



Established
August 09, 1977



THE  SQUEAKS

PINEY WOOD MODEL A FORD CLUB

VOLUME 47 - ISSUE 04 ---- APRIL - 2021

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PWA Web Address: www.pineywoodmafc.com

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.

COVID-19: TESTING BEFORE TRAVEL

Get tested **no more than 3 days before** you travel.
Postpone travel if you are waiting for test results.
Watch for symptoms of COVID-19.



If you fly to the US from a foreign country, you **must** provide a negative COVID-19 test result or documentation of recovery from COVID-19 before boarding your flight.

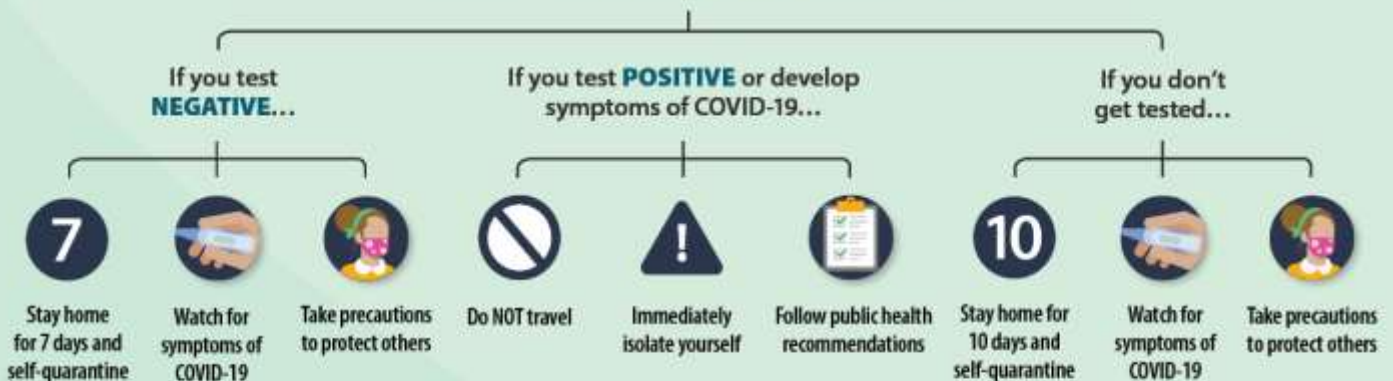


CS221935-A 2/16/2021 3PM

www.cdc.gov/covid19travel

COVID-19: TESTING AFTER TRAVEL

Get tested **3-5 days after** you travel.



If you fly to the US from a foreign country, you **must** provide a negative COVID-19 test result or documentation of recovery from COVID-19 before boarding your flight.



CS221936-A 2/16/2021 11AM

www.cdc.gov/covid19travel

From The President's Desk

By: Jim Blaszcak

Hey Y'all

It's no "April Fools" that we're having a meeting. I am very excited to get back to some kind of normal. April 13 at Valley Ranch. We're pretty close to normal now that we are touring and having meetings.

I was recently talking with some Model A folks and we all agreed that the heart and soul of the hobby are the chapters. And the nuts and bolts that hold the chapters together are the newsletter (we have a great one) and the tours. I would say the meetings are also very important. We are going to have it all together very soon.

We've got another couple of fun tours coming up for April and May so those will be great opportunities to spend time with our Model A Family.

We are so blessed that we can get together again and share the joy of our hobby and each other.

Take care,

Jim



Meeting Minutes

By: Elaine Bullard, Secretary

In the face of the current Coronavirus uncertainty, the Piney Wood Officers & Board Members decided to CANCEL the March 2020 Tour Schedule and Regular Monthly Meeting at Valley Ranch BBQ.

Treasurer's Report:

Frank Delucia send by e-mail the March Treasurer's Report to Officers & Board Members.

Antique Treasure Finds From Ray Barth:

John Deere Model A Tractor 1934 – 1952 Two-Cylinder Letter Series

The A was John Deere's first true row-crop tractor, replacing the GP. There were several variants of the A. The A was the row-crop model. The AR was a standard (or fixed) tread model. The AO was an orchard model, with no exhaust stack and shielded fenders. There was also the AI industrial model, the AN with narrow front, the AW wide front, and the high-crop ANH and AWH. The model A was the first Deere tractor to come from the factory with rubber tires.

John Deere Model A Power:

Drawbar (claimed):	18 hp	[13.4 kW]
Belt (claimed):	24 hp	[17.9 kW]
Plows:	2*	
Drawbar (tested):	18.72 hp	[14.0 kW]
PTO (tested):	23.63 hp	[17.6 kW]
Belt (tested):	24.71 hp	[18.4 kW]

1931 Model A Roadster Power:

Compression Ratio	4.22:1
Piston displacement	200.5 cu. Inches
Rated H.P.	24.03 SAE
Brake H.P.	40
Stroke	4.250"
Gas Tank 28 / 29	10 GAL.
Gas Tank 30 / 31	11 GAL.



Ray Barth's 1931 Model A Roadster and John Mottershaw's 1951 John Deere Model A tractor
Spring Texas.

Garage Talk –Testing Coil & Condenser

By: David Teale, PWA Member

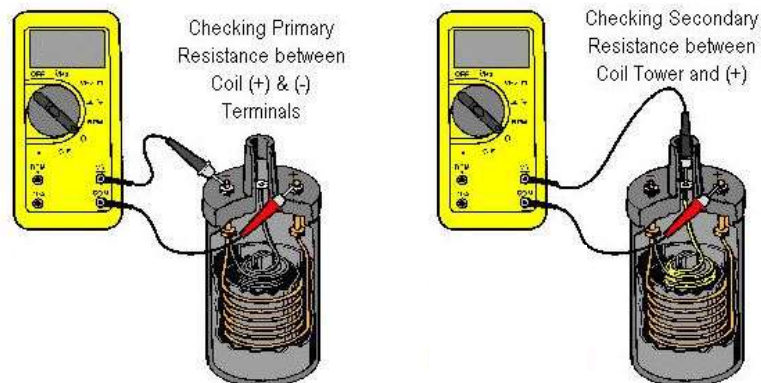
Summary Data Extracted From 2019 PWA Tech Session

Ignition Coil (Resistance in Ohms)

Primary Winding: 1.0 Ohms to 1.4 Ohms

Secondary Winding: 5.8K Ohms to 9.2K Ohms

**** Proper polarity with Spark Plugs yields 15% to 30% stronger spark ****



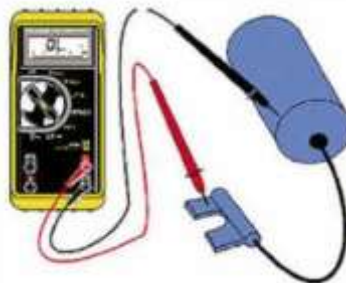
Condenser (Capacitance in uF)

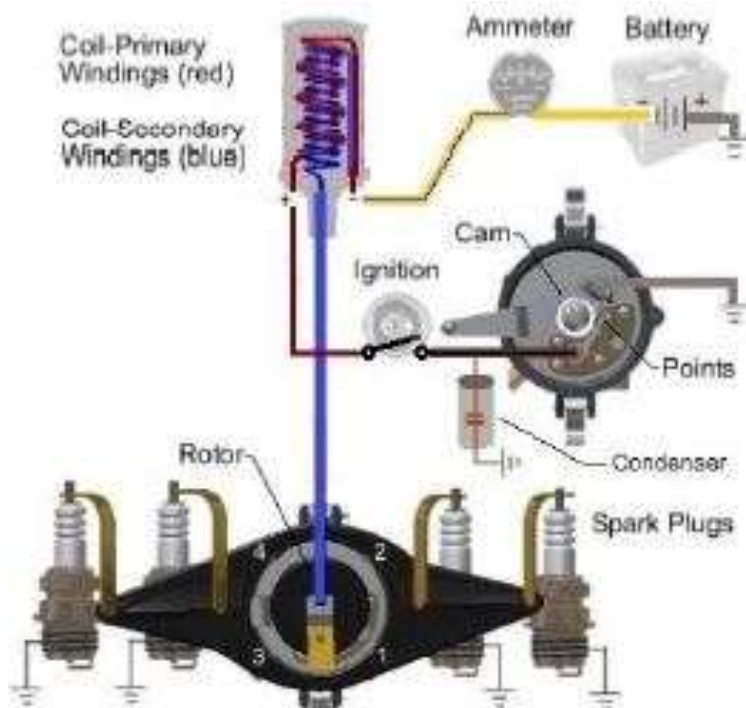
.23 uF to .30 uF for standard range of capacitance

.30 uF was documented in a letter from Ford Factory

Anything from .20 uF to .50 uF will work fine. Some references claim up to 1.0 uF

**** Stick to the range at the top of the list for best performance ****





Original Style Condenser:

BWD Select G33 - Borg Warner brand. Source: Advanced Auto and others.

Standard FD11 (G33) – Standard Auto. Source: O-Reilly's Auto Parts

G33P – Some parts houses stock "P" and call it premium. This is not true. P is a cheaper grade part according to Borg Warner technical hotline. (1-800-566-8334)

Modern Style Condenser:

BWD Select G125 – Borg Warner brand. Source: Advanced Auto and others.

Standard FD77 (G125) – Standard Auto. Source: O-Reilly's Auto Parts

G125P – Cheaper grade version.

Ignition Coil:

BWD Select E5 6VDC Coil – No External resistor required. Source: Advanced Auto

Standard UC14 (E5) – Standard Auto. Source: O-Reilly's Auto Parts

Ignition coils from Snyders and Brattons in original housing with Ford logo are also good.

** Standard Auto bought-out Borg Warner ignition components division. Borg Warner is now a division of Standard Auto Parts. Parts are made in the same factory, but colors and packaging vary. Not sure if quality has been affected.

Distributor Cam: Stipe Machine sells a hardened cam with 10 degrees more dwell for a hotter spark. Price is \$14.50 each and appears to be excellent quality. Other suppliers may not have these features.

Garage Talk -- Service Brake Adjustment

Submitted By: David Teale, PWA Member

Written By: Peter Crosby, MAFCA Member

The Model A mechanical service brakes are a design that will match the hydraulic type systems in stopping performance if, restored and adjusted correctly. Mechanical brakes work with rods, levers, and wedges to force the shoes to rub against the drums and stop the wheels from revolving. When you adjust the brakes you are setting limits on the travel of the rods, levers and, the distance between the shoes and the drums. The trick is to get the shoes to contact the drums solidly, before they move beyond effective limit of their travel. Full accurate adjustment is necessary to compensate for normal expansion of the drum due to heat caused by friction. Adjustments that are made too close would let the shoes continually drag on the drums causing rapid lining wear and poor gasoline mileage.

Model A brake adjustment will work best by adhering to Ford's original specifications and methods. Adjustment specifications for service brakes, are found in the January 1928 Ford Service Bulletins; page 202. A tool wedged between the seat and brake pedal is necessary to hold the pedal at a precise position. This is to prove that the wheels can and will lock at the proper time before you leave the garage. Do not assume that having a friend hold the pedal down at some arbitrary position will be good enough. Nobody can hold a brake pedal in exactly the same place with constant pressure every time. Only by using a brake pedal holding tool can one be assured of the best possible adjustment.

To make a brake adjusting tool simply measure the distance from the bottom of the seat cushion frame to the bottom edge of the pad portion on the brake pedal. Add 3 inches to this measurement. Cut a piece of $\frac{3}{4}$ X 2 inch hard wood to the

length you figured. For example: my Slant Windshield Fordor used a piece 21 $\frac{3}{4}$ inches long.

Carry the stick of wood you just cut over to your car. Hold it against the seat or cushion frame to the bottom of the pad portion of the brake pedal (keeping it as straight as you can). With a pencil, mark the edge of the wood at the point where it meets the face of the pedal. Take the stick back to your work bench. Measure and make three marks at 1 inch, 1 $\frac{1}{2}$, and 2 inches from that point in the short direction. Make a saw cut into the wood $\frac{1}{2}$ inch deep at the 1 inch mark (leaving the line on the longer end); 1 inch deep at the 1 $\frac{1}{2}$ mark, and 1 $\frac{1}{2}$ inches deep at the 2 inch mark. From the end of the stick cut into the wood to meet the bottom of each saw kerf. The cuts should leave you with a stepped arrangement on the end. These steps or notches will hold the brake pedal down at the levels advocated by Ford. To check how the brake will hold at each wheel, use the following method:

1- Jack up all four wheels and place jack stands under the axles (not the frame). Place the gear shift in neutral and release the parking brake fully.

2- Turn adjusting wedges at each backing plate clockwise until the brake drags, then back off two or three notches or just enough to allow the wheels to revolve without any drag. Note: some judgment must be used to allow for any high spots on newly lined shoes which wear quickly. Remember to always spin the wheels for test purposes in the forward direction. Never should your brakes be adjusted hot.

3- Wedge the brake stick between the seat cushion frame and the bottom of the brake pedal pad. Set it at the 1 inch notch. Note: always make sure the stick is placed in a straight perpendicular relationship to the seat and the pedal for each and every test. Make sure the front seat is in the same position for every test.

4- Rear brakes should just start to hold when brake pedal is depressed at the one inch notch. Front wheels should spin freely with no change.

5- Depressing the pedal at the 1 ½ inch notch should tighten but not lock the rear brakes and cause the fronts to just start to hold.

6- Depressing the pedal at the 2 inch notch should lock the rear wheels and hold the fronts with a tight drag. If your system does not work exactly to the above specifications, it may be necessary to adjust your brake rods. Brake rod adjustment is handled at the rod clevises. Continue to step 7.

Please take note: No amount of adjustment will provide good stopping brakes from a worn out or, incorrectly assembled service brakes. If you find any of the following problems as you are working around your car they indicate your service brakes will need more attention than just adjustment.

Steel pins fit sloppy through rods, levers, and clevises.

Front levers are not leaning forward of vertical.

Brake adjusting wedges do not “click” as they are turned.

Loose wheel bearings and king pins.

Loose rear axle nuts and worn axle keys.

Brake pedal wobbles or does not return all the way up by itself.

Gear oil leaks at the rear backing plates.

Bent or welded brake rods.

Squealing or grinding sounds.

7- Unlock the jam nut and remove the cotter key and clevis pin. When a wheel locks before it is supposed to, turn the clevis as to lengthen the appropriate rod. Shorten the rod if the brake does not hold like it should. Sometimes just a half turn of the clevis is enough to make a difference especially when you are trying to equalized opposite wheels on the same axle (this is important). For every test,

temporarily pin each rod clevis back onto its lever. Have a friend help; one person under the car adjusting rods and the other person to set the brake stick and, spin the wheels. Remove the stick for every rod adjustment.

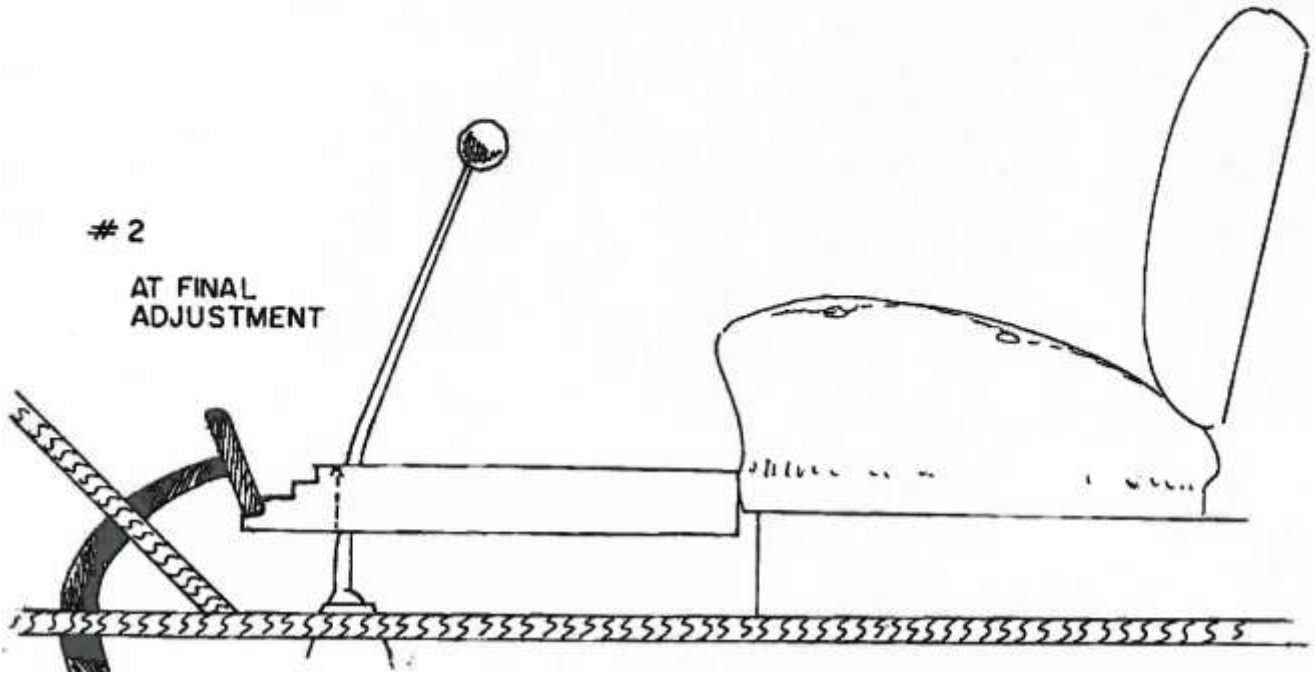
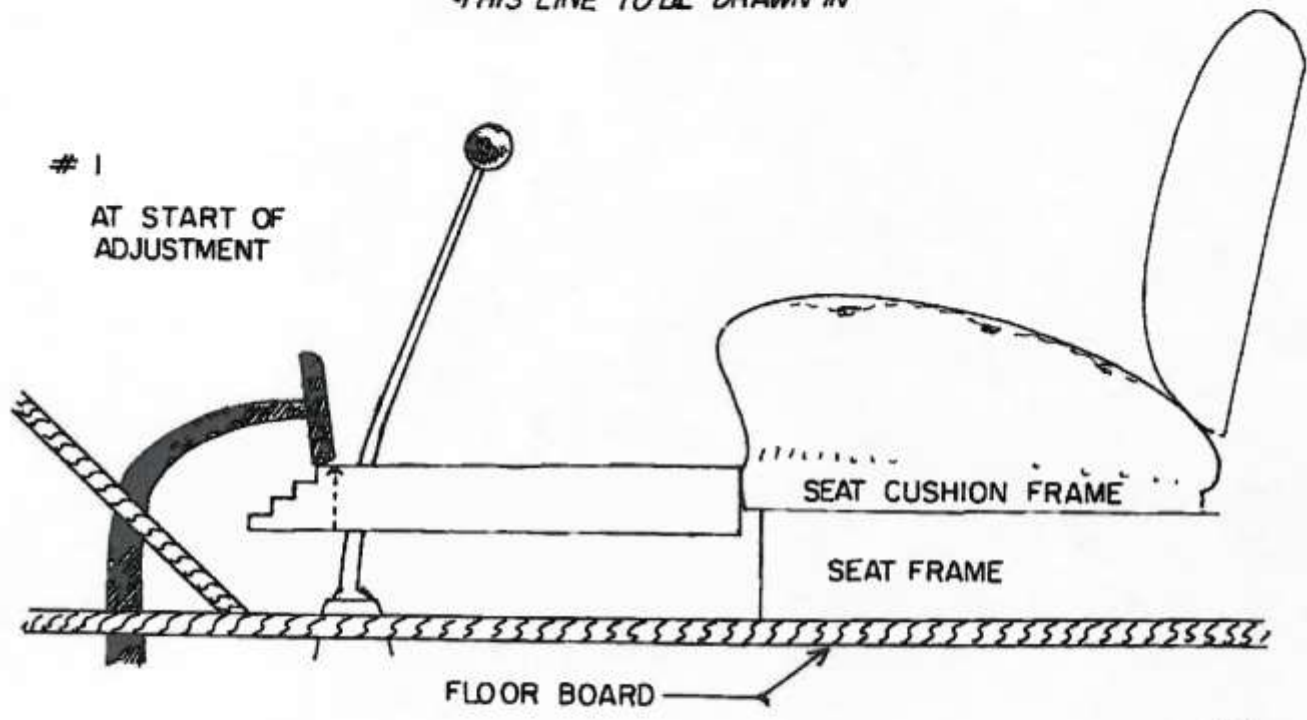
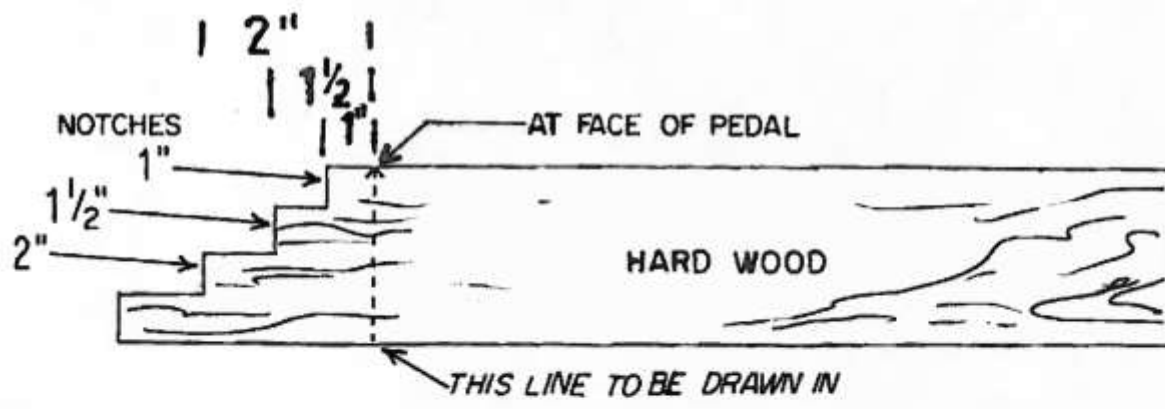
8- When you are satisfied with your brake rod settings do not forget to tighten the jam nuts and replace the cotter keys. Make sure you have proper pressure in each tire.

9- Test drive the car. At 20 - 25 MPH when the brake is applied and looked with full pressure, the rear wheels should skid evenly without pulling to the left or right. The fronts should not leave much if any skid marks.

10- If the car does not stop in straight line, turn the brake wedge adjustment on the backing plate no more than 1 click in or out; depending if you want to tighten or loosen the stopping action for the wheel in question. If you now find that the brake shoes drag on the drum; readjustment of the rod may be necessary. If the shoe drag problem does not seem to clear up, you may have a warped drum. Turning or replacement will be necessary to fix the problem.

11- On a routine basis use the brake stick method to check your brakes for maximum efficiency. Jack up the car (one axle at a time is OK) and test at the 2 inch notch. The rear wheels should again be locked and a heavy drag on the fronts. Turn the brake wedges for all adjustments at this time. On newly relined brakes, high spots wear down quickly. They will require a more frequent follow up of adjustments until the shoes linings conform to their drums.

After I adjusted the brakes by using this method on a number of Model A's, the consensus of the owners has been utter amazement. Comments like: "I never knew how good my brakes could be." to "I thought my brakes were good . . . now they are great."



What's On The Calendar?

By: Robert Bullard, PWA VP & Tour Coordinator



Now that the “Big Freeze” is behind us and spring is finally in the air, I’m getting anxious to get the Model A out on the road. There has been a slight adjustment in our projected tour list for the next three months. March and May are staying the same but we are changing our tour for April. We’ve called an audible and now instead of heading to Lake Somerville we are going to attend the Burton Cotton Gin Festival in a tour I’ve titled: “We’re Ginning Now”.

So far now our schedule looks like this:

- **March --** The “Bluebonnet and Any Other Bloomin’ Flowers Tour” around the Brenham area with a picnic at the Antique Rose Emporium and a photo-op stop Baylor University State Park. Hopefully the bluebonnets will be in bloom and everyone that’s interested can get a nice photo of their car with a bluebonnet flower backdrop.
- **April --** The “We’re Ginning Now Tour” -- Attend the Burton Cotton Gin Festival and maybe catch a few late blooming wildflowers along the way. At the Festival you can expect:
 - Family activities such as a pie eating and bubble gum blowing contests
 - Food Court
 - Craft Booths
 - Engine and Tractor Show
 - Farming Demonstrations
 - Historic Tours (cotton gin, shoe shop, etc)
 - Live Entertainment
 - Folk Life Demonstrations
 - Antique Engine and Car Exhibits
- **May --** San Jacinto Battleground State Park with a picnic or lunch at a seafood restaurant
- **June --** 58th Texas Tour, Longview, TX

In anticipation that the percentage of people receiving their vaccines increases and we achieve or approach herd immunity, I believe we will all feel better socializing as a group. Hope to see you on a tour soon.

The plans for the **2021 National tour** are set and fully described in the Jan/Feb issue of ***The Restorer*** magazine.

A second hotel has been added, the **Green Granite Inn**. Complete information can be found on the [tour website](#). They will honor the same \$129 group rate as the host hotel. Code: National Model A Tour 2021

Green Granite Inn & Conference Center - [Email](#)

1515 White Mountain Highway (Route 16),

North Conway, NH 03860

Phone: 800-468-3666 or 603-356-6901

You can also read the January Edition of **National Tour Update** by [clicking here](#).

One of the most relaxing, family friendly places to stay in the White Mountains, the locally owned and operated Green Granite Inn is dedicated to providing the warm hospitality and superb amenities that will bring you back to us time and again. For several generations, families and couples have entrusted us to host their vacations, romantic getaways and special events in North Conway, New Hampshire.

At our hotel in North Conway, the natural splendor of the White Mountains and the timeless allure of a country lodge create the backdrop for a relaxing and enriching experience. We hope to help you make a connection with the beauty, activities and exhilaration of the Mt. Washington Valley – a bond that will lead you to make the Green Granite Inn part of your family tradition for generations to come.

Additional Amenities:

- 80 guest rooms, 5 suites and 6 vacation condominiums
- Conference center accommodating up to 65 guests
- Complimentary breakfast in the JW Dodge Room from 7:00 – 9:30 a.m.
- Complimentary Wi-Fi Internet
- Indoor pool and hot tub (year round)
- Outdoor pool (seasonal)
- Fitness center
- Business center
- Complimentary parking
- Guest laundry facility
- Sundries shop



Pet-friendly rooms (charge applies)

Web Link:

<http://www.autumntrailsmodelafordclub.com/texastour2021.html>



SCHEDULE

- Thursday night, June 10, 2021:
- Welcome PARTY! Dinner provided with registration, Chik-Fil A, chips, cookies, drinks (Kids under 13 are free) 6 P.M. at Wylde Acres, 2864 Smelley Rd. Longview, TX 75605.
- Friday: info coming soon! Day tour to Jefferson, lunch and dinner on your own.
- Saturday: info coming soon! Day tour to Kilgore, lunch on your own.
- Saturday night Banquet, BBQ dinner provided to registrants, (Kids under 13 are free) 6 P.M. at Wylde Acres, 2864 Smelley Rd. Longview, TX 75605.
- Sunday: Breakfast on your own and leave.

Save the Dates!

58th Annual Texas Tour

June 10, 11, 12, 13

LONGVIEW, TEXAS

WITH DAY TOURS TO

JEFFERSON & KILGORE

[WELCOME LETTER INCLUDES DETAILS AND HOTEL INFO, CLICK HERE](#)

[REGISTRATION FORM CLICK HERE](#)

\$35 PER PERSON (INCLUDES RADIATOR BADGE AND TWO DINNERS)

(AGES 13 AND UP; CHILDREN UNDER 13 FREE)

**DAVID "TEX" WILLIS, CHAIR,
903-816-0638**

SCARECROW WILLIS, CO CHAIR

**NATE ROMINGER, CO CHAIR,
903-918-8771**

MAILING ADDRESS

Texas Tour 2021 in Care of

David "Tex" Willis, Chair

P.O. Box 752 Winnsboro TX 75494 US

TexWillis@TexasTour2021.com

Sunshine Report

By: Mitzi Shaddix, Sunshine Coordinator

NEW MEMBER: Les Broyles
Kingwood, Texas



Ted Karis	4/5
Constance Pless	4/16
Troy Walling	4/30
Patrick Moore	3/16
Robert Bullard	3/20



None

National Club Update

By: Jackson Garrison, MAFCA, MARC & MAFFI Representative



[MAFCA Informational Facebook Page](#)

[MAFCA Group Facebook Page](#)

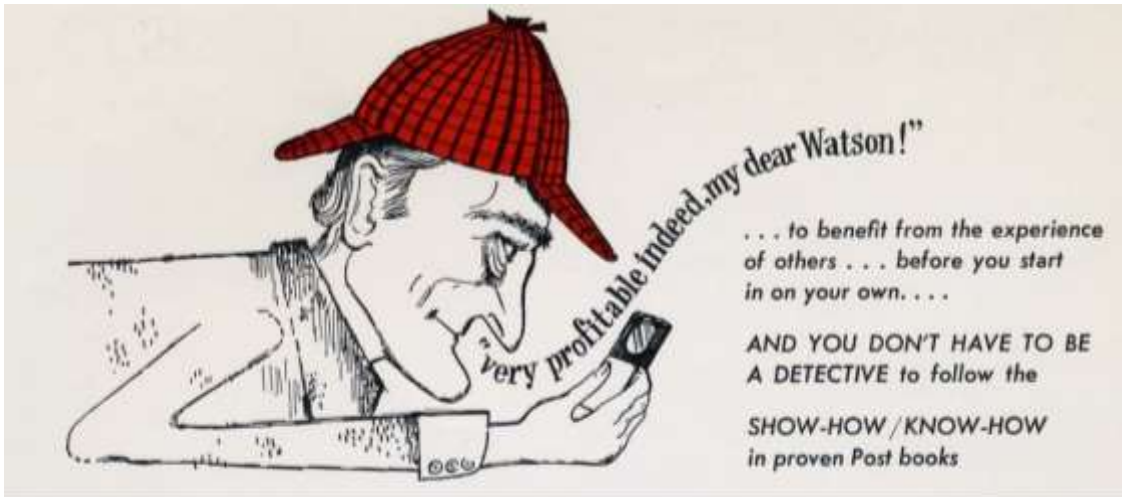


Photo From: "The Restorer," November / December 1968, Volume 13, Issue 4

[MAFCA WEBSITE](#)

Price list for Model A Ford Club of America

Sort by: product title (▲ | ▼) price (▲ | ▼)

[Publications](#) | [Accessories](#) | [Clothing](#) | [Binders/Back Issues](#) | [Seasonal Items](#)

Publications

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New Revised Paint and Finish Guide - 4th edition

The new Model A & AA Paint & Finish Guide is the 4th edition of this valuable reference. This is a must have book to guide you in the finishing of your Model A or AA. The text has been updated and some illustrations are now in color to enhance the details. The paint chip section has had an extensive upgrade with the color sample size increased to approximately 2"x 7" with only 4 colors per page. This greatly enhances usefulness of the colors for comparison. Original Ford Factory Model A paint chips were used as the masters for the new color samples. This is the definitive work captures how a Model A should be painted.

US \$42.50



Free 1st Year Membership 2021
USA Application

Please Print

Name: _____

Spouse: _____

Address: _____

City, State, Zip: _____

Telephone: _____ Email: _____

Sponsoring MAFCA Chapter: _____

- Provide Digital Copy of *The Restorer* (email required): Yes ___ No ___
- I give MAFCA permission to publish my name and contact information: Yes ___ No ___

Requirements for Free Membership

- Only families never having held membership in MAFCA may apply for free Membership.
- Must be sponsored by a MAFCA Chapter.
- Free membership includes *The Restorer* magazine from the time the application is received by the MAFCA office.

Visit mafca.com to view merchandise store

Popular MAFCA Store Items Include:

- *The Coupe Book, The Tudor Book, The Victoria Book*
- *Mechanics Handbook Vol I, Vol II & Troubleshooting* by Les Andrews
- *Model A Restoration Guidelines and Judging Standards*
- *Paint and Finish Guide*

Mail Application to:

Model A Ford Club of America
250 S. Cypress St.
La Habra, CA 90631-5515



[MAFFI Website](#)



The Model A Ford Foundation is excited and anticipating Model A Day at our beautiful museum in Hickory Corners, Michigan. After last year's cancellation, we have had even more time to fine-tune this event! (When life gives you lemons) Our First Responder vehicles are still on display, thanks to the generosity of their lenders. We are expecting a great turnout so make plans now to attend.



MAFFI Memberships

[Application
PDF File](#)

Looking One's Loveliest in 1929

A Pictorial Summary of Model 'A' Fashions

By Jill Barrett, Santa Clara Valley Chapter, California

1929 was a year to remember and a year that rang-out an exciting decade. The 1920's brought consumers' clothing catalogs with ready to wear outfits beyond 'Sunday best' or company outfits that indulged the consumer with larger wardrobes without too much expense or bother.

Henry Ford's advertising campaign emphasized the ease of driving, control under all conditions and a comfortable easy-riding car. With impressive sales figures in January 1929, Ford predicted to make 2,000,000 automobiles in 1929.

As the decade came to a close, the economic barometers were predicting disaster. This was also the year that proved the adage, as hemlines went up, stock prices went down.



1929 fashions found embroidery in ultrafashionable circles used on child's party dresses, smock-top frocks, and women's handbags.





Waistlines were creeping upwards with waist lines at the top of the hips and a seam curving upward to suggest a higher line seen in the gold dress below. The hem line was widened with flares placed low on a circular skirt.

Evening and afternoon tea dresses might have an uneven hemline or trailing scarf. As a rule, the 1929 hemline was 3" below the knee, the length of the dress at the back hem for misses was 42", stout women was 45" and petite was 40-41".



Deep cape collars were shown and cape fashions were smart and sporty for active lives and daytime clothes similar to ones in the MAFCA Fashion Guidelines. The sport frocks were designed with practical lines similar to general utility wear, the main difference was the utility frock had sleeves and the sport fashion was sleeveless and generally worn under a short jacket.



Necklines were also softened with the popularity of scarves either as a separate scarf or as a collar that suggested a scarf line in the shape of a V. "Week-end wardrobes needed these informal frocks."

Popular colors for spring and summer were mint green, cedar rose and cadet blue. In fall and winter, darker colors like black and shades of brown were mixed with lighter colors. For more information about colors in the Model A era, check out *The Color of Fashions in Your Model A World* written by MAFCA member Peggy Gill. Her research and color descriptions will steer you in the right direction to recreate that perfect ensemble.

In young girls fashions, smocking formed a smart decoration on practical frocks worn with matching bloomers. Three rows of shirring mark the slot through where the sash is passed and the new French collar attached to the edge of the yoke suggested short sleeves on a sleeveless frock.

Detachable capes made frocks smart for school and blouses tucked in skirts with a short jacket were some of the popular patterns available to make at home.



Men's suits with shadow stripes were smart. Suits were made using a fine wool with neat silk stripes worsted for long wear. Popular colors were an oxford gray with a darker gray or blue accent, brown with a dark brown accent and dark blue. Smart dressers were seen with wide cuff bottom trousers.

With so many clothing options available, 1929 started as a year to be out-and-about driving your stylish, new car and spending time with your active friends in your new clothes.

Bibliography

Fashions, McCall's Magazine, June 1929, Volume LVI, Number 9, pages 119-122, 126, 128-132.

Ford Advertising – You'll find the new Ford a comfortable easy-riding car, Ladies Home Journal Magazine, March 1929, pages 81.

How the French Women Plays the Game, Delineator Magazine, July 1929, Volume 115, Number 1, pages 24-33.

Model A Era Fashion Guidelines, 2015 ed., Model A Ford Club of America, page 3A-6.

Fashions, Pictorial Review, May 1929, page 79.

Sears, Roebuck and Co., Minneapolis, MN., Catalog Spring and Summer 1929, page 306.

#####

Era Fashion – History of the Flapper, Part 1 of 4: A Call for Freedom

Submitted By: Perry & Tammie Jones, PWA Members

Written By: Emily Spivack
SMITHSONIANMAG.COM, FEBRUARY 5, 2013



Delphine Atger, 1920s (Feed-Loader (Limelight Networks))

The young, fashionable women of the 1920s define the dress and style of their peers in their own words. In the age before the Roaring Twenties, women were still wearing floor-length dresses. Waists were cinched. Arms and legs were covered. Corsets were standard on a daily basis. Hair was long. The Gibson girl was the idealized image of beauty. And the Victorian attitudes toward dress and etiquette created a strict moral climate.

Then the 1920s hit and things changed rapidly. The 19th Amendment passed in 1920 giving women the right to vote. Women began attending college. The Equal Rights Amendment was proposed by Alice Paul in 1923. World War I was over and men wanted their jobs back. Women, though, who had joined the workforce while the men were at war, had tasted the possibility of life beyond homemaking and weren't ready to relinquish their jobs. Prohibition was underway with the passing of the 18th Amendment in 1919 and speakeasies were plentiful if you knew where to look. Motion pictures got sound, color and talking sequences. The Charleston's popularity contributed to a nationwide dance craze. Every day, more women got behind the wheels of cars. And prosperity abounded.

All these factors -- freedoms experienced from working outside the home, a push for equal rights, greater mobility, technological innovation and disposable income -- exposed people to new places, ideas and ways of living. Particularly for women, personal fulfillment and independence became priorities -- a more modern, carefree spirit where anything seemed possible.

The embodiment of that 1920s free spirit was the flapper, who was viewed disdainfully by an older generation as wild, boisterous and disgraceful. While this older generation was clucking its tongue, the younger one was busy reinventing itself, and creating the flapper lifestyle we now know today.

It was an age when, in 1927, 10-year-old Mildred Unger danced the Charleston on the wing of an airplane *in the air*. What drove that carefree recklessness? For the most authentic descriptions that not only define the flapper aesthetic, but also describe the lifestyle, we turn to flappers themselves.

In *A Flapper's Appeal to Parents*, which appeared in the December 6, 1922, issue of *Outlook Magazine*, the writer and self-defined flapper Eillen Welles Page makes a plea to the older generation by describing not only how her outward appearance defines her flapperdom, but also the challenges that come with committing to a flapper lifestyle.



Women's dress of the 1910s

If one judge by appearances, I suppose I am a flapper. I am within the age limit. I wear bobbed hair, the badge of flapperhood. (And, oh, what a comfort it is!), I powder my nose. I wear fringed skirts and bright-colored sweaters, and scarfs, and waists with Peter Pan collars, and low-heeled "finale hopper" shoes. I adore to dance. I spend a large amount of time in automobiles. I attend hops, and proms, and ball-games, and crew races, and other affairs at men's colleges. But none the less some of the most thoroughbred superflappers might blush to claim sistership or even remote relationship with such as I. I don't use rouge, or lipstick, or pluck my eyebrows. I don't smoke (I've tried it, and don't like it), or drink, or tell "peppy stories." I don't pet.

But then -- there are many degrees of flapper. There is the semi-flapper; the flapper; the superflapper. Each of these three main general divisions has its degrees of variation. I might possibly be placed somewhere in the middle of the first class.

She concludes with:

I want to beg all you parents, and grandparents, and friends, and teachers, and preachers -- you who constitute the "older generation" -- to overlook our shortcomings, at least for the present, and to appreciate our virtues. I wonder if it ever occurred to any of you that it required brains to become and remain a successful flapper? Indeed it does! It requires an enormous amount of cleverness and energy to keep going at the proper pace. It requires self-knowledge and self-analysis. We must know our capabilities and limitations. We must be constantly on the alert. Attainment of flapperhood is a big and serious undertaking!

The July 1922 edition of *Flapper Magazine*, whose tagline was “Not for old fogies,” contained “A Flappers’ Dictionary.” According to an uncredited author, “A Flapper is one with a jitney body and a limousine mind.” And from the 1922 “Eulogy on the Flapper,” one of the most well-known flappers, Zelda Fitzgerald, paints this picture:

The Flapper awoke from her lethargy of sub-deb-ism, bobbed her hair, put on her choicest pair of earrings and a great deal of audacity and rouge and went into the battle. She flirted because it was fun to flirt and wore a one-piece bathing suit because she had a good figure, she covered her face with powder and paint because she didn't need it and she refused to be bored chiefly because she wasn't boring. She was conscious that the things she did were the things she had always wanted to do. Mothers disapproved of their sons taking the Flapper to dances, to teas, to swim and most of all to heart. She had mostly masculine friends, but youth does not need friends -- it needs only crowds.

While these descriptions provide a sense of the look and lifestyle of a flapper, they don't address how we began using the term itself. The etymology of the word, while varied, can be traced back to the 17th century. A few contenders for early usages of the term include:

- A young bird, or wild duck, that's flapping its wings as it's learning to fly. (Consider how dancing the Charleston is reminiscent of a bird flapping its wings.)
- A prostitute or immoral woman.
- A wild, flighty young woman.
- A woman who refused to fasten her galoshes and the unfastened buckles flapped as she walked.



While the origin story differs depending on where you look, cumulatively, they all contribute to our perceptions of this independent woman of the 1920s. In the posts that follow, we'll turn our attention to how those parameters set forth by Ellen, Zelda and *Flapper Magazine* are reflected in women's attire we now associate with the 1920s, from undergarments to makeup and hair.

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AFTER 43 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 of "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 July 14, 2012, we all receive a souvenir print out 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.

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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 \$45.00 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.