



Established
August 09, 1977



THE  SQUEAKS

PINEY WOOD MODEL A FORD CLUB

VOLUME 47 - ISSUE 01 ---- JANUARY - 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.

Stop the spread of germs that can make you and others sick!



Wash your
hands often



Wear a mask



Cover your coughs
and sneezes



Keep **6 feet** of space
between you and
your friends



[cdc.gov/coronavirus](https://www.cdc.gov/coronavirus)

From The President's Desk

By: Jim Blaszcak

Hey Y'all

2020 has been quite a year. My brother, Larry should have been arriving today for his annual Christmas visit. This is probably the first time in 40 years we have not been together for Christmas. The COVID pandemic certainly had the biggest impact on our hobby and our lives in general. I'm sure you will all agree with me that we look hopefully forward to the New Year.

Before the pandemic took over, we had a fantastic "Sweetheart Tour" to Bryan. Ron and Susan Cherry blessed us with another outstanding overnight tour. It was probably THE highlight of 2020 for the PWA's.

As COVID began to define our lifestyle, we had to cancel a wonderful Poor Boy Tour scheduled for April in La Grange. That was going to be a great one getting back to the spirit of the tour, basic food, lots of fellowship and driving our A's. I would like to thank everyone for their understanding with all the cancellations this year. However, there were some fun activities that we were able to do safely.

The Dallas and Brazos Valley clubs teamed up to put on a scaled down Texas Tour in Brenham. It turned out quite well and people were able to participate at the level they were comfortable with. The tours were great, and the weather was beautiful.

Some folks were able to get out and tour with members of other clubs this summer and that was lots of fun.

Toward the end of the year we were able to have a number of really nice outings put together by our Tour Chairman, Robert Bullard. The "Let's Get Out of the House" tour in October, the "Let's Do it Again" tour in November and the "Please Sir, May I Have Some More aka You've Got to Know When to Hold'em" tour in December were all well attended and thoroughly enjoyed.

Robert was also recently elected to the MAFCA Board of Directors. We're so proud to have another Piney Wood A'er serving in a leadership position with the national organization. Well done!

This newsletter, "The Ford Squeaks" has been honored in the past and has now been awarded The Newsletter of Merit Award for 2020 by MAFCA. Way to go Frank!! and all who contributed.

In addition, Thank You Ed Holtgraver for your Woodworking Time and Materials you supplied to make the Wooden Star & Coin Bank Fund Raiser such a success. The PWA Club Account received \$500 from various member donations in which you supplied Walnut Stars & Coin Banks.

Soooo, what's my takeaway from 2020. Piney Wood Model A Ford club is strong. Although we didn't make our club goal of driving 100 miles a day, there's always next year. We are surviving and enduring through these chaotic times because of who we are. With the grace of God, who taught us to take care of each other, we will have a great 2021.

Merry Christmas and Happy New Year.



Meeting Minutes

By: Elaine Bullard, Secretary

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

Treasurer's Report:

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

Membership:

Perry Jones reported it's that time of year again! Get your PWA Membership dues in and don't forget your MAFCA dues! PWA Dues were due by November 30. Please get them in ASAP.

Pre-ordered copies of the 2020 MAFCA Membership Roster are now shipping (the webmaster received his today in the mail.) This handy book is a must when traveling in your Model A if you ever need to contact another member along your route. A limited number of copies of the MAFCA 2020 Membership Roster is available in the MAFCA Store.



[Click here to check it out](#) and order yours today.

Model A Ford Body Styles

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| D | S | T | A | T | I | O | N | W | A | G | O | N | R |
| O | T | U | D | O | R | E | I | B | T | R | S | R | I |
| T | O | D | U | R | U | W | E | A | T | A | W | E | N |
| E | A | P | F | O | I | R | O | E | O | D | T | O | A |
| L | P | E | C | A | V | T | L | C | O | T | R | G | P |
| O | T | K | R | D | P | V | I | C | T | O | R | I | A |
| I | E | T | P | S | P | O | P | R | P | R | S | E | C |
| R | V | T | I | T | H | O | R | U | O | W | R | N | R |
| B | A | C | C | E | A | O | E | C | O | D | P | O | O |
| A | O | E | K | R | E | R | I | N | G | R | R | P | R |
| C | V | U | U | E | T | I | C | R | T | T | R | O | A |
| S | T | D | P | T | O | T | D | T | O | A | A | O | F |
| O | E | G | O | P | N | E | G | O | R | V | T | N | O |
| O | P | R | C | O | U | P | E | D | I | S | S | W | D |

CABRIOLET
ROADSTER
FORDOR
VICTORIA
PICKUP
TUDOR
COUPE
PHAETON
STATION WAGON

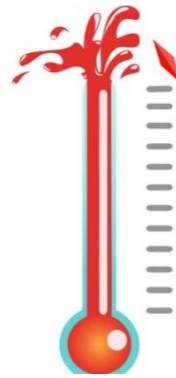
Play this puzzle online at : <https://thewordsearch.com/puzzle/47585/>

Ed Holtgraver Wooden Star & Coin Bank Fund Raiser

Ed Holtgraver donated all Woodworking Time & Materials.



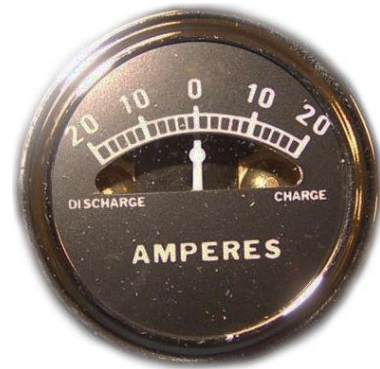
\$500.00
In Donations
Raised To Date



Garage Talk – Ignition System Diagnostic

By: Frank De Lucia, Newsletter Editor

Model A Ford Ignition Diagnostic (Revised 2010) by Tom Endy



Ammeter "Jiggle":

Once upon a time I was rolling down the road in Miss Vic, my Model A Ford Victoria A-190, when out of the blue the engine quit. As I coasted to the side of the road I tried to contemplate what had gone wrong. The car is well maintained and therefore there was no reason for this outrage. The problem had to be a lack of spark or a lack of fuel. Nine times out of ten it's usually a lack of spark. Before I climbed out from behind the wheel, I decided to perform a diagnostic test. With the ignition still switched on, I cranked the engine over a few times, not expecting it to start, but intently watching the ammeter. The ammeter needle did a small rain dance, that is it "jiggled" from left to right a couple of notches in each direction as the engine turned over.

A Wealth Of Knowledge:

This visual indication provided a wealth of information. I now knew that the battery was alive and well and still attached to the car and that the primary side of the ignition circuit was functional. Functional means that the ignition switch and pop-out cable was not shorted out or open-circuited, the points were opening and closing and were connected to the circuit, the condenser was not shorted out, the primary side of the coil had continuity and was still connected to the battery at one end and to the points at the other end, and Henry's wayward wire that connects the upper distributor plate to the lower distributor plate had not broken or shorted out. Without even getting out of the car, I had ascertained that the primary side of the ignition circuit was working properly.

Under The Hood Investigation:

But since the car wouldn't start, it was time to get out and look under the hood. The problem had to be in the secondary side of the ignition circuit, or it had to be a lack of fuel. When I looked under the hood I found that the high tension wire that plugs into the bottom of the coil had fallen out. I plugged it back in and the engine fired right up. The high tension wire is in the secondary side of the ignition circuit along with the secondary winding of the coil, the distributor cap, the rotor, the copper spark plug wires and the spark plugs themselves. Volumes have been written about the Model A Ford electrical system, and the Jiggling Ammeter has been mentioned numerous times. But for those folks who aren't electrical types, much of the explanation is meaningless.

Jiggling Explanation:

What the jiggling ammeter is all about, is that with a properly functioning ignition switched on and the engine turning over (but not running), the points will open and close as the engine rotates. Each time the points close electric current flows through the ammeter causing the needle to move two notches to the left. Each time the points open the needle returns toward the center, but since the needle movement is undamped, it swings past center to about two notches to the right much like pendulum. As engine cranking continues, the ammeter needle appears to jiggle back and forth and it is telling you that all is well in the primary circuit of the ignition.

Catch 22:

There is a catch! Not all Model A Fords are wired so that the ammeter will jiggle. The early production cars up until November 1929 were wired such that the ignition primary circuit was not wired with the ammeter in the circuit. There was no jiggling!

The later cars were wired with the ammeter in the circuit ([Ford Service Bulletin, page 390](#)), and this now provided the desired diagnostic Jiggling. All is not lost though; you can easily convert your non-jiggling Model A Ford to a jiggling version. All you have to do is move one wire.

Determination:

First determine which way your car is wired. To do this pull the high tension wire out of the bottom of the coil. Switch the ignition on and crank the engine over. Watch the ammeter needle. If it jiggles, your car is wired to the later configuration. If it does not jiggle, your car is wired to the early configuration. It is an easy matter to convert from the early wiring configuration to the later.

How to convert:

Remove the two broken-looking wing nuts on the front cover of the terminal box on the fire wall that a number of wires go to. Remove the cover and locate the small black wire that runs from the coil to the terminal box. On the non-jiggling cars it will be connected to the threaded post that is toward the right side of the car (right as in the passenger's side). Remove this wire and put it on the other threaded post. This one will be on the left side of the car (as in the driver's side). Before you do this, disconnect the battery, or better yet remove the fuse if you have one installed (look for it on the top of the starter). This will prevent an undesired rain of sparks. It's as simple as that; you now have a diagnostic Jiggling Model A Ford.

More information:

If you want to learn more about this diagnostic phenomenon, there is an excellent two-part article that appeared in the Restorer in the 1987 November-December and 1988 January-February publications. Both articles were written by the late Paul Moller of Evergreen Park, Illinois. The two articles were also reprinted in "How To Restore Your Model A", Volume 5 (1994).

Service Information

A-6140-BR PISTON PIN RETAINERS AVAILABLE FOR SERVICE

In the August Bulletin you were advised that a new piston pin retainer (A-6140-BR) would be released for service.

These retainers which are $\frac{.126}{.127}$ wide are now

available. They replace the A-6140 retainers which were $\frac{.120}{.123}$ wide and which were obsolete.

Any stock of A-6140 retainers you have on hand should be returned to your Branch for credit and an order placed covering your requirements of the new A-6140-BR service retainers.

Care must be used not to mix these with the present A-6140-A retainers which are being used in production and which are $\frac{.115}{.116}$ wide.

M-1205-B WATER REPELLENT SOLUTION

A few complaints have been received of water leaking through the sewn seam of roof material. Any complaints of this kind can be easily corrected by the application of M-1205-B water repellent solution. The solution is put up in one pint cans. The list price is 75 cents, subject to dealers' usual parts discount.

Complete instructions for applying the solution are printed on the label on the can.

CHANGE IN WIRING

A slight change has been made in the wiring which places the ammeter in the ignition circuit. When the switch is turned on, the ignition current passing through the coil now registers on the discharge side of the ammeter when the engine is being cranked or is slowly idling. In other words, in addition to registering the amount of current drawn by the lights, the ammeter also registers the amount of current drawn by the ignition when that circuit is closed.

From a service standpoint this change has several advantages in that any short in the primary circuit of the ignition system would register on the ammeter.

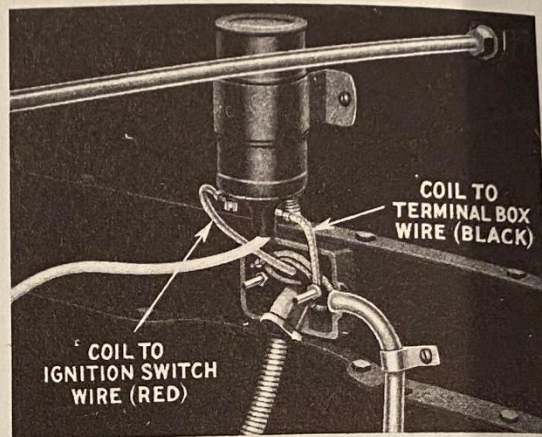


Fig. 784

New Hook-up

It also saves time in locating trouble should an engine fail to start. For example with the present method of wiring, if the ammeter hand did not register on the discharge side of the ammeter when the ignition switch was turned on and the engine was being cranked, it indicates that the trouble lies in the primary side of the ignition. On the other hand, if it registers discharge, it shows that the trouble is elsewhere.

This change can be easily made in old cars by disconnecting the coil to terminal box wire (black) in the junction box and connecting it to the terminal shown in Fig. 785.

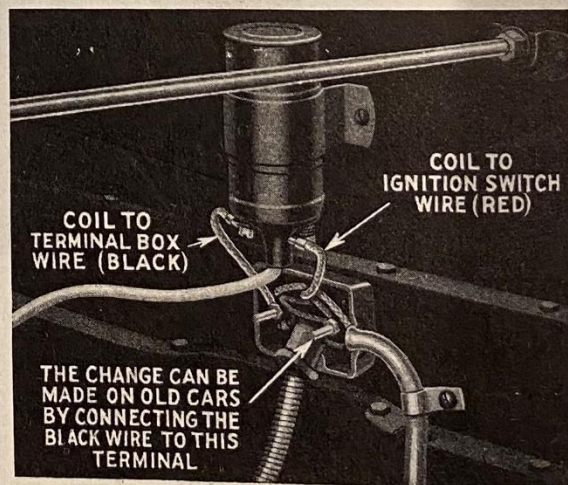
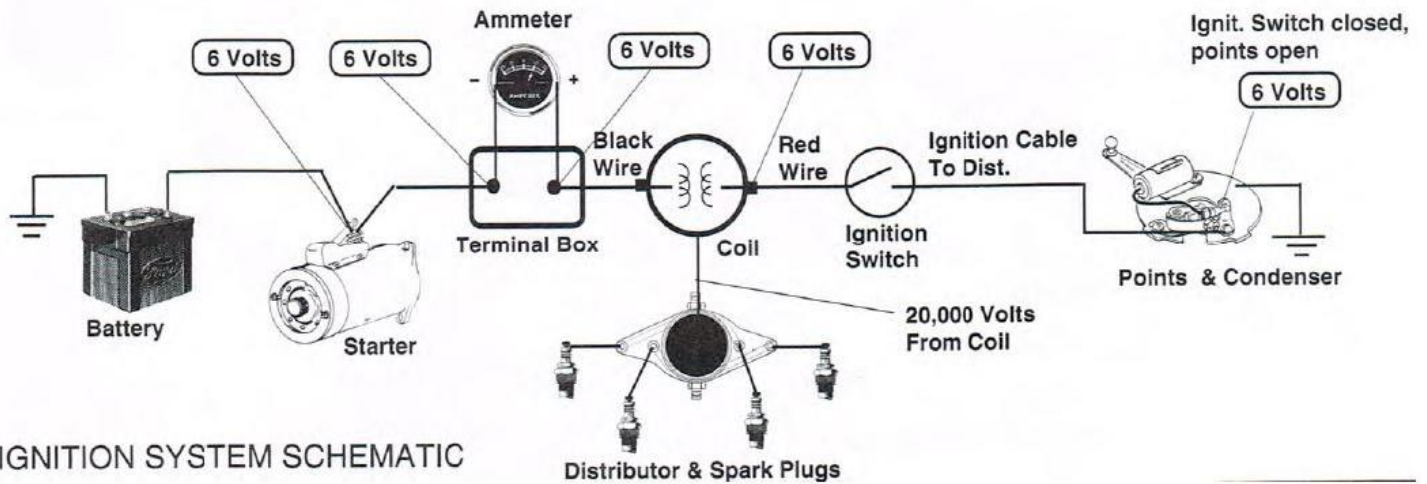
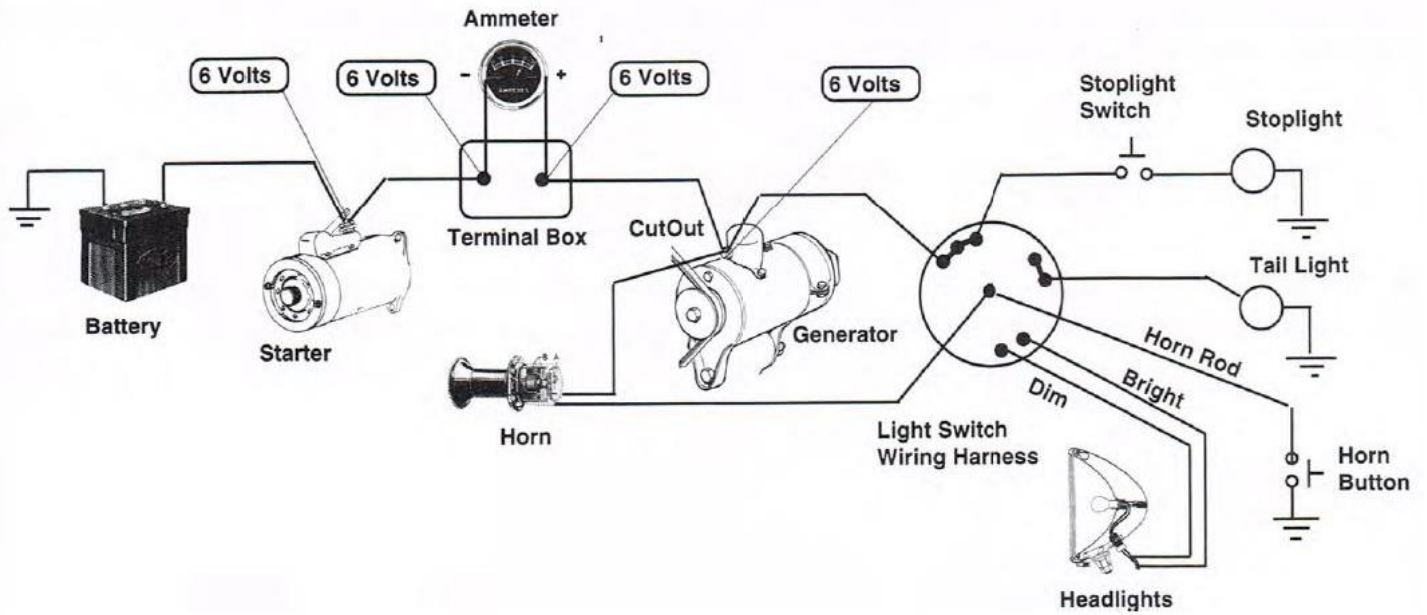


Fig. 785

Old Hook-up

Where To Find Voltage:



From *Model A Ford Mechanics Handbook* by Les Andrews – Available from MAFCA

Typical Problems

Problem

- Lights Bulbs Burn Out Often
- Horn Inoperative
- Ammeter Shows Discharge
- Ammeter Shows High Charge
- Tail Light Does Not Work – Good Bulb

Probable Cause

- Poor Ground Between Battery & Generator
- Dirty Armature
- Poor Connection at Light Switch
- Defective Horn Rod
- Defective Generator
- Defective CutOut
- Generator Out of Adjustment
- Poor Ground or Wire Connection

Preliminary Test

- Test for 6V at Starter
- Test for 6V at both Terminal Box Nuts
- Test for 6V at both Coil Terminals
- Open Point – Insert Piece of Paper – Then turn on Ignition (Key On) – Test for 6V on Arm

If any test failed, trace the fault to a disconnected or broken wire in the circuit

Jim's Tech Tip by Jim Cannon

Ford originally used a fine mesh brass screen at the top of the glass fuel strainer bowl that's mounted to the Model A firewall. The bowl gives a place for water to settle into (water is heavier than gasoline) and a place for dirt and rust particles to collect.

The screen also keeps these particles from traveling down to the carburetor (where you have another screen!). With all these screens, I think Ford knew that gasoline supplies at the time were prone to contamination (more than today).



Many people have started to install a small pleated paper filter element in the glass bowl instead of the brass screen.

I'm not so sure it's needed; I think the brass screen is enough. The Model A has no fuel pump, it relies only on gravity feed, and I'm concerned about adding another restriction to the fuel flow.

But IF you use one of these paper filters, you need to know that the rust, dirt, etc. is trapped **INSIDE** the paper element, not on the outside of it like you'd think. Therefore, you can be collecting a lot of junk inside the filter, plugging up the filter element on the inside, and not even know it. One day, you lose all your power and the engine really acts like it is starving for fuel. You thought you would see the rust and dirt collect on the outside of the filter... but you don't. Surprise! (I hate surprises!)

So, if you are going to use these pleated paper filters, get into the habit of replacing them regularly, maybe once a year, since you can't see how dirty they are inside. And carry a spare filter and gasket with you in the car. It's a pretty easy thing to swap out in a parking lot. Kind of messy, but it can be done without tools. Use some disposable gloves and you won't smell like gas for the rest of the day.

That's all for now. Keep driving, help each other out, and Have a Model A Day! Jim



What's On The Calendar?

By: Robert Bullard, PWA VP & Tour Coordinator

I feel like a long distance runner that runs out of gas just before the end of the race and has to crawl across the finish line. I'm crawling into 2021 and I feel exhausted. I never imagined doing nothing but staying home could be so tiring. Club events for 2020 made for a year of firsts and lasts. The first few months got off to a normal start, but after a beautiful Sweetheart Tour to New Braunfels, we fell into a long period of nothing only to finish that last three months of the year with some nice tours in great weather. The October, November and December tours were all well attended and I believe very much enjoyed.

We have a couple of events planned for January and February, but I'm beginning to think we will do a month by month determination of which tours, if any, would be appropriate. While I feel we've done a great job observing COVID protocols and social distancing, I'm just concerned that we have to be very careful until the current and proposed vaccines can be administered in sufficient quantity to have a positive impact on exposure risk potential.

Having said that, we are planning in January to have our annual safety check and lunch outing. I have spoken with Copperfield Automotive and we are set for January 9. Richard Olejnik has firmed up the date and we are good to go. Following the safety check we will travel down the road to Ramero's Las Brazas Restaurant for lunch. I will send out the relative information within the next week.

On January 16 we will conduct our first club meeting of the year with a meeting at Ed Holtgraver's new building. Jim Blaszczak and I are discussing the details and will publish the meeting information soon.

At this time Ron and Susan are still working on the February Sweetheart Tour. As you can imagine there are a lot of moving parts to pulling off this tour, but we still have hope that the tour will most likely happen on the Feb 6-7 weekend. This has turned into one of the most enjoyable tours of the year and you will want to make sure you participate in this tour if possible. Tour details are still in flux but mark your calendars with a big "M" for maybe and then keep your fingers crossed. Ron and Susan have come up with some creative solutions to the obvious obstacles and this year's Sweetheart tour could prove very interesting.

I think this will get the year off to a pretty good start. The Board of Directors are still sensitive to following the appropriate COVID safety protocols while trying to enjoy club activities if possible. All our outings will be conducted in a Covid 19 friendly manner. Stay safe and hope to see you "Down the Road" soon.

From: Dan & Rosetta Kundts

Vernon's Kuntry Katfish
Christmas Luncheon



Enjoying The Day: Rich & Annette Haut

Susie was able to visit Santa down in Katy.
She asked for spare parts.



Enjoying The Day At The Karis Home: Perry & Tammie Jones and Ted & Patricia Karis



The "Let's Get Out of the House" Tour Saturday, December 12, 2020



The Navasota Examiner — Since 1894 — www.navasotalexaminer.com

VOL. 128 No. 52

Dec. 23, 2020

16 PAGES - \$1

Ford Model A cars tour area

BY DEBORAH
RICHARDSON
Examiner reporter

If you've seen some Ford Model A cars driving in the area recently, you haven't gone through a time warp. On Saturday Dec. 12, the Piney Wood Model A Ford Club of Northwest Houston, toured Grimes County and the surrounding area in a procession of a dozen beautiful cars.



Examiner photo by Deborah Richardson

The cars have an actual trunk on the back containing tools and other necessities. Ilona Blaszcak holds up the Model A Ford's Mechanics Handbook, a must-have.

SEE MODEL A PAGE 10



(L-R) Kim Teale, Ilona Blaszcak, Elaine Bullard and Trish Barth are a few of several members of the Piney Woods A's, a group of Ford Model A car enthusiasts taking a break at a Navasota gas station.

Model A

continued from 2

Known as the Piney Woods A's (PWA) the Club was founded in 1977. It is a non-profit corporation of Texas and a chapter of the Model A Ford Club of America (MAFCA). They are dedicated to the restoration and preservation of the Model A Ford automobile as manufactured from 1928 through 1931.

PWA Vice President and Tour Director Robert L. Bullard, also a National Director of MAFCA, said that PWA has twice received the Newsletter of Merit Award from MAFCA. He said, "We travel to and through Grimes County numerous times throughout the year. The cars travel 35-50 MPH. Original Ford advertising literature would list the speed as high as 60 mph but that is not sustainable."

Iлона Blaszcak in the lead car with her husband James, said that PWA has travelled to several areas of the US with the



Examiner photos by Deborah Richardson

This Ford Model A, bright and shiny, proudly leads the way. There were 12 cars on this trip but the Piney Wood Model A Ford Club has 60 members. They take road trips through Grimes County and the surrounding area several times a year.

help of Navasota's local travel agent Kelley Austin. Blaszcak said that COVID-19 has restricted their travel, but they still take local trips. "Today we started out at the McDonalds in Magnolia. We take all the back roads that aren't busy, so we don't get run over. We're going through Navasota, Anderson, Richards, Dobbin and we'll end up on 1486 and 105 at Holders Old Fashion Burgers in Montgomery.

Then we'll have lunch and that's going to be the end of our tour."

PWA is a social club centered around a common interest in antique cars. Monthly events include a Saturday morning breakfast, meeting and other special activities. Bullard said the Club has 60 members and tours 1 or 2 times a month. "We are currently developing our 2021 tour plans and I'm sure we will have several trips."





Photo's By: Perry & Tammie Jones, Robert & Elaine Bullard, Jim & Ilona Blaszcak

Sunshine Report

By: Mitzi Shaddix, Sunshine Coordinator

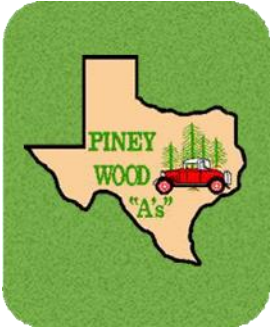
NEW MEMBER'S:



| | |
|-------------------|--------------|
| Carla Peplinski | January 1st |
| Hank Peplinski | January 2nd |
| Frank De Lucia | January 8th |
| Tina Fernandez | January 10th |
| Marshall Isaacson | January 10th |
| David Teale | January 10th |
| Dona Lewis | January 12th |
| Leona Moore | January 18th |
| James Campbell | January 31st |



| | |
|---------------------------|-------------|
| Elliot & Marion Hertzbach | January 5th |
| Randy & Elizabeth Fink | January 6th |
| Perry & Tammie Jones | January 9th |



OFFICIAL PWA MILEAGE RECORD FORM

Use One Form For Each Model "A"

**Submit To: Jim Hartzog
Mileage Keeper**



(Please Print)

NAME: _____ **DATE:** _____

MODEL: _____ **FOR THE YEAR OF** _____

ODOMETER READING AT THE END OF THE YEAR: _____

ODOMETER READING AT THE START OF THE YEAR: _____

MILEAGE DRIVEN FOR THE YEAR: _____

SIGNATURE: _____

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](#)



NEW MODEL A ENGINE NOW IN PRODUCTION

December 10 - The brand new Model A engine block, crank and rods are now in production after extensive testing. The latest update can be found on the [New A Engine page](#).

MODEL T ASSEMBLY IN UNDER 10 MINUTES

December 19 - The Utah Model A and T clubs demonstrate how to assemble a Model T coupe in under 10 minutes.

[Check it out on YouTube here.](#)



LITERARY AWARDS 2020

December 5 - Here are the literary awards announced at the December 5 Board of Directors meeting:

Bill Reeder Award: Howard Eckstein - *Should Basic Timing be Altered for High Compression Heads*

President's Award: Jerry Kelly - *Hand Operated Clutch for Model A Fords*

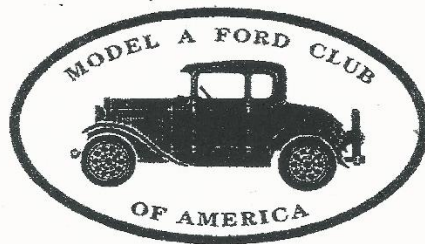
Editor's Award: Bruce Wood - *My 85 Year Journey with Model A Fords*

Director's Award: Bill DeCarteret - *Two Trips in a Model A 90 Years Apart*

Jim Ryner Photo of the Year: Chris DuVall - July/August Cover Photo *Dogwoods in Blossom and a 1929 Phaeton*

Fashion Literary Award: Peggy Gill - *Color of Fashion in Your Model A World*

Congratulations to all the winners!



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:

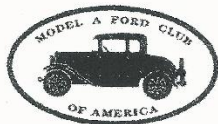
- *The Coupe Book, The Tudor Book, The Victoria Book*
- *Mechanics Handbook Vol I, Vol II & Troubleshooting* by Les Andrews
- *Model A Restoration Guidelines and Judging Standards*
- *Paint and Finish Guide*

Mail Application to:

Model A Ford Club of America

250 S. Cypress St.

La Habra, CA 90631-5515



Era Fashion – Era Purses

By: Lynda Davis, Dallas Model A Ford Club
With Help From Pat Davis' Notes

Purses are like friends; you can never have too many!

Whether dressing for fun or modeling at a sanctioned meet, the ladies' major accessory item is a purse. As is still the fashion, purses fall into **daytime and evening categories**. **Daytime styles** included leather (alligator, ostrich, cowhide, patent, etc.) as well as straw, crepe, fabric, and more. These bags frequently matched hats, belts, and shoes. While cloth purses could be decorated with needlework, heavier leather purses frequently sported tooled art deco designs. As my mother-in-law, Pat Davis, frequently says, "The rule of use was the heavier the leather the more casual the fashion. You would not, then, carry a tooled leather purse with a crepe or silk daytime dress." However, leather complements the house and street dresses, professional suit, or sports outfits nicely. Era purses came in the **pouch** and the **envelope** styles. In the case of the later, the backside strap was frequently used to hold the lady's gloves. The pouch bag had frames of sterling, German silver, celluloid, ornamental metal, and some were even self-covered. Ladies of the era also had the option of purchasing the frames and creating their own purses. Instructions for fashioning your own handbag can be found in era home crafting periodicals.



Evening purses were carried in the late afternoon and at night. Evening bags were lighter in weight, smaller in size, and more festive in color, and they came in a variety of styles, including opaque, translucent, carnival glass, seed pearls, sequins, silver foiled-lined (what we call "rhinestones"), precious and semi-precious stones, mesh and enameled mesh, and more. Purses "Made in France" or "Made in Germany" usually stated so inside, frequently on the handle. American purses, distinguished by their heaviness, were seldom labeled.



Children's purses: little girls carried smaller versions of their mothers' purses. Many times children's purses had cartoon or nursery rhyme embellishments. If you find a Mickey Mouse purse, then you have made quite a rare find. If it is reasonable, purchase it!

For judging--at MAFCA and MARC--adults must have three accessories (For MAFCA, children need only two accessories). Traditionally, both MAFCA and MARC allow purses a bit earlier than our era. The reasoning is that a lady--especially during the Depression Era—would not throw out a perfectly good purse for the sake of fashion. There are also a variety of new purses done in the era style. You can find them all over the Internet (see image insert). If you are modeling at a MARC meet, you should know that there is an unwritten rule that all ladies carried a handkerchief in their purses. If your purse is not covered in either club's judging standards, do your own era research and bring your evidence with you to the judging room. Do not bring in anything that you must have returned; judges will keep all copies you provide as they need to send that in with their reports.



Author Lynda Davis of the Dallas Club

Era Fashion – Era Fashions Committee

By: Frank De Lucia, Newsletter Editor

The Era Fashions committee is an integral part of MAFCA. Era Fashions are a part of every MAFCA regional, divisional, and national meet, as well as most MAFCA chapter meets. The Era Fashions Committee oversees the rules for judging era fashions, assists MAFCA chapters and regions with their era fashions events, and researches era fashions.

Articles written by EFC members will acquaint you with Era Fashions Judging and how the committee operates. You may click on the articles to read them if you have Adobe Reader installed on your computer.

If you're interested in being a part of the EFC, [click here](#) to find out more.

[How It All Began - The Beginnings of the Era Fashions Committee](#) by [Lynette Marcione](#)

Applications are being accepted for EFC membership. For more information, [click here](#).

The Era Fashions Committee



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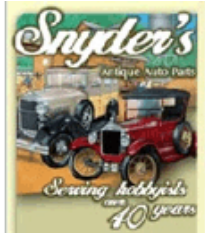
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AFTER 43 YEARS LETS LOOK BACK **AT SOME PWA CLUB HISTORY**

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.