



THE  SQUEAKS

PINEY WOOD MODEL A FORD CLUB

VOLUME 47 - ISSUE 07 ---- JULY - 2021

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PWA Web Address: [www.pineywoodmafc.com](http://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.

# From The President's Desk

By: Jim Blaszcak

Hey Y'all

The heat is ON. Here in Houston summer is hot and humid. Our touring season on the Gulf Coast is the Fall through Spring and usually includes many days in "winter". June did provide for some iconic Model A tours. The 58th Texas Tour was a big success as was the MAFCA National Tour in North Conway, NH. In my humble opinion, touring is the best part of the Model A hobby. I am so glad the Piney Wood MAFCA makes touring a priority. Driving our cars is a true blessing.

As we endure Texas summer we look forward to the fall when the weather here is sublime. With that in mind, I would like to ask y'all to suggest and participate in future tours. I would really like our members to get involved in the planning and preparation of future tours. I think we can come up with interesting and fun tours if we team up. Lately, it has been just a few people who have imagined, planned, and led the club tours. I think it would be a great thing if more members participated in the planning and implementation of our monthly tours. Certainly, there are tours that are major projects like the Texas Tour and our Sweetheart Tour graciously hosted by Ron and Susan Cherry, but there are many routine/monthly tours that would be an excellent opportunity for members to become involved.

Don't be afraid to become involved in planning a tour. There are many people, in addition to me, who would love to partner with you on coming up with a tour you think would be fun. Think about the places you have driven, even in a modern car, where you thought, "This would make a great tour." It really is as easy as laying out the route, figuring out where to stop for restrooms and lunch. Once again, the Touring Chairman, as well as many other members would love to help with your tour. It is a lot of fun to share a drive that you have enjoyed with the rest of the club. There are little spots all over our area that would be fun to visit. It can be an historical site, a fun roadhouse or just a picturesque drive. It's all fun.

I had a birthday in June and it was a great opportunity to reflect on all the blessings of my life. Model A's and the Piney Wood club surely were high on the list. I am so glad to have all of you in my Model A family.

Take care,



# PWA Meeting Minutes

By: Elaine Bullard, Secretary

## **Piney Wood Model A Ford Club June 5, 2021 Meeting Ed Holtgraver's Home**

President, Jim Blaszczak called the meeting to order at 10:10am. He led the club in a prayer and the Pledge of Allegiance. Jim then thanked Ed Holtgraver for opening his home and shop for us to have the meeting.

We started the day with a group breakfast at Harris County Smokehouse in Tomball where we were joined by new members Kevin and Karen Balazzo who have a 1930 Coupe. Rich Haut invited Carl Capers and his son, Evan to join us for breakfast as well. Carl just acquired a 1929 Tudor.

Jim stated the May minutes were in the newsletter and asked if anyone had any corrections. No one commented, so Robert Bullard made a motion to accept the minutes as written and David Teale seconded the motion. The motion carried.

Frank Delucia gave the treasurer's report. With no questions or comments, Ron Cherry made a motion to accept the report as written and Perry Jones seconded the motion. The motion carried.

Jim read a very nice Thank You card from Perry and Tammie Jones.

Jim read the June birthdays and anniversaries.

Robert Bullard talked about the upcoming events for the next few months.

- The Texas Tour will be in Longview June 10-12.
- The MAFCA National Meet in New Hampshire will be on June 20-25.
- July 3 will be The Woodlands 4<sup>th</sup> of July Parade.
- July 10 the club will do a mini car show at the Cypress Assisted Living and Memory Care Facility. A light breakfast will be served by the facility so this will serve as our monthly breakfast. The residents will be able to see our cars and visit with PWA members. Thank you to new member, Tom Brogaw for suggesting this outing.
- August brings a monthly breakfast on August 7 at Harris County Smokehouse.
- August 14 will be our Ice Cream and Burger Social and will be held at Jim and Illona Blaszczak's home. There will be a \$5 per person charge to help defray costs.
- September 4 will be a trip to Whitehall for their monthly Flea Market and we'll also have lunch there before heading home.

- September 11-12 will be an overnight trip to Coldspring, Tx to stay at The Sunday Houses to celebrate International Model A Day. Elaine Bullard is coordinating this trip. All rooms at The Sunday Houses have been reserved. If you would like to attend and need a room, please let her know so she can see about finding other accommodations for you. If you need to cancel your room, please let her know in case someone else is wanting to go.

Robert is working on the schedule for the rest of the year. He asked if anyone was interested in a drive to eat at The Pickett House in Woodville and there seemed to be favorable response. He is waiting to hear about the Holiday Parade in Tomball and he will put together information about The Syrup Festival in Henderson which is on November 13, 2021.

## **Old & New Business:**

David Teale reported that Jackson Garrison sent club news about our Bluebonnet and San Jacinto outings to the national office.

When it comes to Model A of the Day photos on the MAFCA website, PWA cars keep showing up. Troy Walling had his car shown on May 28 when he drove his grandson and date to their prom. A photo from the Bluebonnet and Wildflower tour will be showing up soon. On June 10 or 11 Ray Barth has a photo that will be shown and Robert and Elaine Bullard will have their car shown on June 13. Send your photo to MAFCA and keep our club name out there!

Elaine talked about a fundraiser the board approved. At the club off-site meeting in October, there will be a craft fair with items made by PWA club members. All proceeds will be donated to the club. If you would like to contribute items for this fundraiser, please contact Elaine at [elainebullard53@yahoo.com](mailto:elainebullard53@yahoo.com) or 918-808-2667. The meeting and fundraiser will be October 2 at the Bullard's.

There are still 8 pair of reindeer for sale at \$40.00 a pair. Don't be caught short at parade time without these reindeer on your front bumper!

Robert showed Qty 3 MAFCA magazines from Norway that he received as MAFCA Chapter Coordinator. He thought members might enjoy looking at the cars and the scenery in the magazine. Rich Haut said he lived in Norway for 10 years and could read the magazine. Robert suggested he might give a presentation about the content.

Perry Jones who qualified to be an Era Fashion Judge last year is now a member of the MAFCA Era Fashion Committee beginning. Congratulations, Perry! He is the first male to ever be on the committee!

Jim reminded everyone to purchase their 50/50 tickets.

Jim made a motion to adjourn the meeting and go to the technical. Fred seconded the motion. The motion carried and the business meeting ended at 11:12am.

The 50/50 was won by Fred Watts.

The ladies worked on a Father's Day project and Bob Hitchcock gave a presentation about brakes to the men.

## Meeting At Ed Holtgraver's Home



# Ladies Technical Seminar

It's A Surprise!

By: Ilona Blaszczak



# Men's Technical Seminar

## Service / Hand Brake Assembly

By: Bob Hitchcock



# Garage Talk – Intake/Exhaust Manifold Replacement

By: Frank De Lucia, Newsletter Editor



Jacob Ervin, 14 Year Old, With The Help Of His Grandfather, John Begg, And John Cockerill, Tackle The Removal And Replacement Of A Model A Intake/Exhaust Manifold.



# Garage Talk -- Replacing Fuel Shutoff Valve with Ball Valve

By: Rich Haut, PWA Member

The fuel shutoff valve started sticking and getting hard to turn. After talking to other "A" owners, I made the decision that I want to replace it with a ball valve.

I decided on trying to hit on three criteria:

1. Keep it simple with as few as practicable connections (potential leak points)
2. Make it highly compatible with ethanol/gasoline fuels.
3. Reuse the fuel line if practicable

I cannot express my great appreciation to be able to call upon Frank De Lucia, David Teale and Michael Eisenbise to discuss the design, the pitfalls, and how to make this succeed. It sure is great to be able to call upon PWA and MAFCA members!

Bratton's does offer a modern ball valve system. However, it states that the original gas valve must be used to compete the connection. It also introduces several potential leak points, has copper tubing, and costs around \$65.

To put together the system to meet these three criteria, several questions had to be addressed.



## Size of Connections:

The first question that had to be addressed was "What size are the connections?" Les Andrews, Volume 1, page 1-187 states '1/2" thread opening to fuel tank. Bratton's web site states Tank Gas Valve threads are 1/4" NPT.

NPT stands for National Pipe Thread. NPT is a standard pipe connection designed specifically to create a fluid-tight seal between valves, pipes and fittings. Their tapered thread design makes them one of the most common general-use pipe threads available.

NPT connection threads taper and become shallower as they move toward the base. The measurements are "trade sizes." That means they are uniform sizes according to the diameter of the pipe or fitting that they can be used with. That doesn't help when trying to measure the ID or OD and then come up with a completely wrong size.

## How to Measure:

Measure the outside diameter (OD) at the base and the inside diameter (ID) at the opening, as illustrated.

The OD measurement for a male connection should be taken near the base of the threads, farthest from the end of the part.

The ID measurement for a female connection should be taken as close to the opening as possible while remaining within the threads.

Male connections rely on the OD measurement. Female connections use the ID.

Measurement from base of threads (OD)



Measurement from edge of outer thread (OD)



NPT	1/8	1/4	3/8	1/2	3/4	1	1-1/4	1-1/2	2	2-1/2	3	4
OD (in.)	0.405	0.54	0.675	0.84	1.05	1.315	1.66	1.9	2.375	2.875	3.5	4.5
ID (in.)	0.326	0.44	0.58	0.71	0.92	1.17	1.51	1.74	2.22	2.65	3.29	4.27

Using calipers, I measured the thread OD at the top of the current fuel shut off valve. Yep, it measured 0.54 inches, close to Les Andrew's statement of 1/2 inch and corresponding to Bratton's statement of 1/4 NPT.

The current shutoff valve has a flare connection to the fuel line. Outcome the calipers again to measure the flare connection. Determined that this is a 3/8", 45 Degree Flare.

### Ethanol/Gasoline Compatibility:

Next question was compatibility of elastomers and materials used in the system, as well as the thread sealant, with ethanol/gasoline.

### Effect Of Biofuels On Elastomers:

Some biofuels can be aggressive to the elastomers used in seals, hoses, and other automotive applications.

Viton fluorohydrocarbon elastomers (FKM), have been successfully used in seals and hoses for over 45 years and is a preferred elastomer for today's fuel systems.

However, biofuels present their own set of material compatibility challenges. Relative to other fuel components, biodiesel has unstable chemistry subject to degradation and contamination in the distribution chain. The aggressive, contaminated fuel attacks hydrocarbon rubbers such as nitrile rubber, widely used in fuel handling hose, gaskets and seals.

Ethanol-containing fuels pose the challenge of permeation, particularly to nitrile rubbers. Excessive permeation increases volatile emissions and loses valuable fuel.

## Resistance Of Viton FKM Fluorocarbon to Biofuels:

From its introduction in 1957, Viton has a long-proven resistance to a wide range of solvents and fuels. Since the mid 1990s, manufacturers have specified Viton for seals and gaskets for use in diesel fuel injectors because of its resistance to biodiesel fuels.

Different compounds of Viton have been extensively tested in many current biofuels. Tests show that Viton has:

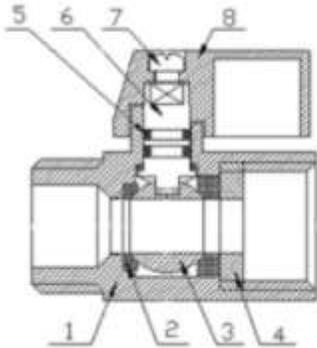
- Excellent compatibility with fresh and contaminated biodiesel, and with ethanol.
- High resistance to permeation and chemical attack by alcohol, pure ethanol and blends of ethanol with hydrocarbon fuel.
- Long-term retention of critical properties in current and emerging biofuels.
- Outstanding low temperature (-50°C to -65°C) static sealing performance in biofuels, (also at elevated temperatures).

## Ball Valve

Was able to source a stainless steel ball valve, 1/4 turn shut-off, made by DERNORD that met the criteria of high corrosion resistance.



DERNORD ball valves are made from stainless steel 5S304 or 5S316. A ball valve is often placed on the ends of CIP piping or racking arms. Available in mini ball valve, 1 piece ball valve, 2 piece ball valve, 3-piece ball valve, full port ball valve, all DERNORD ball valves are installed inline in any position to maximize flow capacity. DERNORD ball valves can handle 250 PSI WOG, while some of them are rated up to 1000 WOG. All valve handles swing out from center, and some models allow locking of the handle.



No.	Part Name	Material
1	Body	316
2	Seat	PTFE
3	Ball	316
4	Nut	316
5	O Ring	Viton
6	Stem	316
7	Nut	316
8	Lever	Stainless steel

## 90° Elbow

Next piece was the 90° elbow. Here I really wanted to go with a 90° elbow with a 3/8 inch flare and 1/4 MPT. If I did this, however, I was not confident that I could reuse the current fuel line.

The ball valve plus elbow added about 3/4 inch to the height of the

system. What I need to do was to also add 3/4 inch to the width of the system so that I could reuse the current fuel line.

To solve this measurement issue, I decided to add a connection (potential leak point) by using a street elbow (1/4 MPT x 1/4 FPT) along with a 1/4 MPT x 3/8 flare adapter. Doing so added about 3/4 inch to the width of the system, giving me the confidence that the current fuel line could be reused.



Brass Tube Fitting, 90 Degree Elbow, 3/8" Flare x 1/4" Male Pipe



## Thread Sealant

Next was to find a long-lasting thread sealant that was compatible ethanol blended gasoline. Michael Eisenbise informed me that the best available is Gasoila E-Seal.

### Gasoila E-Seal Gas Pipe Thread Sealant for Ethanol Blended Gasoline | Gasoila



Gasoila E-Seal Gas Pipe Thread Sealant is a soft set thread sealant designed specifically for ethanol blended gasoline. This non-hardening, non-separating pipe thread sealant stays pliable even in cold temperatures.

- Opaque dark green paste designed specifically for ethanol blended gasoline, including E10 and E85 (for 100% ethanol or 100% methanol applications, use [Gasoila 100 for Corrosive Chemicals](#))
- Provides a positive seal on pipe threads, joints, fittings, hoses, nozzles, pump assemblies, oil burners, hydraulics, bolts, compressors, engines, motors, fuel lines and couplings
- For use on brass, copper, stainless steel, aluminum, black pipe, tin and galvanized pipe
- Excellent resistance to gasoline, ethanol blended gasoline, petroleum solvents, kerosene diesel oil, BioDiesel propane, jet fuels, butane, LPG, cutting oils, ammonia, aliphatic solvents, acids, steam and potable water
- NOT for use on oxygen
- Temperature range: -100°F to 600°F (-74°C to 318°C)
- Pressure range: Up to 10,000 psi for liquids, 3,000 psi for gases
- One year shelf life when stored at 40°F to 80°F (5°C to 27°C)

## Final Install

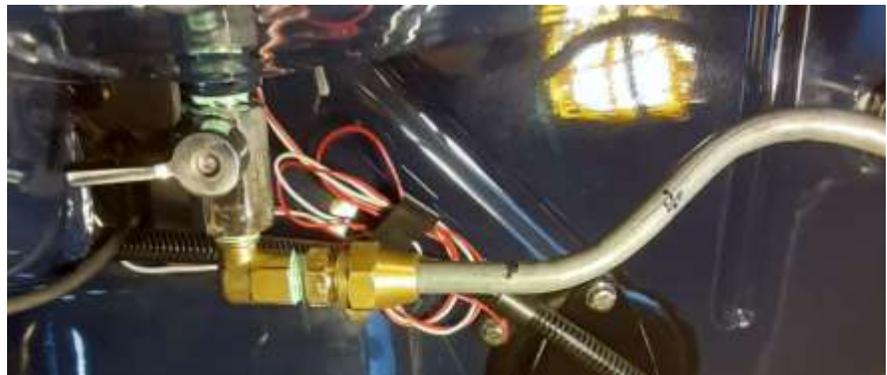
The total cost of the installed system was around \$20, not including the cost of the thread compound (or the tubing bender). The current fuel line did not have to be cut and re-flared, nor did a new longer fuel line have to be built. The current fuel line did have to be bent using a tubing bender to accommodate the 3/4-inch increase in height (that was compensated by the 3/4-inch increase in width).

During the install, I drained the gas tank through the fuel line from the sediment bowl to the carburetor and placed a rectangular container, propped up to be level, under the existing shutoff valve. After draining the gas, I jacked up the passenger side of vehicle to try and minimize the amount of fuel that could possibly drain out when the shutoff valve was removed. I am glad that I had the container in place as it captured a few tablespoons of fuel.

If I were to do it again, I would first try using a 1/4 MPT x 3/8 flare elbow – I think there is enough fuel line to accommodate this. This would eliminate one potential leak point and reduce the cost of materials.

### Materials to Buy (Price Est.)

Stainless Ball Valve	\$ 10.00
Brass Elbow	\$ 6.00
Adapter	\$ 3.50
<b>Total Cost (pretax)</b>	<b>\$ 19.50</b>



# What's On The Calendar?

By: Robert Bullard, PWA VP & Tour Coordinator

## Spring Cypress Assisted Living and Memory Care Facility Tour

We are combining our July monthly breakfast with a short tour. Tom and Linda Bragaw have arranged for us to arrive at the Spring Cypress Assisted Living and Memory Care Facility, 16306 Spring Cypress Rd, Cypress, Tx 77429 at approximately 8:30 am on Saturday, July 10th.

We will meet with the residents beginning around 8:30 for a light breakfast (donuts, danish, breakfast tacos and juice) and a meet & greet around the cars. This will be a great opportunity for us to show off our Model A's and for the residents to touch and feel the cars. Depending on circumstances, we may be able to give some residents a short ride around the parking lot in our cars. I'm sure that they will have great stories about their life's encounters with antique cars and maybe Model A's specifically. We should be ready to leave the facility about 11:15 am and can have lunch afterwards if you're interested.

To facilitate caravanning for those interested, we will meet at Denny's in Tomball, 14010 FM 2920, Tomball, Tx 77375 for an 8:00 departure. For those that choose to go directly to the facility, we'll meet you there at 8:30 am. As usual if you plan to participate, please let me know and I will generate a roster. The facility's entertainment director has asked that we confirm our head count by Wednesday, July 7 so they can plan accordingly. I hope we are able to have a strong club participation for this event. The residents are eagerly awaiting our arrival. I believe this will be a rewarding opportunity. Elaine and I have participated in numerous events like this when we lived in Tulsa and really enjoyed connecting with the residents and hearing their stories.

PS. This email is coming from Elaine's phone as our internet connection is down. You may respond to this email or contact me directly at [rbullard1@gmail.com](mailto:rbullard1@gmail.com) or 918-857-7577. Route information will be sent later.

## PWA Fundraiser Craft Fair October 2, 2021

We're holding our first official craft fair at our off site meeting on October 2, 2021. We have quite a few talented club members who have already volunteered to make items to sell and donate the proceeds to our club. We're still looking for anyone who wants to share their talents with us and it's perfect timing as we could be doing our holiday shopping! Come prepared to shop!

As we get closer to October, we'll share a sneak peek of some of the items.

I'm still looking for volunteers to make items to sell. **Note: All proceeds go to the Piney Wood Model A Club.** At the July meeting, we'll have a quick meeting for anyone interested in donating their time and talents or just have questions. I have an idea of how to run this craft fair, but if you want to join me forming a committee, please let me know.

Thank you and I look forward to seeing what everyone creates!

Elaine Bullard  
[Elainebullard53@yahoo.com](mailto:Elainebullard53@yahoo.com)  
918-808-2667 mobile

<b>PWA 2021 MASTER SCHEDULE</b>			
	<b>July</b>	<b>August</b>	<b>September</b>
<b>BREAKFAST DATE</b>	10-Jul	7-Aug	4-Sep
<b>BREAKFAST LOCATION</b>	Magnolia Diner	Harris Co BBQ	White Hall Café (Brunch; Eat on Your Own)
<b>MEETING DATE</b>	13-Jul	14-Aug	14-Sep
<b>MEETING LOCATION</b>	Valley Ranch	Meeting in Conjunction w / Ice Cream Social - Blaszczak's Barndominium	Valley Ranch
<b>MEN'S TECHNICAL</b>	Spark Plug Evaluation & Fan Belt Options	Ice Cream Social & Club Meeting	In-Depth Carburetor Theory and Troubleshooting
<b>WOMEN'S TECHNICAL</b>	<b>TBD</b>	Ice Cream Social & Club Meeting	<b>TBD</b>
<b>TOUR'S</b>	The Woodlands July 4th Parade Stars and Stripes Forever July 3	 <b>No Tour's Too Hot!</b> 	International Model A Day - Coldspring, TX Overnight Tour Sept 11 - 12
	Assisted Living Visit & Mini Car Show & Breakfast (Tom Bragaw) July 11		
<b>SPECIAL MEETINGS</b>			BOD Mtg - Location: TBD Date: 9/25/21 Time: 2:00 PM

# 58th Texas Tour, Longview, TX

With Day Tours To Jefferson & Kilgore - June 10 - 13

Photo's By: Troy Walling



# MAFCA 2021 National Tour

By: Elaine Bullard, Secretary

## A White Mountain Adventure North Conway, NH June 20 - 24, 2021

Normally, we'd plan quite a few sights to visit along the way to our destination on a trip this far, but as we were traveling by ourselves, we decided to put all of our efforts into getting to New Hampshire quickly and visiting it and Maine before the tour began. With the help of PWA members Marshall Isaacson and Eva Huey, we were able to recreate a bit of the 2015 Lobsters and Lighthouse National Tour in Maine which we were not able to attend,

But first, we dropped our rig and drove our Model A, Ruby Jean, to Squam Lake for two nights. Why go to Squam of water! It's the lake in Holderness, NH where "On Golden Pond" was filmed 40 years ago. We rested the first evening and the next day we took a boat tour of Squam Lake. Of course it helped to recognize several buildings and the infamous Purgatory Cove used in the movie after we watched the movie the night we arrived.



*Boat House on Squam Lake used in the movie*



*Marshall Point Lighthouse*

From there we headed east to the Maine coast. Highway 1 which runs north and south doesn't afford you much of a water view, but several side trips to see lighthouses and car museums provided those opportunities. Our destination was Bar Harbor, ME and Acadia National Park. Along the way, Robert received a call from PWA member Tom Stevenson. He invited us to stop by and visit him and his wife, Alicia at their summer home in Belfast, Maine for a few hours before driving on to Bar Harbor (pronounced



*Mt. Desert Island Scenery*

Ba Haba). We had a great visit and really began to see the stunning coastline once we were driving in this part of Maine.



*Mr. Lobster*

You know how Model A'ers say all we do is drive around and eat? All we did was drive around Maine and eat lobster! Lobster roll, lobster in the shell, lobster & pasta, lobster stew and even naked lobster (I'll leave that one to your imagination). It didn't matter how it was fixed, we ate it!

Acadia National Park is beautiful and we drove the Park Loop Road and up Cadillac Mountain to see the stunning views the summit afforded. Jordan Pond House inside the park is famous for their popovers, but after a 1-1/2 hour wait we had to give up and finish visiting the park.

After three days in the Bar Harbor area, we drove back to New Hampshire and the National Tour where we reconnected with old friends and made some new ones. PWA members, Bob & Pam Johnson who live in Beaumont, Tom & Alicia Stevenson who winter in New Braunfels, and Robert & I represented



*6 Deluxe Sedan Deliveries Together*

the Piney Wood A's at the tour. We met Ben and Nancy Hardeman who live in Bryan and there was someone registered for the tour from Spring, Tx. I walked the parking lot several times looking for another Texas license plate, but I never found it or the owners! What I did see were lots of very nice and some unusual Model A's. There were six Deluxe Sedan Deliveries including one called a Drop Floor. I've been told of the 5 million Model A's made, about 5,500 were Sedan Deliveries



*Stretch Limo Model A*

and only about 84 were Drop Floor models. There was also a stretch Model A! Totally an after-market customization!

The drives were plentiful and gorgeous. Some tour sights were filled with history, antique and unique cars, some were educational and there was a thrilling one if you chose to drive your Model A to the top of Mt, Washington which is steeper than Pikes Peak. We visited Kennebunkport, Maine and saw the Bush compound. They sure have a lot of black SU's! We had lunch outside next to a marina, browsed some shops (in several towns) and visited two grand and historic hotels. Just outside of Kennebunkport we visited an antique shop where I found two Art Deco pins. I'm going to need someone on the Era Fashion Committee to help me know of these are period correct!



*The Cog Train*

We also visited a personal car collection with some unique and amazing cars, saw several covered bridges and had an amazing breakfast at Polly's Pancake Parlor which was worth the 55-60 mile drive. We drove along Lake Winnepesaukee, the largest lake in New Hampshire, visited an historic home called Castle in the Clouds and rode a cog train up to the summit of Mt. Washington, the tallest mountain in New Hampshire.



*Castle in the Clouds*

The organizing committee was committed to putting on this tour and did a wonderful job creating the drives and I'm sure without the pandemic, the social events would have lived up to the drives through their beautiful state. In spite of no formal gatherings, we enjoyed our evenings sitting in the parking lot visiting with friends. We may have a new way to socialize! We look forward to helping with the 2022 National Meet next year in Kerrville and showing everyone our beautiful state.



*Parking Lot Party*



*Squam Lake in the background or also known around here as, Golden Pond*



*Mount Washington Hotel*

# 4<sup>th</sup> July The Woodlands Parade

By: Elaine Bullard, Secretary

Never let it be said that Piney Wood Model A Ford Club let rain stop us from having a good time! There were 7 Model A's that joined in the fun at the 4<sup>th</sup> of July parade in The Woodlands on Saturday, July 3.

Rich Haut, Troy Walling, Jim & Illona Blaszcak, Robert & Elaine Bullard, James & Leona Campbell, Jim & Kathy Hartzog and Jackson & Kelsie Garrison braved the elements to participate.



Usually, it's hotter than blue blazes while we wait for our turn to join the parade, but today with the overcast skies it was really pretty nice for a July day in Houston.



Just as it was our turn to leave the parking lot, it started to sprinkle. That didn't stop the many spectators from lining the parade route. Most had umbrellas or pop canopies to protect them from any rain.

We made it through the parade with a light rain and then just as we returned to the staging area, it really began to rain!

We waited until we could leave the area and drove to Fuddruckers for lunch.

We were glad to have Marshall Isaacson and new members Kevin & Karen Milazzo join us for lunch.



# Sunshine Report

By: Mitzi Shaddix, Sunshine Coordinator

**NEW MEMBER:** Kevin & Karen Milazzo



Bob Hitchcock	7/3
Elaine Bullard	7/9
Patricia Karis	7/9
Kevin Milazzo	7/9
Rae Ann Burmaster	7/12
Greg Zulinski	7/13
Melba Allee	7/14
Illona Blaszcak	7/15
Fred Watts	7/19



George & Dolores Ross	7/7
Bob & Marilyn Hitchcock	7/9
Tom & Annette Mather	7/15
Jim & Illona Blaszcak	7/24

# National Club Update

By: Jackson Garrison, MAFCA, MARC & MAFFI Representative



[MAFCA  
Informational  
Facebook Page](#)

[MAFCA Group  
Facebook Page](#)



## Era Fashions Committee

---

### NEW ERA FASHION JUDGE



**Perry Jones**

[Email Perry](#)

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When I was dating my wife back in the 1970's, I knew that her father had a Model A (that he bought in the early 60's) stored in the garage, in pieces and not running. I thought nothing of it since I was there to pick up my date. My brother-in-law took the car up to Dallas in the late 1990's, and with help from the Dallas Model A Club, fully restored the 1930 Deluxe Coupe.

He kept the car in Dallas for eleven years and decided that he would bring the car to Houston and share it with his sisters. In 2011, it was my wife's turn to possess the car. I knew nothing about it until the day it came to us, but once we started to drive it we both fell in love with all that was Model A; so much so that my wife said we had to get our own car because she "doesn't like to share." Thus, we also own a 1931 Slant Window Fordor.

In 2012, we joined the Piney Wood MAFC and were instantly accepted as family. We started touring and eventually found ourselves at the Texas Tour where we learned about fashion and that there was actual Fashion Judging (who knew?) My wife became interested and found a mentor that to this day is extremely helpful.

Then came that day, while antiquing in Galveston, where on a dress form I spied what looked like an era dress. My wife tried it on and it fit so we bought it, our first purchase. The dress was later identified by my wife's mentor as an original 1931 day time dress and we were off to the races. With help, my wife put together and entered an ensemble in the 2018 Fashion Judging at the Texas Tour. We both had a blast and I became hooked as well as we both entered in 2019. My next step was to take the MAFCA Fashion Judging tests which I passed in 2020 and look forward to participating in my first judging event as an apprentice judge.

Since I am so new to Era Fashion, my goal with the EFC is to learn from the best and more experienced and to promote Era Fashion to the MAFCA community.

Revised 06/02/21



## Model A Youth Restoration Award Recipient

Matthew Goodwin is 18 and lives in Prairieville, Louisiana. He is one of the twelve recipients of the Model A Youth Restoration Award (MAYRA) in 2020. He was also a recipient in 2018.

Mathew is an active member of the Red Stick Model A Club and restoring a 1930 Pickup named "Henry" in honor of Henry, the car's former owner and, of course, Henry Ford. Matthew's brother Conner helps with the truck, and Matthew says that "he has gotten bit by the Model A Ford bug," the same bug that previously bit Matthew.

When Matthew applied for an award from MAYRA in 2018, he said the truck was in pieces when purchased as an unfinished project of a club member. The chassis was done, but the body was not. In 2018, Matthew wrote, "I think that an old truck would be so neat to drive and help a younger generation enjoy them in hopes that they may want to preserve them like I do."



Two years later, when applying for a second award from MAYRA, he has made fantastic progress. Matthew says that "now the bodywork is mostly complete, and we will put some paint on as soon as the weather gets right. This has been such a great learning experience and has given us the time to spend with family, and it has been so fun! Glad I was able to save the Model A. Henry (the car) can stay in the family for a very long time."



## 1929 Summer Picnic Ad



Where picnic hampers are treasure chests—*there you will usually find Bond Bread*

TO every boy a picnic means sandwiches. Mother may arrange to get something exciting into that magic hamper. That is for the big surprise, down at the river's edge, or up on the shady hill. But after romping, and climbing, and playing ball with Dad, sandwiches will taste best of all.

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that boys—and girls—like so well. Careful mothers choose Bond for their picnic sandwiches because it does not crumble. And when the sandwiches are served, even hours later, they are still fresh and flavorful.

# Bond

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# Era Fashion – History of the Flapper, Part 4 of 4: Emboldened By The Bob

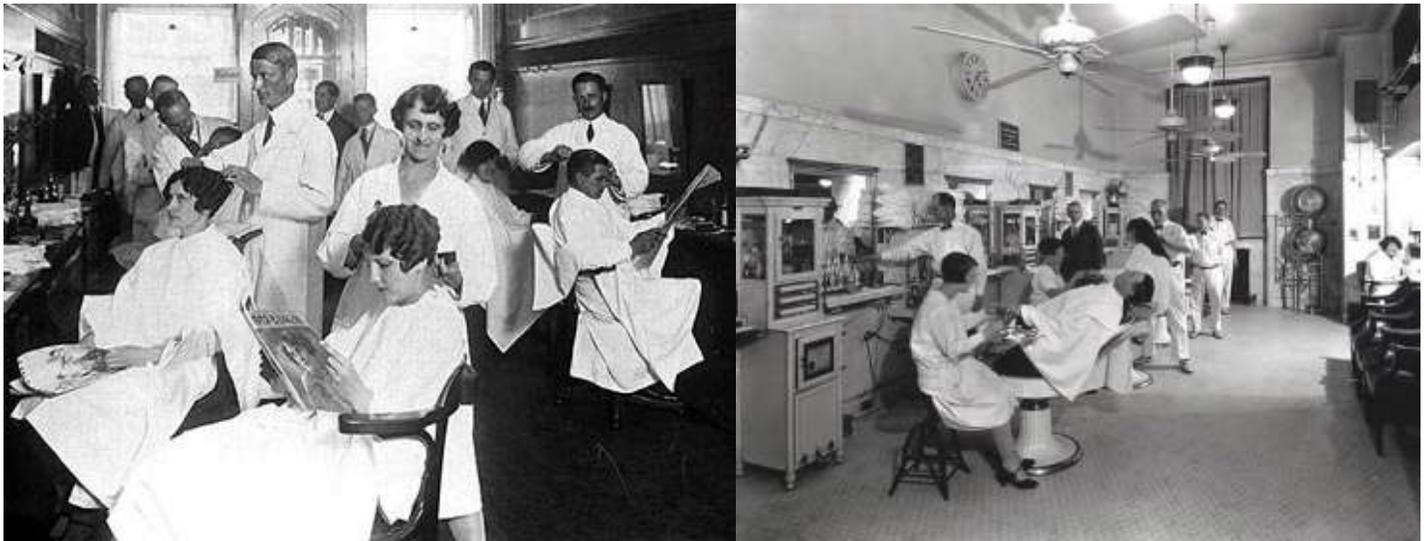
Submitted By: Perry & Tammie Jones, PWA Members

Written By: Emily Spivack  
SMITHSONIANMAG.COM, FEBRUARY 19, 2013

On May 1, 1920, the *Saturday Evening Post* published F. Scott Fitzgerald's "[Bernice Bobs Her Hair](#)," a short story about a sweet yet socially inept young woman who is tricked by her cousin into allowing a barber to lop off her hair. With her new do, she is castigated by everyone: Boys no longer like her, she's uninvited to a social gathering in her honor, and it's feared that her haircut will cause a scandal for her family.

In the beginning of the 20th century, that's how serious it was to cut off your locks. At that time, long tresses epitomized a pristine kind of femininity exemplified by the Gibson girl. Hair [May Have Been Worn Up](#), but it was always, always long.

Part and parcel with the rebellious flapper mentality, the decision to cut it all off was a liberating reaction to that stodgier time, a cosmetic shift toward androgyny that helped define an era.



**Getting A Bob In A Barbershop, 1920's.**

The best-known short haircut style in the 1920s was the bob. It made its first foray into public consciousness in 1915 when the fashion-forward ballroom dancer Irene Castle cut her hair short as a matter of convenience, into what was then referred to as the Castle bob.

Early on, when women wanted to emulate that look, they couldn't just walk into a beauty salon and ask the hairdresser to cut off their hair into that blunt, just-below-the-ears style. Many hairdressers flat out [Refused](#) to perform the shocking and highly controversial request and some didn't know how to do it since they'd only ever used their shears on long hair. Instead of being deterred, the flapper waved off those rejections and headed to the barbershop for the do. The barbers complied.



**A Collection Of American Hairdresser Magazines Published In 1920s.**

Hairdressers, sensing that the trend was there to stay, finally relented. When they began cutting the cropped style, it was a boon to their industry. A 1925 story from the *Washington Post* headlined [“Economic Effects Of Bobbing”](#) describes how bobbed hair did wonders for the beauty industry. In 1920, there were 5,000 hairdressing shops in the United States. At the end of 1924, 21,000 shops had been established - and that didn't account for barbershops, many of which did “a rushing business with bobbing.”

As the style gained mass appeal—for instance, it was the standard haircut in the widely distributed [Sears Mail Order Catalog](#) during the '20s—more sophisticated variations developed. The [Finger Wave](#) (S-shaped waves made using fingers and a comb), the [Marcel](#) (also wavy, using the newly invented hot curling iron), [Shingle Bob](#) (tapered, and exposing the back of the neck) and [Eton Crop](#) (the shortest of the bobs and popularized by Josephine Baker) added shape to the blunt cut. Be warned: Some new styles weren't for the faint of heart. A medical condition, the [Shingle Headache](#), was described as a form of neuralgia caused by the sudden removal of hair from the sensitive nape of the neck, or simply getting your hair cut in a shingle bob. (An expansive photograph collection of bob styles can be found [Here](#).)



**Women Wearing Cloches In Smoking Car, 1920's.**

Accessories were designed to complement the bob. The still-popular bobby pin got its name from holding the hairstyle in place. The headband, usually worn over the forehead, added a decorative flourish to the blunt cut. And the cloche, invented by milliner Caroline Reboux in 1908, gained popularity because the close-fitting hat looked so becoming with the style, especially the Eton Crop.

Although later co-opted by the mainstream to become status quo (along with makeup, underwear and dress, as earlier Threaded posts described), the bob caused heads to turn (pun!) as flappers turned the sporty, cropped look into another playful, gender-bending signature of the Jazz Age.

Has there been another drastic hairstyle that's accomplished the same feat? What if the 1990's equivalent of Irene Castle - Sinead O'Connor and her shaved head - had really taken off? Perhaps a buzz cut would have been the late 20th-century version of the bob and we all would have gotten it, at least once.

1930s

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# Era Fashion – MAFCA Fashions Publications

By: Frank De Lucia, Newsletter Editor

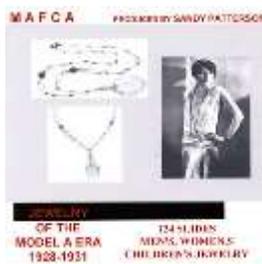
MAFCA has published some excellent books on Model A Era Fashions. Countless hours of research have gone into these publications. They are now our primary source for Era Fashion judging. If you're at all interested in Era Fashions, take a look at these fine publications.



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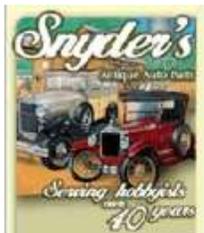
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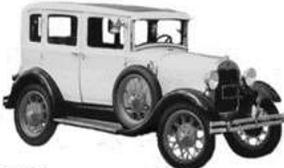
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## **AFTER 43 YEARS LETS LOOK BACK** **AT SOME PWA CLUB HISTORY**

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 35<sup>th</sup> 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)

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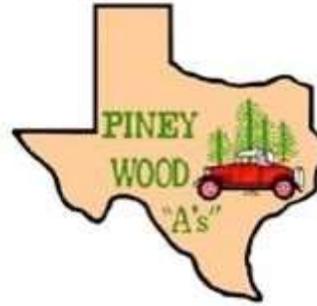
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P.O. Box 691341

"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](http://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.