



THE SQUEAKS

PINEY WOOD MODEL A FORD CLUB

VOLUME 49 - ISSUE 7 ---- July - 2023

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MOTTO

To promote and stimulate the preservation, restoration, and maintenance of the Model A Ford automobile.

QUALIFICATIONS

Any person sincerely interested in the Model A Ford automobile and the purpose of this club shall be eligible for membership as an active member.

From The Presidents Desk

By Jim Hartzog

CONGRATULATIONS!

The above word is to be used by all Piney Wood members for their participation in achieving the best TEXAS TOUR of all time.

I may be a little opinionated with this choice of words, but I truly believe that we did the best!

This was a months-long endeavor to get to the opening day and it took all members to work together to this end.

We did the best in hotels, catering, entertainment, facilities, and all other aspects.

Another thank you goes to the cookie makers. Not many cookies were left over, and I ended up gaining a few extra pounds.

Once again, thank you all. Now we can look forward to the Poor Boy Tour next spring as it will be here before we know it!!



Jim Hartzog

PINEY WOOD MODEL A FORD CLUB
Minutes for June 3, 2023 Meeting
Residence of Jim and Ilona Blaszcak

Call to order: President Jim Hartzog called the meeting to order at 10:23 am.

Pledge of Allegiance: Jim Hartzog led the members in the Pledge of Allegiance.

Invocation: Mitzi Shaddix led the group in prayer.

Minutes: Jim Blaszcak made a motion to accept the minutes of the May 9, 2023 meeting. The motion was seconded by Troy Walling. The motion was approved.

Treasurer's Report: In Frank DeLucia's absence Elaine Bullard presented the Treasurer's Report for May 2023. Ron Cherry made a motion to accept the May 2023 Treasurer's Report and it was seconded by Delores Ross. The motion was approved.

Sunshine Report: Mitzi Shaddix presented the Sunshine Report of June birthdays and anniversaries.

Fashion Report: Marion Hertzbach reported that she had found and ordered 1930's era driving hats for the sale at the Texas Tour event. Marion described the hats as olive green bearing the 60th Annual Texas Tour logo on the back. The hats will sell for \$25 at the event.

Upcoming Events: Jim Blaszcak reviewed the upcoming events scheduled through October 2023 as follows.

July 8	Tour to Edmonds Firehouse Museum, Hempstead Tx
	TBD Lunch at Joe's Italian Restaurant FM 1488 & TX Hwy 290
July 11	Meeting at Valley Ranch BBQ at 7:00 pm
August	Date TBD Ice Cream Social
September	Date TBD Heritage Museum of Montgomery County, Conroe, TX
Oct 6-7	Gulf Coast Tour

Texas Tour: Troy Walling presented the current status of the Texas Tour Events. Elaine Bullard discussed the status of the Tin Can Raffle, the Silent Auction, and the Door Prizes. She advised of the need for additional volunteers in several areas and provided volunteer signup sheets. Elaine led a discussion about new ideas for the Saturday night awards event.

50/50: Due to the absence of Sergio Fernandez and back up, Tom Bragaw, there was no 50/50 raffle at the meeting.

Ladies Committee: Following adjournment, the ladies assembled the tour books.

Adjournment: A motion to adjourn the meeting was made by Dan Kundtz and it was seconded by Jim Blaszcak. The motion was approved and the meeting was adjourned at 10:44 am.

During the Monthly Piney Wood Club Meeting on January 10, Members were asked to fill out forms for future Ideas for Places to visit. Many new locations were suggested as well as old favorites to visit as well. Thank you and continue to think of ideas as these trips have. Always has been so informative.

**Successful Model 'A' clubs have one common ingredient. They have members that will plan events and volunteer to assist in running the organization.
It's a necessary ingredient.**

June Events 2023

By Troy Walling

The highlight of this June is the Texas Tour 2023
Which was held this year in Huntsville, Texas June 15-18.
We had 188 Attendees from 12 Clubs and 59 different towns.
Everyone had a great time with the tours, food, entertainment,
and Era Fashion Walk with smiles all around.
The weather was hot but that is expected in June



Panoramic View of the Model A's in front of the Vietnam Memorial Wall

Huntsville Item newspaper wrote two articles covering our tour
This is the second of the two. There is a typo in this article.
Answer on page 11

https://www.itemonline.com/news/model-a-fords-take-in-the-sights/article_e01ecd50-1105-11ee-85fe-db717374c5b3.html



Jim Hartzog opened the Ceremonies



Elaine Bullard was the Tour MC



Evening ceremonies were held at the Walker Education Center



Registration by Kim Teale and Frank Delucia



Raffle Room was a success



The Era Fashion Show was a smashing success.
It was a highlight of the Tour.
Thanks to all the people who made it possible.

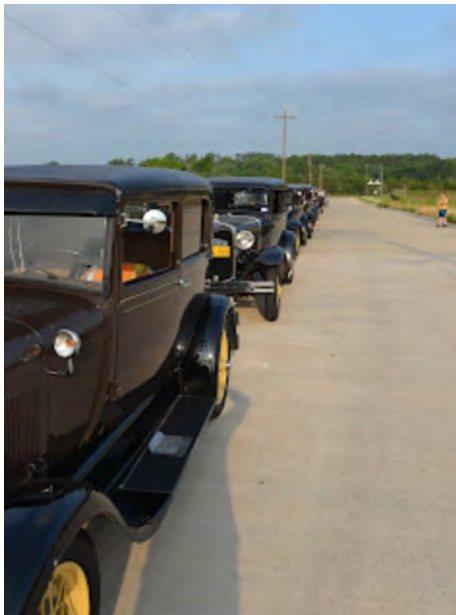


The 50/50 Raffle Winner was well guarded



Era Fashion Accessories

The Grand Tour was about 98 Miles long. Groups proceeded westerly to Anderson (Fanthorp Inn). Then Iola, Bedias, and stopping for lunch at the H.E.A.R.T.S. Museum



Lined up to begin



Rescue Vehicle ??



Relaxing at the 1834 Fanthorp Inn in Anderson, Texas



Ready to Ride in a Model A or a Stagecoach



Everyone arrived at the H.E.A.R.T.S. Museum but Somehow Tex and Scarecrow got lost on the Grand Tour



There were several groups of photos taken in front of the Vietnam Memorial Wall
Where inside the convention hall a welcoming AC and lunch were held.



Welcoming Sign at the H.E.A.R.T.S Veterans Museum

Thanks to Farmhouse Café for the excellent meals, they served.
Throughout the 3 days, they catered.

Trivia Question. Who was the person that has attended 59 out of 60 Texas Tours??
Answer on Page 11



Entertainment was provided by the Boomtown Brass Band
Job well-done guys



Denise McGee drove 214 miles along with her 90-year-old mother Barbara.
Winning the award of longest drive by a female. Congratulations!

Jim Hartzog is our President
George Maddox has been to 59 out of 60 Texas Tours

Closed Tour For:
 Golden Triangle A's
 Greater Houston A's
 Piney Wood A's

21st Annual Gulf Coast Tour

Alvin, Texas * October 6-7, 2023



Registration Fee: **\$75** per adult (\$85 after September 6, 2023)
\$25 for immediate family children under 18 years

Club Affiliation (Circle One): Golden Triangle A's, Houston A's, or Piney Wood A's

First 25 registration forms will be entered in a drawing to receive a reimbursement of \$75
 Winner will be drawn at the Saturday evening banquet.

Name(s) of attendee	Please Check Choice of Saturday Box Lunch	Adult or Child
_____	Turkey _____ Ham _____	\$ <u>75</u>
_____	Turkey _____ Ham _____	\$ _____
_____	Turkey _____ Ham _____	\$ _____
_____	Turkey _____ Ham _____	\$ _____
Total		\$ _____

Address _____ City, State, Zip _____

Cell Phone _____ E-mail _____

Model A Year: _____ Body Style _____ Trailering? Yes ___ No ___

Registration check-in and hospitality room located at the La Quinta Inn & Suits, Alvin, TX will be open after 12:00 pm on Friday until 5:00 pm. This registration includes three meals. The Friday and Saturday evening (6:00 pm) meals are at the Nolan Ryan Center, 2925 South Bypass 35 , Alvin, TX . If you have special dietary requirements, contact Bob Pond (281) 615-4770.

Please make check payable to: **Greater Houston Model A Club**. Send check and registration form to:
 Bob Pond, 2601 George Ct., Pearland, TX 77581 Contact: (281) 615-4770

Accommodations: (Please mention " **Model A Tour**" for special rate until **September 6, 2023**)

- Host Hotel:**
 La Quinta Inn & Suits, 880 Texas 35 Loop, (281) 585-3900, King \$94.95 or 2-Queen \$104.95
- RV Park:**
 Alvin RV Resort 726 Nelson Rd Alvin TX 77511 (713) 401-3135 \$52.00

I hereby release Greater Houston Region Model A Restorers Club, Model A Ford Club of America, Model A Restorers Club, including organizers and sponsors of this tour and their facilities from any and all liabilities. Submittal of this form, whether signed or unsigned constitutes acceptance of this release.

Signed: _____ Date: _____ Registration No. _____

MAFCA President's Page

June 2023



As spring comes to an end for many, we are entering the early summer months which afford great touring opportunities for our Model A's. Predictable, warm weather and sun filled days are great for individual or club outings. Checking the MAFCA Calendar I notice that we have sixteen activities listed covering every month from June thru December of 2023. Some are single day events and some last as long as two weeks. Check out the calendar for events in your area. This would be a great time to meet new people and make new friends.

I would like to extend a special thank you to **Andy Scheer** for all the hard work he does preparing for publication the bi-monthly issues of *The Restorer* magazine. Our club magazine is a wonderful compilation of articles ranging from subjects such as restoration, maintenance, local chapter/club news, social gatherings, fashion news, historical information about Ford the car and Ford the man, classified ads that provide a wealth of information on parts and service availabilities and comment columns from the President, Technical Director, Chapter Coordinator and Membership/Marketing Director. I especially like the Chapter News section. It helps me keep up with Chapters across the U.S. and provides ideas for outings with my local Chapter. It is a yeoman's job putting all this information together and Andy does a masterful job. As MAFCA member **Cindy Ellebecker** of Wisconsin commented to me in a recent email: "Your Restorer magazine is worth the price of membership alone in my opinion." Thanks for the kind remark, Cindy.

I'm sure you noticed in the May/June issue MAFCA's new membership recognition program MAFCA Star in **Jay McCord's** Membership Moment column. Any existing MAFCA members that bring in a new member to MAFCA will receive a MAFCA Star static clean sticker than can be displayed on any Model A window. Just make sure you get your name included on the application.

Thanks to **Howard Eckstein** for his cover story article, "Can You Crank-Start Your Model A?" in the May/June Restorer. I've never hand started a Model A and the information and photos shared was very informative. I'll file this information in my long lost but important info file. You just never know when it may be needed. I try to rely on gravity for assistance when I have an issue but that isn't always possible. Thanks Howard.

At the May MAFCA Board of Directors meeting, it was decided that one person should not simultaneously serve as a member of the national board and as Webmaster. With this in mind, **Gary Price** has been replaced as Webmaster and will continue to serve his term as a MAFCA Director. Gary is currently the Advertising Director coordinating and managing all of MAFCA's advertising efforts. Please continue to support Gary in this important role. Additionally, I would like to extend my appreciation to Gary for his Webmaster leadership during 2023.

The Board of Directors has confirmed **Rick Black's** appointment as MAFCA's Interim Webmaster. Rick was the long standing MAFCA Webmaster before retiring from the position in December 2022. Rick will begin managing the website effective immediately and will also assist in the search for a permanent replacement. Please join me in welcoming Rick back as Webmaster.

See you down the road!
Robert Bullard

July MAFFI Minute

Not everything at the Hickory Corners Model A Museum is about preparing for Model A Days. During the second week of May, a crew consisting of MAFFI Trustees and volunteers worked hard for four days moving and parking Model A's around the Gilmore complex and the local area for multiple photos. During that time, Model A's were carefully removed from the museum building and the "C Barn" to be positioned around the Gilmore campus. Additionally, some of the cars were taken off-site and parked at other country setting locations that included a hops farm, an old church, and a lake. At the end of each day the cars were returned to their homes only to be taken out the following morning to repeat the process.

While the MAFFI Trustees and volunteers were doing this, a photographer, John Lacko, from **Hemmings Motor News**, was taking pictures. By all accounts there were probably more than 2500 pictures taken.

This flurry of activity was for the purpose of helping **Hemmings Motor News** create their Model A calendars for 2024 and 2025. These calendars will be on sale in October of this year and next year. They will be available through **Hemmings Motor News**. This calendar, dedicated to Model A's, is one of 8 different calendars that **Hemmings Motor News** sells each year.

Happy motoring,
Mike DuBreuil
MAFFI Board of Trustees
Secretary

This "MAFFI Liaison Letter" was sent to you as your club's MAFFI Liaison. It is our hope that you will share it at your club's monthly meeting. If you are no longer the MAFFI Liaison for your club, please notify me at the email listed below with the name and email address of the new Liaison.

Thank you,
Charles M (Mike) DuBreuil, MAFFI Trustee
clubcontact@maffi.org

Piney Wood Model A Ford Club (PWA) Membership Application

One Year Family Membership \$25.00
Renewal dues are delinquent after December 31st

Membership is open to anyone who owns, drives, or just appreciates the Model A Ford. PWA recognizes any year, make or model of the Model A Ford from 1928 to 1931. Membership in the Model A Ford Club of America (MAFCA) is REQUIRED to become a member of PWA in accordance with our by-laws. Every member of PWA enjoys the same rights, including the right to vote and to hold office in PWA.

PLEASE PRINT

Date of Application _____ Dues being paid for year _____ (January 1 – December 31)

New Member () or Renewal () Renewing members, what year did you join PWA? _____

Name _____ Birthday: Month _____ Day _____

Spouse _____ Birthday: Month _____ Day _____

Address _____ Anniversary: Month _____ Day _____

City _____ State _____ Zip _____ Email _____

Phones: Home _____ Cell _____ Cell (spouse) _____

Children under 18 years of age:

Names _____ Birthday: Month _____ Day _____

_____ Birthday: Month _____ Day _____

_____ Birthday: Month _____ Day _____

What is your MAFCA member number? _____ --required for PWA membership

Are you a member of any other automobile clubs?

_____ / _____

_____ / _____

Model A's Owned: YEAR, MODEL, BODY STYLE, CONDITION*

1. _____

2. _____

3. _____

4. _____

5. _____

*Condition: O=original, R=restored, B=being restored, M=modified, A=apart

Loanable tools available (ex: spring spreader, engine hoist, hub puller, etc.)

Make Check Payable to: Piney Wood Model A Ford Club

Mail to: Perry Jones
19207 Stanton Lake Dr.
Cypress, TX 77433
281-844-0951

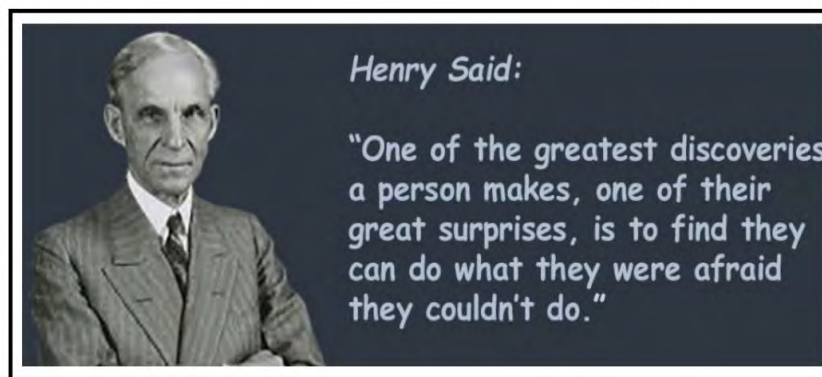
What's on the Calendar

By: Jim Blaszczak

2023 PWA Calendar of Events

Jan 7(Saturday)	PWA Monthly Breakfast at Harris County Smokehouse, 8:00 am-9:00 am
Jan 10 (Tuesday)	Monthly PWA Meeting at Valley Ranch BBQ, 7:00 pm-9:00 pm
Jan 14 (Saturday)	Joint Venture between Piney Wood A's and Houston Model A Club to Return a 1928 Texaco Fuel Truck to running status.
Jan 18 (Wednesday)	Ladies Luncheon at Eden's Café)
Jan 21 (Saturday)	Tomball Museum Center
Jan 28 (Saturday)	Dedication of running 1928 Texaco Fuel Truck back to 1940's Air Terminal Museum at Hobby Airport. Followed by Potluck Lunch
Feb 11 (Saturday)	Sweetheart Mini Tour Team Leader Jim Blaszczak
Feb 18 (Saturday)	Breakfast at Harris County Smokehouse followed by Offsite Monthly Meeting at Ed Holtgravers home 8:00 am - 12:00?
March 4 (Saturday)	Breakfast at Lynns Table in Spring 8:00 – 9:00
March 11 (Saturday)	Safety Check at Copperfield Automotive
Mar 14 (Tuesday)	Monthly PWA Meeting at Valley Ranch BBQ 7:00 pm-9:00 pm
March 15 (Wednesday)	Ladies Luncheon 11:30 am, Lambeau's in Cypress, Texas
Mar 31- (Friday)	Poor Boy Tour in La Grange, Tx
April 1-2 (Sat & Sun)	Poor Boy Tour in La Grange, Tx.
April 8 (Saturday)	Breakfast at Harris County Smokehouse followed by Offsite Monthly Meeting at Hartzog's Home 8:00 12:00?
April 12	Wig Party by Linda Bragaw
April 15 Saturday)	Burton Cotton Gin Tour Team Leader Bragaw
May 6 (Saturday)	Breakfast at Magnolia Diner 8:00 9:00
May 9 (Tuesday)	Monthly PWA Meeting at Valley Ranch BBQ 7:00 pm-9:00 pm
May 20 (Saturday)	Alton Hues Ranch near Richards, Texas (Bring Lunch)
May 17(Wednesday)	Ladies Luncheon
June 3 (Saturday)	Breakfast at Magnolia Diner 8:00 am
June 3 (Saturday)	Monthly Meeting at the Blaszczak's Home 10:00 am
June 15-18	Texas Tour in Huntsville, Texas

July 4 (Tuesday)	TBD Tour to the Fire Museum in Hempstead, Texas
July 11 (Tuesday)	Monthly PWA Meeting at Valley Ranch BBQ 7:00 pm-9:00
August 12?	Ice Cream Social at Spring Creek Forest Clubhouse
Sept. 12 (Tuesday)	Monthly PWA Meeting at Valley Ranch BBQ 7:00 pm-9:00 pm
Sept. 30 (Saturday)	Heritage Museum of Montgomery County
October ?	Monthly Meeting (To Be Determined)
October 6-7	Gulf Coast Tour to Alvin Texas
Nov. 14 (Tuesday)	Monthly PWA Meeting at Valley Ranch BBQ 7:00 pm-9:00 pm
Nov. 18 (Saturday)	Tomball Holiday Parade
Dec. 9 (Saturday)	Christmas Party at Walden Yacht Club 13101 Melville Dr. Montgomery, Tx.



Sunshine Report

By: Perry Jones, Sunshine Coordinator

Bob Hitchcock	7/3
Elaine Bullard	7/9
Pat Karis	7/93
Rae Ann Burmaster	7/12
James Wade	7/12
Gregg Zulinski	7/13
Melba Allee	7/14
Ilona Blaszcak	7/15
Fred Watts	7/19
Linda Beitler	7/22
Pam Johnson	7/27



Tom & Jackie Walne	7/1
Bob & Marilyn Hitchcock	7/9
Tom & Annette Mather	7/15
Gary & Eva Huey	7/17
Jim & Ilona Blaszcak	7/24



American Highway Numbering

By J.R. Manning, Germantown, Wisconsin

In the early days of intercity driving, some states had "Auto Trails" that were marked by private auto clubs, oil companies, tire makers and other companies marketing to the fledgling automobile industry. The signs were posted on telegraph poles and fence posts and at best, were difficult to follow. Cities would lobby to appear on the auto trail, so a trail often did not follow the most direct route. In 1917, the State of Wisconsin became the first state to outlaw the practice of private highway marking and to create a State Highway Commission. The newly formed commission began to plan a state-controlled highway numbering system. After surveying and planning, the commission determined a state trunk highway system. On a specified date in May of 1918, every county sent out a work crew armed with wood, paint and stencils. Within one week, all of the newly designated state highways were marked and the first highway numbering system in America was in place. Michigan adopted a similar system in 1918. Ohio had printed a map with numbered highways as early as 1912 but did not use numbered signage until 1923.

The Federal Highway Act set up US highways with an even more specific numbering system. East-west highways were given even numbers with the lowest numbers in the north and succeeding to the highest numbers in the south. North-south highways were given odd numbers with the lowest beginning in the east and succeeding to higher numbers to the west. Much of the Lincoln Highway fell under the number of US 30.

When the Interstate Highway System was created in 1956, the numbering system followed a similar plan. East-west numbers were even with the lowest numbers in the south (I-10) and progressing northerly to the highest (I-94.) North-south routes were given odd numbers with the lowest (I-5) beginning in the west and progressing eastward to the highest (I-95.)

These numbers help you navigate even when they seem paradoxical. I-94 is an east-west Interstate but it runs directly north-south between Chicago and

Milwaukee. If you are traveling from Detroit to Minneapolis, and you make a stop in Kenosha, Wisconsin, just remember to get back on to I-94 west-bound even though you're really heading north!

The Interstate Highway System also called for additional routes to bypass cities or to run to other locations. These routes add a third leading digit, based on its Interstate "parent" route number. The even-odd number indicates the type of route. If the leading digit is even, the auxiliary route is a loop or a bypass that either returns to the original highway or links to another. For example, I-294 is the Tri-State Tollway in Illinois that bypasses downtown Chicago from its south terminus (near the Indiana border) to rejoin I-94 at its northern terminus, about 20 miles from the Wisconsin line. Others are loops, such as I-465 that encircles the city of Indianapolis. When the leading digit is odd, the auxiliary road is a spur that ends away from the origin. For example, I-380 is a spur from Iowa City, Iowa that leads to Waterloo.

Interstate highways also use a system of very visible mile markers. The markers start at the southern state terminus of north-south highways and the western terminus of each state on the east-west routes. The mile markers allow you to better navigate and to specify your location if you have trouble.

Interchanges are numbered by the nearest mile marker. Interchange 70 is within one mile of mile marker 70. By numbering interchanges in this manner, you can determine the mileage you need to travel to reach the next interchange on your route.

And, speaking of interchanges, next time you drive an Interstate highway, look at the Interchange number. It is on a separate sign, attached to the top of the green interchange signage. If the number is mounted on the right side of the main sign, the exit will be to your right. If the number is mounted to the left side of the sign, the exit will be on your left.

Carl Fisher and Henry B. Joy would be pleased.

Q: I have a question on the grease that should be used in the rear bearing of the water pump. Some of the greases that are sold by parts suppliers indicate that they are a high quality Moly that is resistant to water, and will not be washed off. Since this is a bearing that we cannot see to tell when we have over-greased it, and there is a good chance that excess grease could be pushed out the back of the pump, Wouldn't it be better to use a water soluble grease that wouldn't tend to coat the interior of the radiator. I would appreciate your thoughts on this subject and any good sources for the grease you recommend.

Howard Denker
<popoutomaha@qwest.net>

A: A water soluble water pump grease should be used. I have a hard time finding water pump grease. I found a can at a swap meet several months ago. To apply grease to the rear fitting on the water pump, you should always unscrew the packing nut all the way, and apply grease until you see just a little coming out the front packing area. It shouldn't take more than one or two pumps. If you don't unscrew the packing nut, the grease will be forced out the rear seal and fill the radiator, which you don't want to do. You should flush the radiator good once a year to remove any grease accumulation.

Q: How do I test the generator armature to see if it is OK? I burned out my generator fields and need to know if I can just replace the fields or does the armature need rewinding. I have the armature out on the bench.

Edward Waldo <modelated@aol.com>

A: To test the armature, you need a special test fixture called a "growler." Take your armature to any generator or motor repair shop and they can quickly test it for you.

Q: I just put a 0-10 lb. oil pressure gauge on my 1928 Model A. What range of oil pressure should I expect when the engine is at operating temperature? Currently it's showing only about 3 lbs. at 30-35 mph. The engine was rebuilt by a local Model A mechanic with new babbits about a 1,000 miles ago.

Gerald Cline <gary1943@home.com>

A: Normal oil pressure is from 2 to 3 lbs. at normal operating temperature. The Model A is not oil pressurized. It operates from a splash oiling system. The only pressure is developed from the oil pump pumping the oil from the oil pan up to the valve chamber. All the oil is dumped into the valve chamber and then drips back down into the pan and flows down the oil tubes to the mains. The mains and rods are not pressurized. It's a drip and splash system. When the engine is cold, you may get an oil pressure in excess of 10 lbs. The oil pump is capable of producing 60 lbs. of oil pressure if a blockage occurs in the oil line feeding into the valve chamber. It's basically an open system.

Laundry In the Model A Era

By Patricia Menz, Sacramento Capitol A's

In our car club we talk about the cars and we talk about era clothing, but we do not talk about cleaning our clothing. I have a book written in 1931 about laundering and dry cleaning. The book was published by the Woman's Institute of Domestic Arts and Sciences. After reading this book, I see that laundry is laundry. We still have to sort, wash, dry, iron and fold our clothes.

However, during the Model A era, it was a lot of work. The process took the better part of two days and could be downright dangerous. They did not have the conveniences that we have today.

When Is Wash Day?

A famous poem says that Monday is laundry day. The book says that Tuesday was becoming more popular. Monday was the day to prepare for the washday: put the house in order, remove stains, mend and sort the clothes.

Setting Up the Laundry – The Equipment

In most homes the laundry was done in the kitchen or in an adjoining room. Sometimes the laundry was in the basement. No matter which room was used, it needed to be well ventilated, well lit and have access to hot water.

Washing Machines and Tubs

There were several types of washing machines. Basically they were washing tubs with a lid and a device inside to agitate the clothing. They could be cranked by hand or have a motor powered by electricity, gas or water. The 1931 Sears catalog advertised an electric washer for \$50.00 to \$65.00 and a gasoline one for \$89.50. A hand activated machine sold for \$16.00. To put this in perspective, the Model A era was during the Great Depression, when the average annual income was \$1850.00. That is about \$36.00 a week. I suspect that most homes used the hand cranked model. The wash tub with a wash board was still available, as well as a hand held suction plunger or agitator.



The washing machine tubs needed to be cleaned by hand with soap and water. If the tub was copper, a mixture of vinegar, salt and kerosene was used. In our modern era we use a tub cleaning agent and the washer cleans itself.

Soap

Detergent as we know it today was not invented until 1933. A laundress needed to be a simple chemist. Soap used for laundry needed to be flaked, so that it could be dissolved in water. It could be purchased already flaked. If flaked soap was not available, bar soap was flaked by using a soap flaker.



The picture at left shows a basic hand-cranked soap flaker. The soap was dissolved in hot water and whipped to a foam.



Soap jelly could also be made by mixing flakes, water and borax. This mixture was heated on the stove. Soap beads were new on the market in the Model A era. They were supposed to dissolve in water instantly. A laundress also needed to be familiar with bluing, starch, acids, alkalis and how to soften water.



Clothes Washing

After soaking, washing the clothes with soap was the next step. Then, they had to be rinsed two or three times. The washing machines of the era didn't have a rinse cycle. The water would have to be emptied and refilled each time. After washing and between rinses, the clothes were put through a ringer; either electric or hand cranked.



Clothes Drying

For the most part clothes were hung to dry outdoors or inside on racks during inclement weather. There was a clothes dryer patented in 1892, but it basically was a ventilated device that sat on top of a stove with a hand crank. The type of dryer we use today was not sold until 1938.

Irons and Ironing Boards

Ironing boards were similar to the ones we have today. The picture at right shows a typical three-legged board. A sheet of asbestos could be used to hold the hot iron when it was not in use during the ironing process.

There were a wide range of irons available. They came in different sizes and were used for different purposes.



TECH TALK

The Model 'A' Ford Clutch.

Your clutch will be one of two types.

1. The Multiplate Clutch.

If your car is manufactured in 1928, it could be fitted with a multiplate clutch. A good working multiplate is worth its weight in gold. Teeth should be square and the inside of the flywheel not too badly grooved where the plate teeth engage. All the later cars until the end of production were fitted with a single plate clutch. Each clutch type takes its own special flywheel, as pictured below.



Multiplate clutch.



Multiplate flywheel.



Single plate flywheel.



Single plate pressure plate.



Single plate driven plate.

2. The Single Plate Clutch. *Pictured above right.*

The single plate clutch is the more common and preferred clutch by many drivers, although those with a good multiplate would strenuously disagree.

Clutch adjustment.

Both types of clutches are adjusted in a similar manner to obtain 1" of clutch pedal free play.



Clutch pedal to release shaft arm rod. A-7521-B. This is where your pedal travel is adjusted.

With the inspection plate removed, and by moving the clutch pedal **by hand**, movement between the thrust bearing and the fingers is evident.



Single plate clutch.

Clutch Adjustment.

Remove the split pin coupling the arm from the bellhousing to release shaft arm rod A-7521-B. Wind the arm up or down until there is 1" free-play in the pedal. Test the pedal with your hand. The pedal travel must have the correct free play before the throw out bearing touches the fingers on the pressure plate, or thrust bearing on a multiplate. With the inspection plate removed, this is quite visible. Don't forget to re pin the trunnion rod when finished.

Gear Changing.

Take your time, push in the clutch pedal and wait a short time before trying to change gear. **Take your time** between up-shifts. The gears have to engage at the right speed. Downshifts will require double-clutching until you learn how high the engine speed needs to be for a clean change. It is not hard.

All it takes is time and practice.

Travelling in a Model 'A' you have all the time in the world to drive your car as it was intended, and to watch the scenery slowly slip by.

Clutch Thrust Slide Lubrication.

From under the floor boards remove the bellhousing inspection cover. The grease nipple is right in front of you. Grease sparingly.

Clutch Do's and Don'ts.

When driving, **don't** rest your foot on the clutch pedal.

Don't over grease the clutch slide grease nipple.

Don't have less than 1" of pedal free play.

Don't tamper with any of the clutch plate perimeter nuts or bolts if it is a single plate clutch. Leave it to an expert.

Don't have too much padding under the floor mat, stopping the clutch pedal obtaining its full travel.

Gear changing is much easier with the clutch pedal pushed fully 'home'. By doing this the gears mesh correctly, and the gears will last you a lot longer, if not forever.

There is only one do. **Do** enjoy your driving experience.

From the "Script A's" Mark Kendall; Editor

MAINTENANCE SCHEDULE

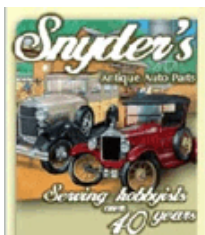
<p>CHECK WITH EACH FUEL STOP</p> <ul style="list-style-type: none"> () Check crankcase oil level () Check radiator water level () Check water pump packing () Visual inspection of engine <p>CHECK MONTHLY</p> <ul style="list-style-type: none"> () Check radiator water level () Check water pump for leaks and end play () Check water pump packing () Inspect fan for cracks () Check carburetor and fuel lines for leaks () Check battery water level () Check tire pressure (34lbs) () Check tires for breaks, cracks, and abnormal wear () Visually inspect engine <p>EVERY 500 MILES</p> <ul style="list-style-type: none"> () Lubricate in accordance with 500 mile Lubrication chart () Change crankcase oil () Tighten accessory mountings (windwings) () Inspect radiator hoses for cracks/leaks () Check fan belt adjustment () Check wiper blade rubber () Check generator charging rate, adjust as required () Check carburetor and fuel lines for leaks 	<p>EVERY 1,000 MILES</p> <ul style="list-style-type: none"> () Perform 500 mile checks () Test front wheel bearings for looseness () Oil generator bushings at each end of generator () Tighten spring U-bolts, front and rear () Tighten all wheel lug nuts (64 ft lbs) () Test all lights () Inspect all cotter pins () Clean Light Switch and wiring harness disc () Lubricate door hinges, striker plate, dovetails () Inspect entire fuel system for leaks () Inspect Exhaust system for leaks () Check manifold to exhaust clamp for tightness and seal () Check steering wheel free play (2 in. max) () Check specific gravity of battery fluid, charge if needed () Check for tight electrical connections at all harness connections. () Check for tight coil connections () Check for tight connections at ammeter and terminal box () Check distributor point gap (.018 - .022) () Clean battery posts and clamps, tighten battery ground connection () Clean horn commutator () Drain fuel sediment bowl () Replace fuel filter if used 	<ul style="list-style-type: none"> () Check clutch pedal for 1" free play. Adjust if necessary () Check tail light lens mounting screws <p>EVERY 2,000 MILES</p> <ul style="list-style-type: none"> () Perform all 1,000 mile checks () Lubricate in accordance with 2,000 mile Lubrication Chart () Inspect starter commutator and brushes () Examine tires for wear, cracks and damage () Adjust Service Brakes () Inspect front leaf spring for sagging and cracks () Repack top end of shock links () Tighten differential banjo bolts (35 ft lbs) <p>EVERY 5,000 MILES</p> <ul style="list-style-type: none"> () Perform all 2,000 mile checks () Test engine compression () Tighten rear wheel axle nuts (100 ft lbs) () Rotate tires () Lubricate in accordance with 5,000 mile Lubrication Chart () Flush cooling system () Lubricate speedometer cable <p>EVERY 10,000 MILES</p> <ul style="list-style-type: none"> () Perform all 5,000 mile checks () Pull all brake drums, inspect brake linings, drum, and springs () Polish headlight reflectors
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AFTER 45 YEARS LETS LOOK BACK AT SOME PWA CLUB HISTORY

The Following Article, By Gwyn Machacek,
Entitled "CRANKED UP IN 1977",
Was Published In Our
September 1995 & July 2012 Newsletter
By Paul Lewis:

"For several years there was talk between Model A'ers about trying to form a Model A Club North of Houston and in Montgomery County. Four people said, "Let's try". Notices were posted everywhere in the Spring, Woodlands, and Conroe area telling of the first gathering to be held August 9, 1977 at the Gulf State Auditorium in Conroe. Those four people were Keith Jenkins, Buddy Moore, Larry, and Gwyn Machacek.

Eight families attended the gathering and they all said, "Let's give this club a try". Officers were selected and then one of the big topics of discussion was what can we call ourselves. Suggestions such as; Conroe A's, Montgomery County Motometers, Piney Wood A's, Big Thicket A's and Rambling A's were suggested. It was suggested that a name would be picked at the September meeting. Everyone then browsed through the display of literature on the Model A that Keith Jenkins and Larry Machacek had set up.

At the second meeting the name Piney Wood Model A Ford Club (Piney Wood A's, for short) was chosen and a Newsletter's name "The Ford Squeaks" was selected. Moreover, the club grew by 4 new members.

By the end of 1977, the newly formed club had 16 families. They were Bryant Baugus, Donald & Cindy Chrisner, John & Judy Davidson, Monte Fine, Jerry Fisher, Thomas Gilbert, Dick Hand, Keith & Marlene Jenkins, Benny Klekar, Tom & Joan Lowery, Larry & Gwyn Machacek, Donald Mog, Buddy & Sandy Moore, Guy & Betty Nightingate, Harold & Carolyn Smith, and Thomas Wilkerson.

The following year (1978) saw the club becoming a chapter of the Model A Ford Club of America (MAFCA). Years later, in 1983, the club became a region in the Model A Restorers Club (MARC). **"THE REST IS HISTORY."**

At our 35th Anniversary luncheon on July 14, 2012, we all receive a souvenir printout of all the Piney Wood A's meeting minutes for 1977. The club today has far surpassed any vision our founding fathers might have had 35 years ago.

We all should be proud of that as we tack on the future years to come and, be very thankful for that meeting held on August 9, 1977, when **"Let's Give This Club A Try"** received enough "Yes" votes.

The International Order of the Rubber Chicken

By: Dan Kundts, Chairman of the Board



The International Order of the Rubber Chicken -Rules, Regulations and Other Silly Stuff-

At a meeting of the International Order of the Rubber Chicken Society (IORCS), the following rules and silly things have been agreed to and enacted upon. The infamous Rubber Chicken is to be fun and full of frivolity. The purpose of these rules is to provide consistency and fairness for those persons desiring (or not) to acquire the scandalous Rubber Chicken.

Rule #1

If your car causes an unscheduled stop while on tour - ~~YOU LOST THE CHICKEN!~~

Rule #2

If, while on tour, you delay the group from leaving on time (excepting for bringing donuts & coffee) - ~~YOU LOST THE CHICKEN!~~

Rule #3

If, after meeting with the group, you have a trailer (or modern car) problem, causing the others to stop alongside the road or be delayed - ~~YOU LOST THE CHICKEN!~~ (aka: the Fred Rule)

Rule #4

If during any tour, you call another tour member to "help, aid, assist, tow, repair or suggest what 'might be the problem'", which causes him/her to stop whatever they are doing - ~~YOU LOST THE CHICKEN!~~ (Fred Rule #2)

Rule #5 Passing the Chicken On. Procedures on how to give the chicken away

Rule #5-a

To pass the chicken on to another, the current chicken holder must be on said tour.

Rule #5-b. While broken-down on the side of the road, it is NOT advisable to hand over, throw to or put the chicken inside the broken-down car or its owner or driver. Nor is it advisable to stand alongside any broken-down car taunting the car's owner with the chicken. It also not advisable to have a photo with you standing next to the broken vehicle giving a thumbs-up jester (Dorothy Rule). Injury for violating these Rules is at the current chicken holder's own risk.

Rule #5-c. It is appropriate to pass the chicken at any meal once faces have turned from red and steam is no longer venting from ears. -Or- At any chapter meeting. -Or- If the new recipient requests it (while on the side of the road).

Rule #6

All chapters should name their chicken. It is most appropriate to name the chicken after a member so deserving because of the regularity or quantity of times he/she has had the honorable chicken bestowed up him/her.

Rule #7

Out of respect, the Rubber Chicken shall be honorably retired once its head or both legs has fallen off.

Rule #8

Each chapter should appoint a Colonel Chicken whose job shall be to determine all disputed matters. His/her word is final and not open to debate.

Rule #9

Life Time Achievement Award. The Rubber Chicken shall be permanently given to he/she who run their Model A out of gas while on tour (known as the Pruett Rule of "Don't worry, I have plenty of gas". This is not debatable!

Note: an appropriate rubber chicken Mardi-gras necklace may be given in lieu of the original rubber chicken.

2022 Piney Wood Model "A" Ford Club

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All newsletter mail should be sent the Editor at address:

The Ford Squeaks - Piney Wood Model A Ford Club

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"The Ford Squeaks" is the official monthly publication of the Piney Wood Model A Ford Club, Inc. This club is a local chapter of the Model A Ford Club of America (MAFCA), a region of the Model A Restorers Club (MARC). The newsletter is mailed to members, prospective members, and editors of similar publications in exchange for their newsletter. Its purpose is to provide the members with information regarding club activities, upcoming events, Model 'A' restoration and maintenance. Members may publish non-commercial ads at no cost for Model A related items: For Sale, Wanted or Trade. They are also invited to submit articles of interest or information to be published in the newsletter.

Material must reach the Editor by the 20th of the month to insure publication in the next month's issue. Membership dues in the Piney Wood Model 'A' Ford Club are \$25.00 per year. Annual membership is required in MAFCA. MAFCA dues are \$50.00 per year (subject to change). Membership applications are available from the Club Membership Director or from our website (www.pineywoodmafc.com). The Piney Wood Model 'A' Club meetings are held on the 2nd Tuesday of every month (except December) at 7:00PM at the Valley Ranch Bar-B-Que & Grill Restaurant, at the corner of Spring Cypress & Tomball Parkway (FM249). Other clubs are encouraged to use articles & info from "The Ford Squeaks" as long as credit is given.

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