



Established
August 09, 1977



THE  SQUEAKS

PINEY WOOD MODEL A FORD CLUB

VOLUME 47 - ISSUE 02 ---- FEBRUARY - 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.

Four Things to Know about the COVID-19 Vaccine

1 Safety is a top priority.

Safety is a top priority while federal partners work to make COVID-19 vaccines available. The new COVID-19 vaccines have been evaluated in tens of thousands of volunteers during clinical trials. The vaccines are only authorized for use if they are found to be safe.

Even though they found no safety issues during the clinical trials, [CDC and other federal partners will continue to monitor](#) the new vaccines. They watch out for serious side effects (or “adverse events”) using vaccine safety monitoring systems, like the new [V-safe After Vaccination Health Checker](#) app.

2 The vaccines are highly effective. You’ll likely need two doses for full protection.

All but one of the COVID-19 vaccines currently in development need two shots to be effective. You will need two doses from the same manufacturer, spaced 21 or 28 days apart. You will get full protection from the vaccine usually 1–2 weeks after getting your second dose.

After you get the vaccine, you will still need to keep wearing a mask, social distance, and wash hands often. That’s because stopping a pandemic requires all the tools we have. All these efforts combined will offer the best protection from COVID-19 and help us get “back to normal” sooner.

3 You cannot get COVID-19 from the vaccine.

COVID-19 vaccines do not use the live virus and cannot give you COVID-19. The vaccine does not alter your DNA. COVID-19 vaccination will help protect you by creating an immune response without having to experience sickness.

Having symptoms like fever after you get a vaccine is normal and a sign your immune system is building protection against the virus. The side effects from COVID-19 vaccination may feel like flu, but they should go away in a few days. Learn more about what [side effects to expect and get helpful tips](#) on how to reduce pain and discomfort after your vaccination.

4 Texas is already distributing vaccine and will continue as more becomes available.

The Texas Commissioner of Health appointed an [Expert Vaccine Allocation Panel \(EVAP\)](#) of subject matter experts to make recommendations on vaccine allocation decisions. This includes identifying groups that should be vaccinated first. The goal is to provide the most protection to vulnerable populations and critical state resources.

Other groups will receive vaccines in coming months, as more vaccines are made available. Check back here often for the latest information on vaccine availability in Texas.

From The President's Desk

By: Jim Blaszczak

Hey Y'all

Well, it looks like 2021 has gotten off to a crazy start like last year. They're starting to give the vaccine, but it looks like it will be latter in the year before it really will make a difference. Illona and I are waiting for our opportunity.

Piney Woods MAFC is really just in a holding pattern for the time being. Hopefully when conditions change we will be able to resume at least some sort of touring, however, it looks like traditional meetings are not in the foreseeable future.

If you haven't seen the email, Tex Willis has informed the Texas Model A community that the 58th Texas Tour is scheduled for June 10-13, 2021 in Longview, TX. The plan is for it to be conducted in the same "Covid" manner as last year. Should be a great time for those who decide to participate.

Also, we have the National Tour in New Hampshire to look forward to. I've been very busy with the house construction, but I'm still planning to go. It should be a great time!

This is a pretty short message, but I still remain hopeful that we will be meeting and touring again in the near future. Thanks for your patience and optimism.

Illona and I want to wish the entire Piney Wood family a very Happy Valentine's Day



Meeting Minutes

By: Elaine Bullard, Secretary

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

Treasurer's Report:

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



Answers Found On Last Page



Don't forget your
sweety this
Valentines Day !

"A" Puzzle.....

Find 10 Words related to Valentines

A	W	T	S	Y	C	H	Y	W	A	H
S	H	C	D	K	D	I	P	U	C	U
H	E	L	O	R	S	L	P	E	H	W
R	A	R	O	S	W	A	A	F	O	E
C	R	V	A	V	E	R	H	L	C	W
L	T	L	T	I	E	R	H	P	O	S
D	S	F	V	V	T	C	F	P	L	C
B	S	R	E	W	O	L	F	V	A	T
K	F	R	C	I	B	O	A	L	T	C
R	O	R	W	A	R	R	O	W	E	B
F	L	C	A	U	T	K	I	S	S	K



1. LOVE
2. SWEET
3. HEARTS
4. CHOCOLATE
5. CUPID
6. FOREVER
7. KISS
8. FLOWERS
9. HAPPY
10. ARROW



Garage Talk – Brake Shoe & Lining

By: Frank De Lucia, Newsletter Editor

FORD’S WAY

“BRAKE SHOE AND LINING PRODUCTION”

A Historical View of Model A/AA Production Practices 1928-1931

BY

STEVE C. PLUCKER

WALLA WALLA, WASHINGTON

This is the seventh of a series of articles which were published in Ford Motor Companies “Ford News” which was a series of publications that came out twice a month on about the 1st and the 15th of each month through March 1931. Starting with the April 1931 edition, the Ford News was published once every month thereafter. Issues were sent to Ford dealers throughout the world and could be made available for a subscription price of fifty cents a year or about \$0.02 for each copy and \$0.04 starting with the April 1931 issue. In addition to this, special binders to store copies of the Ford News were offered and could have been had for \$1.25 each.

The following information came from the May 15th and the November 1st 1928 issues of Ford News. Other information came from Know The Ford by Murray Fahnestock and Part Releases provided by The Henry Ford---Benson Ford Research Center, Ford Service Bulletins (FSB) and Ford Service Letters.

The dates contained in this article pertain to the date for which a change was made in the Ford Engineering Department and/or as reported in the Ford Service Letters and Bulletins and not necessarily the actual production date when the change occurred on the assembly line. Please refer to the MARC/MAFCA Restoration Guidelines and Judging Standards for those dates of production.

SERVICE BRAKE SHOE ASSEMBLY

The A-2019 Brake Shoe Assembly is composed of sixteen (16) parts. One (1) A-2020: Brake Shoe; one (1) A-2021: Brake Shoe Lining; four (4) A-2022: Brake Shoe Reinforcement Lugs; and ten (10) A-22997: 9/64 x 5/16 Flat Head Countersunk Tubular (Brass) Rivets (Long) to hold the lining in place. Eight brake shoe assemblies were required for each Model A that rolled off the assembly line.

The Model A and Model AA brake shoe was made through the pressed steel process at the Ford Motor Company as were the brake shoe reinforcement lugs which were mere steel stampings. (These same steel "lugs" can be found on the front of the 1928-1929 front fenders for which attaches to the frame with a bolt, nut and lock washer). Once the brake shoe was formed and finished, it was then sent to the welding department to complete the assembly.

Contained in the May 15, 1928 issue of Ford News was an article explaining the operation in welding the A-2022: Brake Shoe Reinforcement Lugs on to the A-2020: Brake Shoe. The photo in this article clearly shows that the individual lugs were "square" before the "final finish" as seen on many brake shoe assemblies (**Fig. 1**) which have part of the original squared lug ground off.

There was also another type of reinforcement lug which was attached to the brake shoe. This was a round washer type lug (**Fig. 1**).

It is interesting to note here that according to the part releases associated with the A-2022: Brake Shoe Reinforcement Lug, on April 25, 1928, Part Release Number 8425, the lug was "Redesigned", from what to what it did not say. However on December 13, 1928, Part Release Number 11331 tells us that the lug was "*Changed from 3/4 inch diameter (indicating the diameter of the washer type lug) to 7/8 inch square (indicating the square type lug)*". That being the case, the assemblies started out with square lugs, changing to round lugs, and then went back to the square lugs. I wonder if any front fenders exist with the "round" type of lugs as I have never seen any?



Fig. 1

Ford News went on to say: *“An automatic projection welding machine for welding reinforcement lugs on brake shoes is the latest development perfected by the welding department at the Fordson plant”.*

“By means of this machine, which has recently been placed in operation in the brake shoe department, the operator is relieved of placing the lugs in position by hand. They are loaded automatically from the (brass) magazine, which kept it free from the attraction of the magnets thus not allowing the lugs to jam in the grooves, and are set in position for the weld through the use of a magnet on the upper jaw and a locating fixture on the lower”.

“The operators hand is protected from the possibility of getting caught in the machine. Besides this factor of safety, the machine makes it possible for him to turn out work much more rapidly. Under the old system, the average number of brake shoes one man could handle per hour in this operation was 200. That was when he loaded the lugs by hand”.

“This has now been more than doubled; 450 an hour is the regular number welded. That means 900 welding operations, owing to the fact that each end of the brake shoe has to be welded. Each end requires two lugs, one on either side, a total of four lugs per shoe or eighteen hundred every hour. Since each lug has four projection points, these 1,800 lugs require 7,200 projection welds during the hour”.

“Lugs are welded on brake shoes to reinforce the ends, where holes are bored. Under the old system, the operator inserted the lugs in position, placed one end of the brake shoe between them, and completed the weld. Then he removed the shoe, inserted two new lugs, set the other end of the shoe between them, and completed the weld”.

“The new machine feeds lugs into proper position along miniature tracks or grooves, so arranged that new lugs do not take position until the previous operation has been completed. They are held in position by magnets, and the position of the brake shoe between them is controlled by the machine. The shoe can be fitted readily by the operator almost without watching.”

Once the completed Model A and Model AA brake shoes were assembled, they were then conveyed to the plating department where the shoes were plated at a rate of 1,976 every 33 minutes.

This process was explained in the November 1, 1928 issue of Ford News: *“The plating of brake shoes in a cadmium solution prevents them from rusting. Rust is a great destroyer of iron and steel, costing many millions of dollars in repairs and upkeep. The plating of brake shoes with cadmium is probably three or four times as effective as zinc, which until recently was considered the best means of preventing rust”.*

“The operation takes place in a tank 40 feet long, 6 feet wide and 4-1/2 feet deep, somewhat resembling an irrigation flume. The tank contains 6,000 gallons of cadmium solution, through which the brake shoes must pass. The passage is effected by the automatic conveyor referred to”.

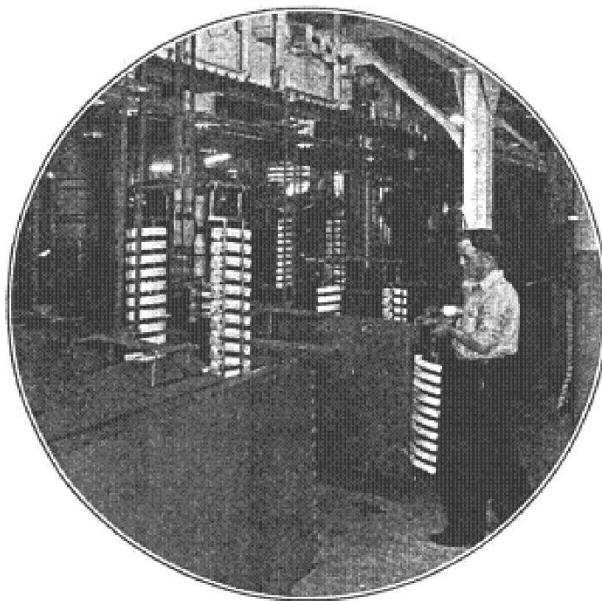


Fig. 2

“Suspended from the overhead track are seventy-six narrow rods, or hangers, each of which supports two racks on which the brake shoes are arranged. The racks will hold thirteen brake shoes each, so that so that when all the hangers are filled to capacity, a total of 1,976 brake shoes can be sent through the tank and plated at one time (Fig. 2)”.

“Slightly more than half an hour is required for the complete journey through the tank or ‘revolution’. Before entering the main tank, the materials are cleaned in muriatic acid. Then they are washed in a cleansing tank filled with a solution of tri-sodium phosphate and soda ash. After this bath, the shoes are rinsed in a second tank which holds clear water. Then they are ready to start on their journey”.

“As they pass slowly along the tank, the hangers dip the shoes in, time their period of bathing, hoist them out, re-dip them, and finally lift them out at the end of the cycle, right at the place for which they started. Simple to operate, it has enabled the department to increase its production ten times over that when the old hand methods were used”.

“Working at capacity it is possible in this compact apparatus to plate enough stock for 10,000 Model A cars in a day. The building is kept free from all fumes from the acid as large suction tubes carry off the fumes.”

Once the cadmium plated brake shoes were finished being plated, they were then sent on to be completed by attaching the brake lining to the brake shoe with brass tubular rivets. Then the ends of the lining were *“tapered on the outside at the ends”* by grinding to insure accuracy and fit in the brake drum.

In viewing a number of original brake shoes, it was discovered that the finish on most brake shoes were unfinished. However there were also a number of cadmium, black enamel and the combination of cadmium and black enamel brake shoes in the bunch.

EMERGENCY BRAKE BAND ASSEMBLY

After the Model A/AA's introduction on December 2, 1927, officials from Washington D.C. indicated to the Ford Motor Company that they were going to refuse to license the new Ford unless they were to be equipped with two sets of independently operated brakes as it did not meet with Washington's traffic rules as it was. Once the State of Pennsylvania heard of the ruling, they followed suit. On January 9, 1928, it was announced by the New York Times by the Ford Motor Company *"that the new Ford car models, when delivered, would be equipped with two independently operated braking systems. The Ford cars now on display are not intended for delivery being for exhibition purposes and not for general street use"*. The same ruling also existed in Germany and France.

There were two known styles of A-2609: Emergency Brake Band and Lining Assemblies. This part became a "New number, new part, adopted" on March 19, 1928 under Part Release Number 7725 (Supp. #5) and was of spring steel construction. However it is not immediately known as to the exact day that the new brake system actually took effect in the production period.

The first style had twenty-five parts associated with it. Each band had one (1) A-2610 (-A1): Emergency Brake Band Assembly; two (2) A-2613-14: Emergency Brake Band End Fittings, R.H. & L.H. (forged) (**Fig. 3**); two (2) A-2617: Emergency Brake Band Spring Connections plus four (4) rivets to hold them in place; one (1) A-2620: Emergency Brake (Band) Lining; and fifteen (15) A-xxxx rivets to hold the lining in place.

The two end fittings, A-2613-14, were about 4-1/4 to 4-3/8 inches in length and were "welded" to A-2610 to make up the assembly.



Fig. 3

On July 7, 1928 it was "specified" that A-2610 was to be painted. A few days later on July 19, 1928, A-2614 (L.H.), was redesigned. On March 12, 1929, the "Paint" designation was removed from A-2610.

By April 29, 1929, Part Release Number 12813, the suffix "A1" was added to the symbol number, A-2610-A1, and was "Obsolete and replaced by A-2610-A2". Thus the emergency brake band ear or so-called lug was changed from a forging to a reinforced pressed steel part. This was reported to the dealers in the Indianapolis Ford Service Letter of October 18, 1929. However the A-2610-A1 band may have continued in production with some minor changes thus becoming "Obsolete. (and) No longer necessary" on September 19, 1929.

The second style, had twenty-six parts associated with it. Each band had one (1) A-2610-A2: Emergency Brake Band Assembly; one (1) A-2615 (RH) and one (1) A-2616 (LH): Emergency Brake Band Ears (**Fig. 4**); two (2) A-2617: Emergency Brake Band Spring Connections plus four (4) rivets to hold them in place; two (2) A-2618: Emergency Brake Band Bar Reinforcing Plates (**Fig. 4**); one (1) A-2620: Emergency Brake (Band) Lining; and fifteen (15) A-xxxx rivets to hold the lining in place.



Fig. 4

On August 12, 1929, it was "Specified that the lugs (A-2615-16 and A-2618) may be cold riveted or welded to the band instead of welded only".

According to the October 18, 1929 Ford Service Letter-Indianapolis, this style was developed to provide a better and fuller contact of the brake shoe lug and the brake plate stop. The redesigning of the emergency brake band was mainly due to its wedging between the stop on the emergency carrier plate and the brake drum resulting in the locking up of the brake itself which might have been attributed to the driver starting the car in low gear without releasing the emergency brake. Abuse of this kind soon distorts and bends the brake carrier plate stop, thus permitting the brake shoe to wedge itself against the drum.

The Engineering Department then changed the angle of the brake shoe lug bearing against the stop, making it radial instead of parallel with the brake band assembly.

SERVICE AND EMERGENCY BRAKE SHOE LININGS

The A-2021: (Service) Brake Shoe Linings, according to Murray Fahnestock's The New Ford, were 1-1/2 inches wide, 3/16 inches thick and 14 inches long. The A-2620: Emergency Brake (Band) Linings, were 1 inch wide, 3/16 inches thick and 28-3/4 inches long.

Fahnestock indicated that the linings were made of asbestos and a special zinc alloy wire, which eliminated one of the chief causes of scoring. This zinc alloy wire was twisted into the asbestos yarn of which the lining is woven. The zinc alloy wire coats the tiny steel particles, acting as an anti-flux, which prevents fusion. The steel specks remain specks and are harmless. The zinc alloy wire coats the drum surface and fills the pores thus smoothing and polishing even a new brake drum.

In relation to the A-2021: (Service) Brake Shoe Lining, the thickness of said lining started out at being 0.170/0.180. On November 10, 1927 the thickness was changed to 0.172/0.177.

It was "specified" on December 28, 1927, Part Release Number 6078, that the "name FORD in script and trade mark be printed on unground side about 12 inches apart" on the stock coils. This was changed to "6 inches" on January 26, 1928, Part Release Number 6820 (**Fig. 5**). The trademark was a circle with US in the center.



Fig. 5

On June 11, 1928 the thickness once again changed to 0.172/0.182 where it remained through production.

On January 31, 1930 the counter bore in the lining for rivet heads went from 25/64 to 21/64, to allow for a change in rivets (A-22980: SIZE UNKNOWN to A-22997: 9/64 x 5/16 Flat Head Countersunk Tubular Rivet).

The February 5, 1930 Ford Service Letter-Indianapolis indicated that "We are using several types of woven (**Fig. 5**) and semi-moulded braking linings (rubber) (**Fig. 6**), which have been approved by the Engineering Department of the Ford Motor Company. About 50% of our present production is a semi-moulded lining (rubber), marked T.R.C. (**Fig. 6**). With these linings, it is difficult to score the brake drums and it is recommended that these linings be used on cars that demand exceptional braking performance, such as Taxi-cabs or Model A commercial units".

T. R. C. stood for the Thermoid Rubber Company in Trenton, New Jersey who were the makers of interwoven molded rubber based automotive brake linings.



Fig. 6

The use of the rubber semi-moulded brake linings was also confirmed on March 29, 1930, Part Release Number 15979, that the *“thickness be 0.162-0.172 for rubber composition linings and thickness for the woven lining remain the same (0.172-0.182)”*.

By July 1, 1930 and according to the Ford Service Letter-Indianapolis, K. R. Wilson of Buffalo, New York, had just released equipment for re-lining Model A and AA brake shoes. This included, KRW-A-374: Brake and Clutch Riveting Machine for which could be attached to complete the set-up, KRW-A-383: Brake Shoe Grinder and KRW-A-374-B: Brake Lining Drill and Countersinker. Ford, then, was able to supply brake linings drilled and counter-sunk and rivets to all dealers who acquired the machine.

DO YOU HAVE A COPY OF THE K R WILSON 1931-32 CATALOG? IF SO, AND IF THERE IS ROOM IN THIS ARTICLE TO SHOW THE MIDDLE UNIT ON PAGE 69, PLEASE DO SO, IF NOT, THAT IS OK TO.

On November 17, 1930, the service brake lining with “woven asbestos with zinc wire” became part number A-2021-A1, and the service brake lining with “rubber composition” became part number A-2021-A2.

Ford was picky on his assembling of the brake shoe linings. In the November 26, 1930 Ford Service Letter- Indianapolis (which was also stated in the November FSB), it was reported that *“When assembling “A” or “AA” Brake Shoe Linings to Shoes, it is imperative that the side of the lining having the Trade Mark stamped on it be placed down, or next to the shoe. This places the ground side of the lining next to the drum”*.

In relation to the A-2620: Emergency Brake Band Lining and according to the part release, it became a "New number, new part and adopted" on March 19, 1928, Part Release Number 7725 (Supplement # 5). By April 11, 1928, the number of holes for riveting the lining onto the band was changed from 13 to 15. This indication of a hole change in the lining was not indicated on the part release of the band itself.

It was noted in the part releases that since August, 1929, approximately half of the production linings were woven asbestos with zinc wire and the other half was of the rubber composition linings for which all used rivets for attachment to the band.

On January 31, 1930 the counter bore in the lining for rivet heads went from 25/64 to 21/64, to allow for a change in rivets (A-22980: SIZE UNKNOWN to A-22997: 9/64 x 5/16 Flat Head Countersunk Tubular Rivet).

On March 29, 1930, the "Ford" script and manufactures trade mark was added.

On November 24, 1930, Part Release Number 18201 #1, the emergency brake lining with "woven asbestos with zinc wire (including all holes for lining rivets)" became part number A-2620-A1, and the emergency brake lining with "rubber composition (including all holes for lining rivets)" became part number A-2620-A2. Included in this part release were A-2620-B1R "woven asbestos with zinc wire (without holes)", and A-2620-B2R "rubber composition (without holes)".

On January 16, 1931, A-2620-B1R was "Obsolete", however the "A1" symbol continued as "covering linings without holes" (woven asbestos) and A-2620-B2R was also "Obsolete" and the "A2" symbol continued as "covering lining without holes" (rubber composition).

The March 10, 1931 Ford Service Letter-Indianapolis specified that emergency brake shoe linings were to be supplied to dealerships for service: *"Due to the irregular spacing of rivet holes in some brake shoes (is this saying that some emergency brake shoes have "regular" spaced rivet holes?), linings will be supplied as follows for service: A-2620-A Emergency Brake Band Lining--all holes drilled; A-2620-B Emergency Brake Band Lining—adopted for use on brake shoes having holes irregularly spaced will be without holes, and it will be necessary...to drill and counterbore these holes, locating same from the holes in the brake bands"*.

On May 2, 1931, Part Release Number 19659, the zinc wire that was used in the construction of the Emergency Brake Band Lining was changed to brass in both the "woven asbestos" and "rubber" type linings.

By May 26, 1931, Ford issued to it's dealers from Indianapolis another update on the "A" Emergency Brake Band Linings. The update went on to say *"The paractice of supplying linings for "A" emergency brakes with holes for service has been abandoned (A-2620-A), due to the large number of (emergency) brake bands in use with the rivet holes spaced not standard; therefore, linings 0.162" to 0.172" thick "without holes" (A-2620-B) only will be supplied for service to "A" emergency brakes"*. This, as described above, caused the part numbers to change thus making A-2610-A1: Emergency Brake Band Lining "Woven Asbestos" without holes; and A-2610-A2: Emergency Brake Band Lining "Rubber" without holes.

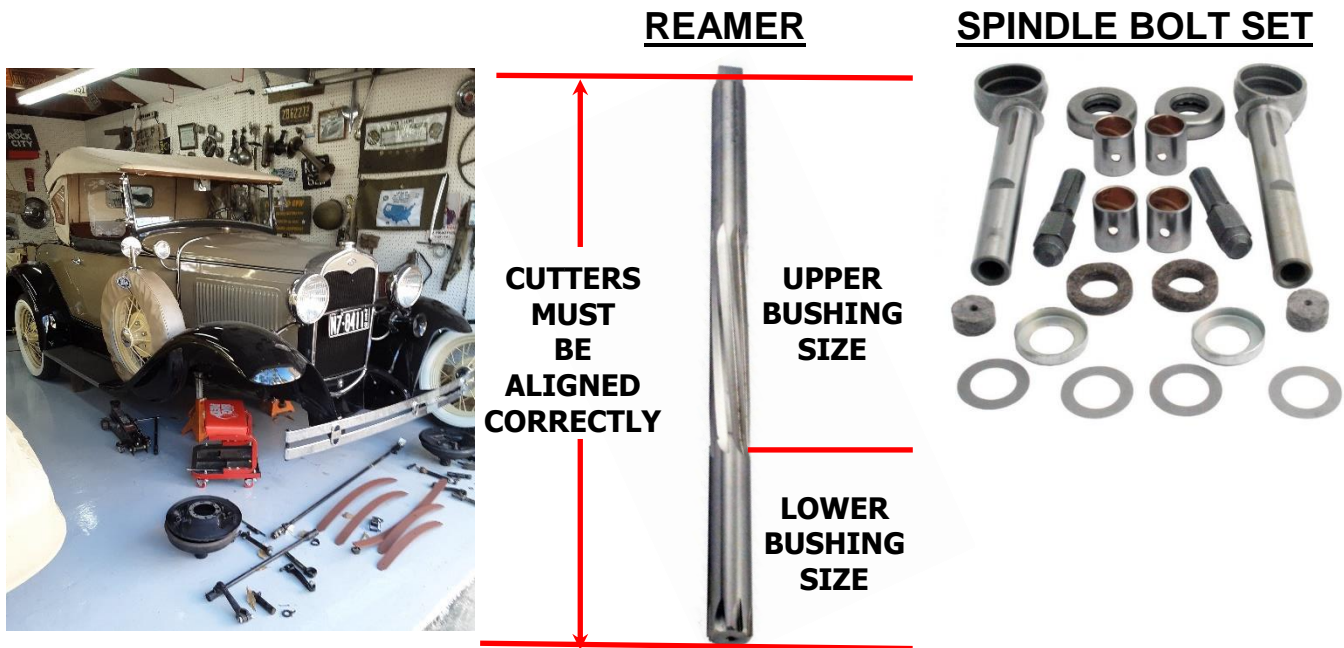
After the attachment of the lining to the service and emergency brake bands, the completed assemblies were then sent to the various assembly plants to be assembled onto the Model A and Model AA Ford car and truck.

Thanks to Steve Ciccalone, Doug Clayton, Ken Ehrenhofer, Vince Falter, Tom Moniz, Ron Rude, Bert Smellegar, Marco Tahtaras, Bruce Williams and Neil Wilson, and the Ford Archives for providing material and information in doing this article.

Garage Talk – A Lesson Learned Front Axle Rebuild

By: Raymond Barth, PWA Member

TAKE YOUR TIME AND DOUBLE CHECK EVERYTHING



Here is the completed Front Axle getting ready for installation notwithstanding the rebuild nightmare.

The As-Purchased Spindle Bolt Set was not correct. The King Pin's were machined Out-Of-Round and required a Third Party Machine Shop to correct.

In addition, the King Pin Bushings were undersize and the Spindle Bolt/King Pin Reamer was incorrectly Sized & Aligned.

It's a good thing we have friends that have various Third Party Machine Shops who enjoy working on Model A's.



What's On The Calendar?

By: Robert Bullard, PWA VP & Tour Coordinator

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)

Save the date

When: June 10-13, 2021

Where: Longview, Tx

What: 58th Annual Texas State Tour

Chair: Tex Willis, 903-816-0638

Email: texastour2021@gmail.com

Website: coming soon.

Due to the short notice, as of now, this tour will be set up as last year with pre-packaged food for the Welcome party and the Saturday evening banquet (can we call it a banquet?)

There will be a day tour through the East Texas countryside to either Kilgore or Mineola, Tx and another one to Jefferson, Tx for Friday and Saturday.

I will post info and updates as soon as I have them. So far I have the venue for the welcome party and Saturday night banquet secured, as well as entertainment for both nights. Bring your best voice and sing some karaoke!

Due to COVID, I have to get approval for our venue for over 100 people, and that will not be a problem. This will be outdoors, so bring lawn chairs. Should we get visited by a summer shower, we can move indoors. Please wear masks when out and about around others.

As soon as I nail down the food, I will get a registration form to distribute. I will also go by the hotels around NE Tyler and get group rates. Stay tuned!

-Tex Willis

903-816-0638

texastour2021@gmail.com

Sunshine Report

By: Mitzi Shaddix, Sunshine Coordinator

NEW MEMBER'S:



Melvin Pless	2/3
Claire DeLucia	2/8
Ruth Ann Van de Bogert	2/17
Sergio Fernandez	2/17
Susan Cherry	2/27
Paul Gross	2/28



Philip & Rae Ann Burmaster 2/10

**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

National Club Update

By: Jackson Garrison, MAFCA, MARC & MAFFI Representative



[MAFCA Informational Facebook Page](#)

[MAFCA Group Facebook Page](#)



MAFCA OFFICE CLOSED

California is going through a serious increase in COVID-19 cases. Orange County, where our office is located, has issued another "Stay at Home" order. *"Orange County residents will continue to be required to stay at home as much as possible and not gather with other households to reduce exposure due to our region's available intensive care unit (ICU) capacity being under 15 percent."*

Until ICU capacity increases to over 15%, MAFCA will be operating remotely. Additionally, our staff has been restricted due to exposure to COVID-19.

Please be patient with us. It may take a while for us to get you the answers you wish or provide the orders you have placed in our store. We ask your indulgence. Hopefully, by the end of January, things will be better. We will let you know.

Thanks.

[Bill Truesdel](#) 2021 President

TOM SIEFFERT'S 2021 TECHNICAL INDEX

Each year, Tom creates an index of technical articles printed in *The Restorer*, *Model A News*, *Model A Times*, and *Skinned Knuckles*.

The 2021 version of his index can be found on the [Downloads Page](#) in the Indexes section.

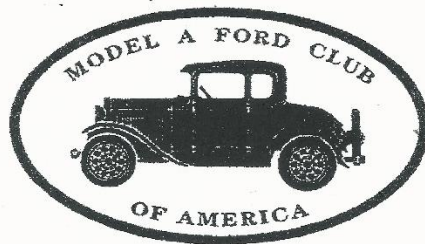
WHAT WE'RE DOING AT PHS

In 2016, we formed the **Pasadena High School Model A Club**, which was not easy due to those stuck on the question *Why?* instead of *Why Not?* People raised issues ranging from liability to teen pregnancies, to potential fights and kids having no interest in old cars.

Well we're proud to report that our starry-eyed students have become perfect examples of students growing into the Model A hobby.



We have the videos to prove it. Just open your computer or mobile device and watch [Video 1](#) and [Video 2](#). To learn more about our raffle of a Model A restored by our students, [check out our website](#) or contact [Wilbert Smith](#), technical advisor



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 Newsletter Minute's

January 2021

Happy New Year from the Model A Ford Foundation! We are looking forward, as many of you are also, to a better and more active year. Hopefully you have been able to get in your A's and do some driving before the weather makes it impossible. Many clubs have had some "No Contact Tours" which have been nice. We live in a beautiful world and there is no better way to see it than from a Model A!



Last year the Museum had to say goodbye to a beautifully restored Woody belonging to Tim Wiggins that had been on loan to the Museum for several years. As luck would have it, a 1931 Woody has just been donated to the museum by Rob Gibby from Pennsylvania. Rob has owned this car since 1963 while he was in school. We hope to have it safely installed in the Museum by February.

Did you know that you could get a tour of the museum right from the comfort of your own home? Go to our website: www.maffi.org and click on the link "Tours".

There is a tour that was filmed in September, led by MAFFI President, John Begg and others. It was focusing on the First Responders Display but also gives you an idea of what's inside. You truly have to see it in person to appreciate all that is there. You could spend an entire day if you looked at every exhibit and read everything. We hope to have other short videos coming soon so check back often.

Thank you for your continued support of the Model A Ford Foundation through your membership and your donations.

Thank you,

Marsha Quesnel, MAFFI Trustee

clubcontact@maffi.org

Era Fashion – Hamilton Wristwatches by Date 1929

By: Frank De Lucia, Newsletter Editor

Hamilton's established a policy in 1929 of placing their highest grade movements in their solid gold cases. Thus, the company offered 19 jewel 979 movements and 987 17 jewel movements in gold-filled cases. Executives set the policy to establish Hamilton as the finest watch in the world, not just American. The policy worked. Hamilton had the finest watches of all American manufacturers and the most technically advanced movements money could buy.

The 1929 catalog demonstrated the transformation of Hamilton wristwatches into a serious business division. The purchase of Illinois Watch Company in 1927, brought with it two divisions: the wristwatch and the pocket watch groups. Hamilton de-emphasized the pocket watch business in Illinois and used the wristwatch team to establish new offerings. They married style with technology.

Before the Hamilton took over operations, Illinois began commissioning its own unique wristwatch cases. The company cased and boxed its watches at the factory changing the way jewelers sold watches. Illinois released a series of art deco watches such as the Picadilly, Major, Marquis, Chieftain, Ritz, New Yorker and Manhattan, the Beau series (Beau Monde, Beau Geste, Beau Brummel, and Beau Royale), the Mate, and the top of the line 14-karat solid gold Consul. Note the influence of Illinois styling on the 1929 Hamilton watches below.



Glendale



Langley



Gladstone



Spur



Pinehurst



Raleigh Engraved



Raleigh



Coronado

Hamilton Watches Used in Aviation:

The brand's first foray into aviation was in 1918. It also marked the beginning of its prestigious history of serving the flying community. A Hamilton aeronautical watch accompanied the first American airmail service between Washington DC and New York.

A Hamilton watch was also worn when the first aviator reached the North Pole in 1926. [Admiral Richard E. Byrd](#) made this aviation milestone and circled for around 13 minutes over the Pole before returning to his base. The following year, 1927, a precision Hamilton watch was also instrumental in helping pilots on their first flight from California to Hawaii. It was quite difficult to find the islands in the middle of the vast Pacific Ocean and a mistake of a few degrees could result in missing the islands completely. Because of this, Hamilton became famous for its accuracy in flight and by 1930s, the brand was the official watch of four major American commercial airlines.

In addition, Hamilton was also the official timekeeper of the first coast-to-coast service from New York to San Francisco. In 1932, two Hamilton watches, a Boulton and a Flintridge, appeared in the film Shanghai Express. It was the brand's earliest appearance in a Hollywood movie and the watches served as important devices that advanced the movie plot.



NEW HONORS for "the watch of railroad accuracy"! With the inauguration, May 10th, of their 15½-hour, three-stop, extra-fare coast-to-coast service, United Air Lines' luxury ships, the "Mainliners," will be Hamilton-timed. Again, "the watch of railroad accuracy" serves the airlines.

Hamilton accuracy is an invaluable guide to United's pilots—checking position in the air, calculating air speed, timing radio communication with airports along the way . . .

. . . Just as Hamilton accuracy is an invaluable guide in the everyday lives of all those who carry America's finest watch. Are you a Hamilton owner?

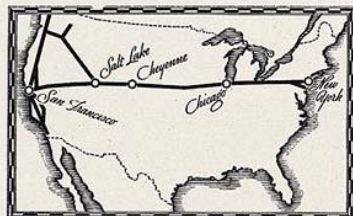
Hamilton owners take pride in the fact that Hamilton makes no watches with fewer than 17 jewels, no watches cased in less than platinum, solid gold or gold filled . . . Yet Hamilton prices begin as low as \$37.50. Write for illustrated folder of new 1937 models. Hamilton Watch Company, 891 Columbia Avenue, Lancaster, Pennsylvania.



SAYS WALT ADDEMS, Chief Pilot of United Air Lines: "Modern flying calls for on-the-dot timing in maintaining accurate navigation from coast to coast. That is why we have made Hamilton the official watch on all our New York to California 'Mainliners'."

INTRODUCING JACK KNIGHT, veteran United Air Lines pilot, with a record of two million miles of flying to his credit. As he flies over an airway marker beacon (known as a "fix" to the initiated), Pilot Knight checks by his accurate Hamilton to determine his exact ground speed.

(Below) Following the nation's first transcontinental air route, United's "Mainliner" service bridges the continent in 15½ hours, with only three stops between New York and San Francisco—Chicago, Cheyenne, and Salt Lake.



(Left to Right)

PAULA. 10K gold-filled, either white or yellow. With silk ribbon, \$37.50. With gold-filled bracelet . . . \$40

SONYA. 14K solid gold, white or yellow. With silk cord and solid gold fittings, \$60. Gold-filled fittings, \$55

CLARK. 14K gold-filled. Applied gold numeral dial (shown), \$52.50. Inlaid black enamel dial, priced at . \$50

MORLEY. 10K gold-filled. Applied gold numeral dial (shown), \$40. Inlaid black enamel dial, priced at. \$37.50

Other Hamiltons range in price from \$37.50 to \$1500.



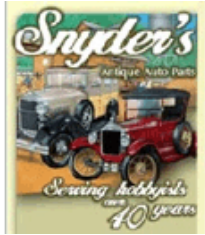
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AFTER 43 YEARS LETS LOOK BACK **AT SOME PWA CLUB HISTORY**

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.

2020 Piney Wood Model "A" Ford Club Officer(s) & Chairperson(s)

President:

Jim Blaszczyk jblaszczyk@mac.com

Vice President & Tour Director:

Robert Bullard rlbullard1@gmail.com

Secretary & Advertising:

Elaine Bullard elainebullard53@yahoo.com

Treasurer:

Frank De Lucia frankdelucia@att.net

Board of Directors:

Art Shaddix (-) jashaddix@yahoo.com
Perry Jones (-) jones_perry@hotmail.com
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David Teale (Past President) dwteale@comcast.net

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Perry Jones jones_perry@hotmail.com

Newsletter:

Frank De Lucia frankdelucia@att.net

National Reporter:

Jackson Garrison garrisonja427@gmail.com

MAFCA, MARC & MAFFI Representative:

Jackson Garrison garrisonja427@gmail.com

Safety Coordinator:

Perry Jones jones_perry@hotmail.com

Poultry Coordinator:

Dan Kundts kundts@yahoo.com

Sunshine Coordinator:

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Technical Seminars:

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Kim Teale ksteale@comcast.net

Christmas Party Committee:

Susan Cherry rosesandoldlace@gmail.com

Mileage Keeper:

Jim Hartzog jim_cypress@yahoo.com

Webmaster & E-Mail:

Alex Brock asbrock@me.com

Community Involvement (OME):

Paul Gross paulgross@earthlink.net

Lady A Activities Coordinator(s):

Susan Cherry rosesandoldlace@gmail.com

Model A Tool Crib:

Frank De Lucia frankdelucia@att.net



All newsletter mail should be sent the Editor at address:

The Ford Squeaks - Piney Wood Model A Ford Club

Frank De Lucia
11415 Lakewood Estates
Houston, TX 77070

frankdelucia@att.net

Club Permanent Mailing Address

Piney Wood Model A Ford Club
P.O. Box 691341

"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.

SPOT THE DIFFERENCE!

Find 10 differences between the 2 pictures!

