have any questions. If i find out early, I'll let everyone know.

Looking forward to an exciting year for the club, hoping everyone gets involved.



Allen



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



Our Christmas Season



This is our 1931 Slant Front Town Sedan "Millie" in front of our three hundred year old Lively Oak. - Bob Skrob



Barrett singing a solo during the Christmas service



Me: Why doesn't Barbie drive a Model A?
Her: She can drive Nelda
- Scott Lunsford



Ready for Christmas Photo
- Allen Braddy



Nate Goff, Joyce Ladnier and David Ladnier at the Battle House Tree during the 2025 NAB.



Becky and Scott Baisden

Club Happenings



Pre-restoration photo - Allen Braddy

Announcements

- If you would like **your birthday** to be published, send the month and day to Charlotte (we will not disclose your age).
- **Club Dues** are being taken currently. Only a \$25 fee for the whole family to join. Send checks to: GCMAC , P.O. Box 812, Cantonment, FL 32533.
- **Our first meeting** for 2026 will be held on March 21 at the Baldwin County Heritage Museum, 25521 US-98 Elberta, Alabama.

Check out the MAFCA website!



Contact ▾ Join/Renew Store Members Only ▾



Committed To The Restoration, Preservation, and Enjoyment of the Ford Model A

Home ▾ Chapters ▾ Classifieds Calendar Committees ▾ Publications ▾ News ▾ Videos "A" Of The Day ▾ 🔍

Welcome to MAFCA!

The Model A Ford Club of America, Inc. (MAFCA) is committed to the restoration, preservation, and enjoyment of Ford Model A and AA cars and trucks, produced between 1928 and 1931. We are an active, family-oriented organization with members who share a deep enthusiasm for these historic vehicles.

As a non-profit corporation, MAFCA boasts over 10,000 members and has over 250 local chapters worldwide.

[JOIN OR RENEW TODAY!](#)

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
February 7 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:

February

21 Revitalize DIP Car Show & Festival 9-1 Pre-register at Bama Bob \$15 or \$20 day of show. Gulfdale & DIP Mobile, AL (Next to Food Champs)

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.

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

29 Axles for Alzheimers Street Party All Wheels

Welcome Cruise-In. 3pm 132 Industrial Blvd, Pensacola. Free! Live Music, Food Trucks, Cool Cars, Family Fun

April

11 & 12 Strawberry Festival Open Car Show

98 Municipal Park Loxley. Saturday 9-4 Judged show. Sunday 10-3 Top 20.



2026 Club Dues

Club dues are \$25 per year for individuals or families. Send a check to: GCMAC, P. O. Box 812, Cantonment, FL 32533 or Venmo: Rebecca-Baisden-2.

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.

Help Wanted

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





Era Photos



12.9.27 Lindbergh Sturdies Flight to Mexico City with Army Flyers. Colonel Charles A. Lindbergh, first to fly the Atlantic, is soon to start a flight from Washington to Havana, Cuba, and has accepted an invitation from President Calles of Mexico to include Mexico City in his itinerary. He is shown with officers at Bolling Field, consulting map and proposed route. Left to right: Colonel Lindbergh, Lieutenant B. El Nowland, operations office of Bolling Field, Sgt. R. W. Howe, in charge of the "Spirit of St. Louis" at Bolling Field, and Major H. V. Burwell, Commander of Bolling Field.

7.3.28 Eight Airplanes Lost in Hangar Fire at Hoover Field. Nearly \$100,000 worth of property, including eight airplanes valued at \$58,999, was destroyed by this fire of undetermined origin which swept the hangar at Hoover Field early this morning.



– Photographer Bill Shrout



Era Fashions



Are You a Wood Nymph?

LOG OF WOOD MAKES CLOTHES ENOUGH TO DRESS ONE

Girl with Log of
Wood Approximately
the Size Needed
to Make Silk for
Her Clothes



By Peggy Gill

Rayon, the New Fabric of the Model A Era

During the model A years of 1928-1931, rayon was a relatively new fabric that was gaining popularity in the fashion industry primarily due to its look, feel, and versatility in garments. In its infancy, rayon was often referred to as “artificial silk,” but it was, in fact, the very first man-made fiber. Unlike modern nylon and

polyester which are petroleum based products, rayon is made from natural plant material, primarily wood pulp, so it is considered a semi-synthetic fiber.

In December of 1931, an article found in Popular Mechanics Magazine stated that the question had recently arisen as to “just how much wood a woman carries when fully dressed.” This led to calculations by textile experts of the time to show that the average-sized woman requires a log approximately the size of the one shown in the illustration to the left.ⁱ

But what exactly is rayon, and how is it made?

Rayon is a versatile fiber that has the same comfort properties as other natural fibers. It is made from purified cellulose, which is the primary component of the cell walls in green plants. In the case of rayon, wood is usually the main ingredient. The cellulose is chemically converted into a soluble compound and then this solution is dissolved and forced through a “spinneret to produce filaments which are chemically solidified, resulting in synthetic fibers of nearly pure cellulose.”ⁱⁱ





The fibers themselves are soft, smooth, and highly absorbent which allows them to easily absorb colors when dyed, and also makes them particularly useful for hot and humid climates. Their texture, when woven into a fabric, imitate the feel and texture of silk, wool, cotton, and linen and today are used in garments that range from delicate lingerie to heavy winter coats.ⁱⁱⁱ

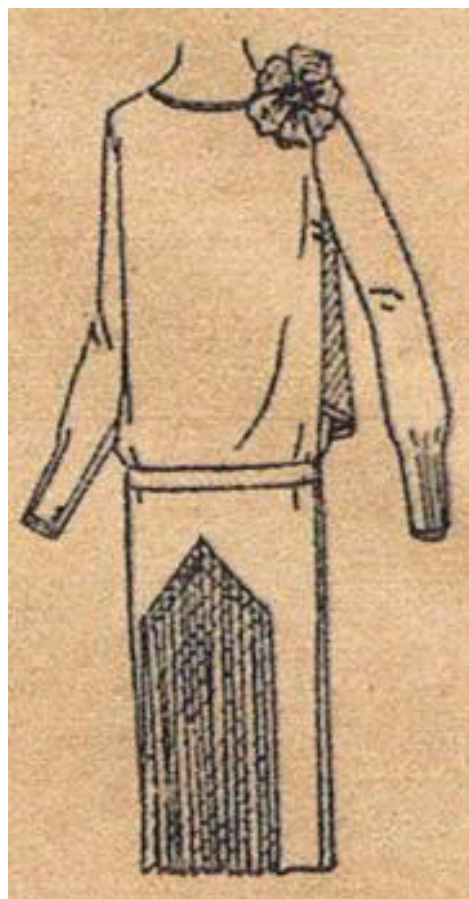
The history of rayon dates back to 1855 when Georges Audemars, a Swiss chemist, dipped a needle into liquid mulberry bark pulp and gummy rubber to make threads that could be then woven into cloth. This method, however, was too slow and time consuming to be practical.

Thirty years later, French chemist, Hilaire de Charbonnet, patented an artificial silk that was a cellulose-based fabric. Fortunately, this fabric was removed from the market due to its high flammability properties. Nevertheless, Charbonnet is credited with being the father of the rayon industry.

Shortly after Charbonnet's development, in 1894, three British inventors, Charles Cross, Edward Bevan, and Clayton Beadle developed and patented a safe and practical method of producing this artificial silk cloth that came to be known as

viscose rayon.^{iv} Their system did not require purified wood pulp cellulose, which made it cheaper and easier to produce. Their process, which takes multiple steps, allows for modifications to be made to the fiber as it is being produced and the finished textile can be soft and silky or sturdy and strong. It can have a dull or bright finish, and can be silken, linen-like or even wool-like. Specific types of rayon available today include viscose, modal and lyocell; the difference between them is in the manufacturing process and the properties of the finished product. Nevertheless, even to this day, the viscose method has been the principal method used to make rayon.

Rayon continues to be a popular fiber in the clothing and textile industry today. So the next time you are out enjoying



the shaded coolness beneath the trees, take a moment to imagine just how much wood you may be wearing.

On a side note...

For the Seamstress: Using Rayon Fabric in Reproduction Garments

For those of you interested in era fashions, be sure to take into account your pattern when choosing to work with rayon fabric. In researching the attributes of this fabric, many experts stated that in addition to the soft, smooth, and absorbent properties that make this fabric so desirable for garment construction, it also has a wonderful draping quality. This is a plus for those styles that flow and fall from the shoulders and hips. However, rayon does not hold pleats well, something I read about in my research about two weeks too late.

I discovered this firsthand as I was making a 1929 style dress from a beautiful orchid colored rayon crepe using an original pattern. The front of the dress has a chevron shaped 1/2" pleated inset in the skirt front.

This was difficult to initially block the pleats, and I had to hand baste each pleat the entire length of the inset. I must have spent a good three hours pleating, basting, and ironing in the pleats. Completing the dress, I wore it to an event, and had multiple

compliments on catching the look and style of the model A era. However, it was hot that day, so after the event, I washed the dress in cold, on gentle cycle. To my dismay, the pleating washed completely out!

So what I thought would be an easy care, wash and wear dress for era image, instead has turned



into an ironing challenge each and every time I wear it.

i Popular Mechanics Magazine, December 1931, Vol. 56, No. 6, p. 905.

ii En.wikipedia.org/wiki/rayon. March 5, 2014.

iii Karen L. LaBut and Carol J. Salusso (2003). Classifications & Analysis of Textiles: A Handbook. Univeristy of Minnesota.

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 realracegri1@gmail.com

iv Amerian Fiber Manufacturer's Assn., Inc. (www.fibersource.com/f-tutor/history.htm), March 7, 2014.



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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

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Tech Tips

Distributor Roadside Seminar

By Tom Endy,
Westminster, CA



A spare distributor:

On any long club tour sooner or later one of the Model A's will pull over to the side of the road and up will come the hood. The first component to be attacked is the distributor, and it is probably the most likely source of the problem. For this reason it makes sense to carry a spare distributor with you that has been rebuilt with the points already set, and most important, tested on the same running car. It is a lot easier to swap out the distributor than to be standing along side the road fooling around trying to determine what's wrong with it and to attempt to change out numerous parts. You do not have to reset the timing as long as you do not disturb the cam

screw and you are installing it in the same car it was tested on.

Distributor failure:

The three most likely things that tend to go wrong with a distributor are (1) the condenser failing, (2) the lower plate wire breaking or shorting, or (3) the point gap closing up.



The points:

The point gap should be the first thing to check and they can be easily set without changing the distributor. Points tend to close up as the rubbing block wears. This is especially true on a new set of points. The points will close up considerably during the first 100 miles, until a glaze is worn into the rubbing block. So if you just installed new points before starting out on the big tour, be prepared to have to reset them sometime soon. After that you only need to reset that at about 1,000-mile intervals. Points are set at .018

to .022, so be sure to carry a set of feeler gauges with you.



Henry's wayward wire:

The wire that connects the upper and lower distributor plates together is also prone to break and/or short out. The arrangement wasn't one of Henry's better ideas. The wire is supposed to be a very flexible 80-strand wire to be able to better withstand the constant movement imposed by the driver's use of the spark advance lever. Most distributors by now do not have the proper wire installed, and even with the proper wire, they will still eventually break due to the constant flexing. Be wary of the "modern" lower plates being offered by most suppliers. They will eventually fail (after about 1,000 miles) because of the constant sparking and erosion of the contacting parts. Bratton sells the correct 80-strand wire and is really the only best solution.



The condenser:

The condenser is usually the first thing everyone wants to replace. I have seen countless numbers of them replaced over the years, but I have only seen one that actually failed. Many years ago era condensers were susceptible to failure due to heat, and in the present day due to inherent poor quality. The condenser is located in close proximity to the exhaust manifold where it is extremely hot under normal conditions. If your engine becomes over heated due to high ambient temperatures and/or running out of water, or driving around with the spark handle all the way up you could do damage to the condenser. The poor quality of many condensers on the market is the bigger problem though. Look at the end of the condenser where the strap is attached. If it has a 1 1/4" round circle and is soldered on to the base of the condenser, don't use it. Temperatures can get high enough to melt the solder. Look for a condenser that has the strap stake welded on, they will have three small dots on the strap where it attaches to the base of the condenser. These are the better quality

condensers. Bratton's Antique Auto stocks them.

Roadside distributor replacement:

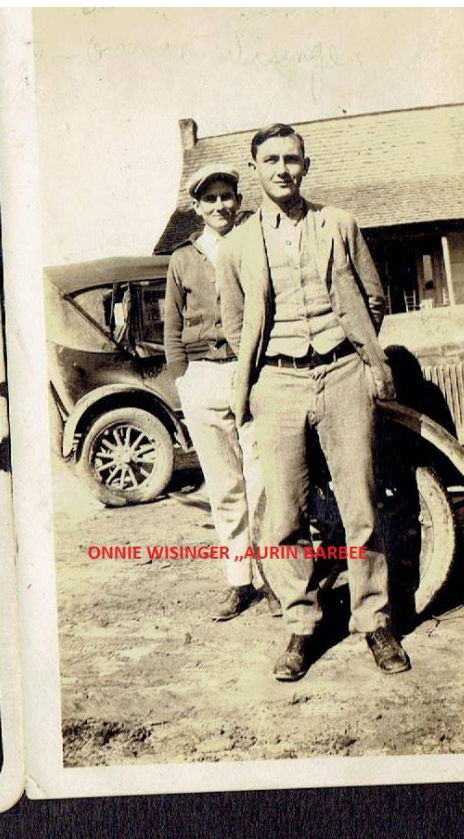
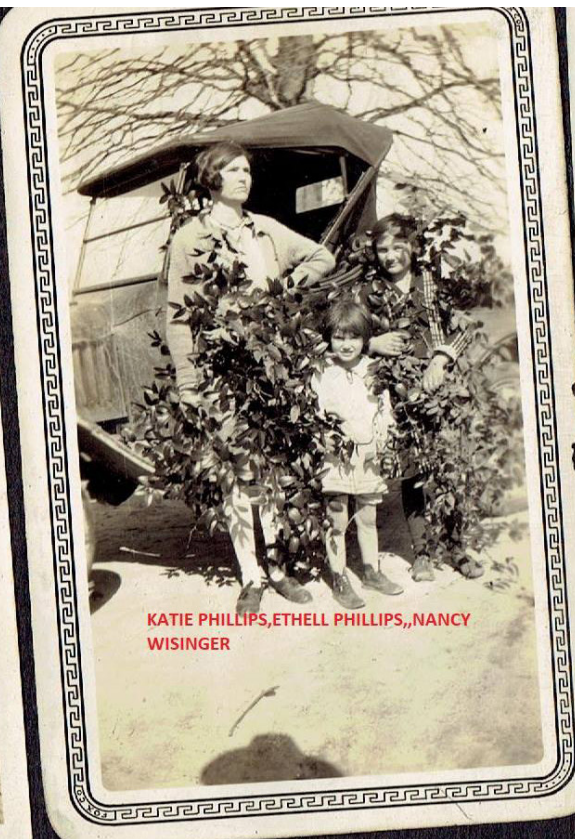
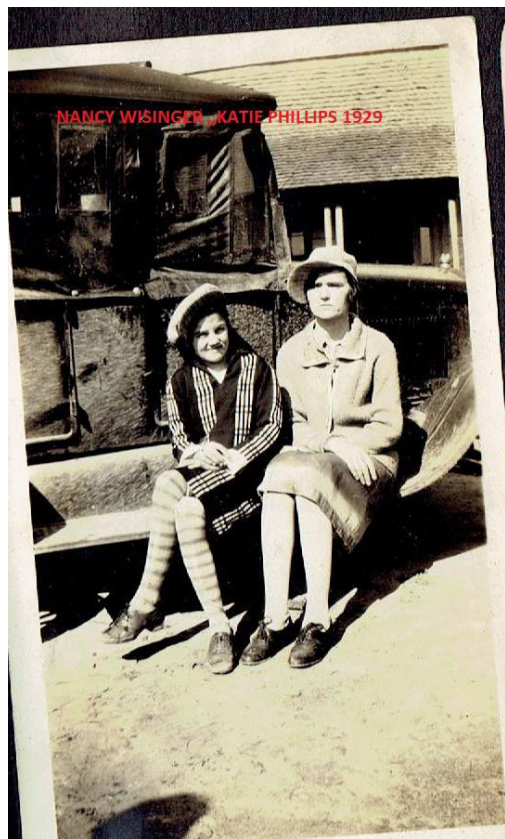
It is never a good idea to break the torque on any one of the 14 head bolts as it can cause the head to warp and allow water to leak into the oil pan. Unfortunately Henry came up with a fool proof anti-theft scheme that works very well even in the modern day, but involves one of the head bolts. An armored cable from the ignition switch to the distributor protects the integrity of the wire carrying power to the points. The cable has a clamp around it and is bolted to the #8 head bolt making it difficult to remove the distributor to insert a hot wire. It is not a good idea to break the torque on the #8 head bolt either out on the road or in your garage. A prudent thing to do is to remove and discard the clamp and allow the cable to be free. You also need to put a spacer under the nut of the #8 stud to take up the space vacated by the clamp. The #8 stud is slightly longer than the other studs. With this arrangement it is an easy task to replace the distributor along side the road without risking creating more problems by inducing a warp in the head.

Distributor tools and support:

A couple of other items that are a must besides the spare distributor is a cam wrench, part number A12210-W. They sell for about \$1 at most any Model A Ford supply house. The



other item is a small inspection mirror, like a dentist uses. After you think you have located the timing mark, check with your mirror to see if the hole in the timing gear is really on the mark. One last consideration is the type of distributor shaft installed. There are two types, a long shaft and two short shafts. My recommendation is to install only the short shaft when rebuilding a distributor. The short shaft requires that another short shaft of similar length be installed down in the engine block. The second shaft is easy to install; just drop it down the hole in the engine block and rotate it with a screw driver until it locks in the slot. The two-shaft arrangement provides some amount of U-joint action which is easier on the distributor shaft bushings. It's also a good idea to carry an extra short engine shaft with you (part number A12249). This is in case a fellow club member breaks down, he needs to borrow your spare distributor, and the one in his car has the long distributor shaft installed. You will also have to reset the timing if you install your spare on someone else's car



The Early Journey of Route 66 - A Family Trip in a Model A

Editors Note: In honor of Route 66 100 birthday I wrote this story based on historical facts gathered from:

National Historic Route 66 Federation – “Route 66 History”

<https://national66.org/pages/route-66-history>

Federal Highway Administration – “Route ‘66’ The Mother Road,” by Rickie Longfellow

<https://highways.dot.gov/highway-history/general-highway-history/back-time/route-66-mother-road>

National Park Service – “Before 1926: The Origins of Route 66”

<https://www.nps.gov/articles/before-1926-the-origins-of-route-66.htm>

Hitting the Road in 1930

Mama packed the picnic basket, Daddy checked the oil and water, and my brother and I climbed into the rumble seat of our shiny green Ford Model A. It was 1930, and we were about to do something our grandparents

never dreamed of, drive all the way from Illinois to California on our vacation.

The old folks still trusted the trains. But Daddy said America was changing. Congress had been talking about national highways since 1916 and revised the idea again in 1921. Finally, in 1925, a comprehensive Federal highway act created a real plan to link the country with numbered roads.

In the summer of 1926, the Chicago-to-Los Angeles route officially received the designation U.S. Highway 66 and was acknowledged as one of the nation’s main east-west arteries.

That number on the sign gave Daddy confidence. “If it’s good enough to be federal,” he told

Mama, “It’s good enough for the Model A.”

What made the trip possible was that 66 wasn’t really new at all. As we rolled out of town, I looked across the flat Illinois fields and imagined the path ahead of us. I later learned that parts of our route followed in the footsteps of much older trails.

Back in 1857, Lieutenant Edward Fitzgerald Beale had charted a military wagon road along the 35th parallel across Oklahoma and the Southwest. He called it Beale’s Road and predicted it would become “the great emigrant road to California.” The federal government subsidized those early wagon routes to connect forts and frontier settlements. Decades later,



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when modern engineers began plotting automobile highways, they simply retraced Beale's alignment.

So our family's modern vacation was quietly riding on top of a path carved by horses, camels, and Army supply wagons.

Route 66 felt different from other roads. Instead of bypassing towns, it ran right through them. That was exactly how it was intended. Planners designed U.S. 66 to connect the main streets of rural and urban communities. Most small towns had never had access to a major national thoroughfare before.

Every place we passed seemed glad to see us. In Missouri we stopped at simple roadside restaurants where waitresses called Mama "hon," and Mama called them "sweetie." Filling stations had pumps right out front like little houses welcoming guests. Auto camps were roped-off areas where travelers could park and rest for the night. Daddy said they were invented for folks just like us, families who wanted affordable, comfortable automobile travel instead of fancy hotels.

Most of the traffic we saw wasn't on vacation. The road

was a practical lifeline for farmers. Its diagonal course through Illinois, Missouri, Kansas, and Oklahoma linked rural communities directly to Chicago. That helped farmers transport grain and produce to big markets.

By 1930 the trucking industry was discovering the same advantages. Truckers enjoyed the flat prairie lands and milder climates that Route 66 offered compared to northern highways often plagued by snow and harsh weather.

Daddy chatted with those drivers while the mechanic topped off our tank. They talked about carburetors and spark plugs like they were comparing recipes.

The automobile boom made our trip possible. In 1910 there had been only about one car for every 5,000 Americans, but by the late 1920s millions more vehicles crowded the nation's roads. People demanded better highways, and the federal government responded by breathing life into corridors like Route 66.

Our Model A bounced and hummed across a nation that was still learning how to pave itself together. Some stretches were concrete, some bituminous, some still gravel. But it was the first time average Americans could trust an all-weather route across 3,000 miles.

As we crossed into New Mexico, I saw desert lands as open as the sky above them and thought about how this road was giving those young states a new future.

By the time we finally reached the Pacific Coast, my brother and I were experts on spotting Burma-Shave signs and diners with the brightest neon. Daddy was proud of the Model A. Mama was proud of her sandwiches. And we were proud of doing something bold and new.

In those early years, Route 66 wasn't just a road on a map. It was the path that let ordinary families like ours find a little joy, a little adventure and yes, whenever we could, a double scoop of ice cream on the way to opportunity.

- Charlotte

