



THE  SQUEAKS

PINEY WOOD MODEL A FORD CLUB

VOLUME 47 - ISSUE 06 ---- JUNE - 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.

From The President's Desk

By: Jim Blaszcak

Hey Y'all

This month's message will be short, but very upbeat.

The Model A hobby is still very popular. The Piney Wood MAFC has been very fortunate to have several great people showing interest in Model As and joining our club. Some already have a Model A and others are looking for one. I am so encouraged that the popularity of these cars is strong. The Model A is still attractive, affordable, and easy to drive and maintain. These qualities made the car a huge success almost 100 years ago and still exist today.

Now is a great time to get someone involved in the Model A hobby. There still is a lot of expertise in the membership and there are many cars available at reasonable prices. Unlike when I got my first Model A, good quality replacement parts are readily available. There are many quality enhancements offered to make the cars more drivable on modern roads. Restoration resources have never been more available. Keeping these cars in good mechanical condition and ready to tour is very easy.

This is great news. In the past I have been worried that our cars would become less and less popular over time. Despite the pandemic and other challenges, our hobby is flourishing. I want to extend a sincere welcome to our new members and look forward to many happy times enjoying our cars and the wonderful people who love them.

Take care,



PWA Meeting Minutes, May 11, 2021

By: Elaine Bullard, Secretary

President Jim Blaszcak called the meeting to order at 7:00. He led the club in the Pledge of Allegiance and Mitzi Shaddix led in prayer.

Jim thanked Frank / Claire De Lucia for taking care of Perry / Tammie Jones after their fall / surgery.

Jim introduced new member Tom Bragaw. Tom and his wife, Linda, have a 1930 Cabriolet. Elaine then said she wondered how the last few new members found Piney Wood As. Les Broyles was referred by Pat Moore. Jeff and Shelley Boyles were referred by Fred Schiefer. Tom Bragaw said through an internet search. Welcome to our newest members!

Jim said at the last meeting, the minutes from the last meeting in March 2020 had not been approved. Illona Blaszcak made a motion to approve the minutes and Mitzi seconded the motion. The motion carried.

Jim said that David Teale took the minutes of the April 2021 meeting. Illona made a motion to approve those minutes and Frank seconded the motion. The motion carried.

Frank gave the April Treasurer Report. In Addition, Frank said the Christmas party usually costs the club about \$3,700. We've had no fundraiser this year and that will be a big hit to our budget. Tom Mather gave us some signs and Frank thought maybe we could sell them in a silent auction to raise some money. Kim Teale made a motion to approve the April Treasurer Report and Susan Cherry seconded the motion. The motion carried.

Mitzi brought up front a Thank You Card from Delores and George Ross. The club sent them a gift of soup, cracker's and a towel from Spoonful of Comfort. She then read the May Birthdays and Anniversaries.

Jackson Garrison and Perry Jones were not at the meeting so we had no reports on MAFCA, MARC MAFFI or Membership and Dues. Marion was not present and so we had no report on club clothing.

Frank explained the club has a Club Tool Box and members had various parts if you needed them. Dan did not bring the club library, but reminded members that for a \$20 Deposit you can borrow materials.

Jim talked about upcoming events. He reminded everyone of the May 15 tour to the San Jacinto Monument. The group will ride the Lynchugh Ferry, drive around the park, visit the monument and have lunch at the Monument Inn or a picnic if you choose. It was decided to maybe have lunch first after Dan Kundts said it was very popular on weekends and there could be a 45 minutes wait.

There will be a club breakfast at Harris County BBQ on June 5. Ed Holtgraver offered to host an offsite meeting after the breakfast. Jim indicated we needed some places for offsite meetings. Several parks in the Houston area were suggested as possible sites for offsite meetings and picnics.

Upcoming Activities:

- June 10 - 13 - Texas Tour
- June 20 - 25 - National Meet in New Hampshire
- August ??? - Ice Cream Social
- September 9 - 10 - Cold Springs Trip for International Model A Day

Ron Cherry said to be at Kroger on Saturday, May 15 at 8:00. The group will leave at 8:30 sharp. He described the route, things to do at the park and the timeline for the tour.

Elaine Bullard made business card holders in March 2020 for the club members after members were given a set of PWA cards to give out to people who might be interested in joining the club. The pandemic prevented us from having meetings and Elaine finally had a chance to give out the green card holders.

Ray Barth had some items Donna Lewis gave him for distribution. There were Texas Pledge cards that would be great to keep in the green card holders, some 2011 Texas Tour Radiator Tags and pamphlets on How to Dress like A lady (era fashion information).

Dan asked if anyone had gone to Pate. Sergio Fernandez and Jeff Boyles had gone as members of the Houston MARC club and gave their impression. Elaine reported what she had learned from an AACA meeting the night before. Pate was very disorganized this year due to the short planning time and the change of location at the racetrack, but it was very successful.

Susan Cherry thanked everyone for the donation made in memory of her mother. She appreciated all who reached out to her. She had nothing to report about the Christmas Party. The Yacht Club is still undergoing renovations and not ready to book parties.

There was a short Break.

Elaine gave a presentation on their trip to Kentucky. She had slides of her visit to The National Quilt Museum for the ladies and a presentation on their Model A tour with friends in the Lexington area.

David Teale won the 50/50 drawing [And Then Donated His Winnings Back To The Club.](#)

Frank made a motion to adjourn the meeting and Ron Cherry seconded it. The motion carried and the meeting ended.

The Year in Cars

By: Mac's Motor City Garage - Posted on October 16, 2013



Mac's Motor City Garage explores another pivotal year for the American Auto Industry: 1929.

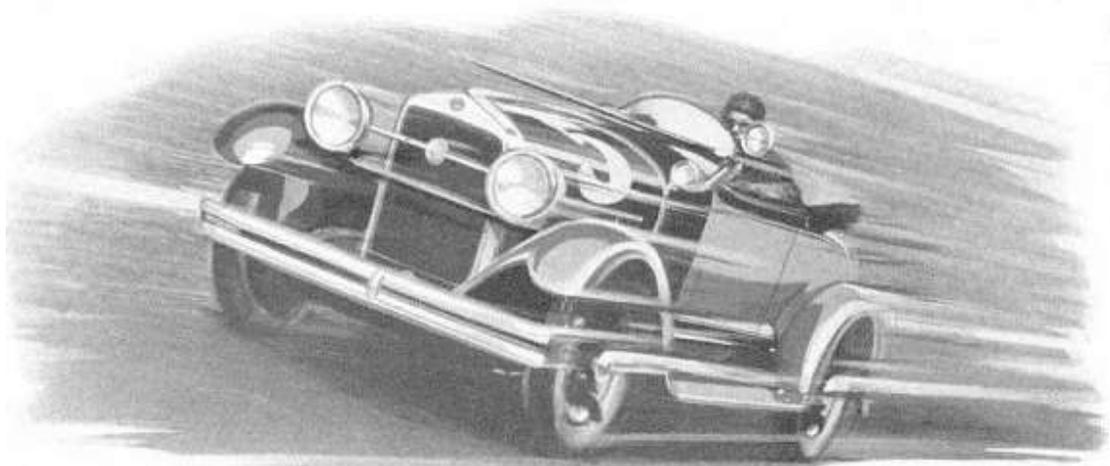
The year 1929 was notable from a number of angles. First, it marked the founding of the market segment that came to be known as The Low-Priced Three: Ford, Chevrolet, and Plymouth. In the years to come, these cars would often hold the top three slots in total sales as well.

Henry Ford's replacement for the Model T, the all-new Model A introduced for the 1928 model year, was plagued with development problems and running production changes throughout its first season. But once the bugs were sorted out, the new Ford sold over one million units in the first half of 1929 alone.

Chevrolet answered Ford with its 1929 line, offering the first six-cylinder engine in a popular, low-priced car. Chrysler was the last to join the Low-Priced Three, introducing its price leader, based on a Maxwell design, as the Chrysler-Plymouth in 1928 to acclimate shoppers to the new name. The Plymouth brand was formally adopted for 1929. The Model A was a huge technical advance over Henry's venerable Model T, but still lagged behind the Plymouth, which offered four-wheel hydraulic brakes, and the Chevy with its smooth overhead-valve six.

However, Ford did manage to elbow Chevrolet aside and briefly take over the top spot in sales in 1929. Meanwhile, Plymouth quickly rose through the ranks to claim third place in 1932, an impressive performance for a new brand. Here's how the top eight in sales stacked up in 1929.

Ford	1,507,132
Chevrolet	1,328,605
Hudson/Essex	300,962
Willys-Overland	242,000
Pontiac/Oakland	211,054
Buick	196,104
Dodge	124,557
Nash	116,622



1929 Studebaker Commander Roadster

Of course, the Crash and the Great Depression were lurking just around the corner, and 1929 would prove to be a high point in sales for the industry for years to come. From 5.3 million cars in '29, production plummeted to just 1.3 million in 1932, and would not return to 1929 levels until 1949.

But for the moment at least, a number of minor manufacturers managed to weather the storm. In the gallery below, you'll find automobiles from Auburn, Franklin, Marmon, Stutz, and other manufacturers who survived the initial tumble, but would ultimately succumb as the hard times wore on through the decade.

Part of the fun in these old publicity photos is they often feature items of interest beyond the vehicles themselves, including celebrities and noteworthy locales.

See how many you can recognize.

Click The Image Below To Launch A Slide Show.



Garage Talk – Simple D.I.Y. Engine Stand Adapter

By: Bob Hitchcock & David Teale, PWA Member's

This article provides Step-By-Step Instructions on how to build a simple, versatile, and adjustable Model A Engine Stand Adapter. The Adapter allows full access to the engine block for disassembly / rebuilds and provides improved weight distribution in the engine assembly progresses. The Engine Stand Adapter attaches at the Water Inlet and the Oil Pan Mounting Holes.

Adapter Build Procedure:

Fabricate each adapter bracket out of 1 ½ in. by 3/16 in. thick angle iron as shown in the detailed figures below. Both equal angle iron or angled channel iron can be used for this project. Minimum thickness should be 3/16 in. for proper strength.



Fabricated A&B



A&B (Tacked) Assembled



Bracket C Shown With Engine Block

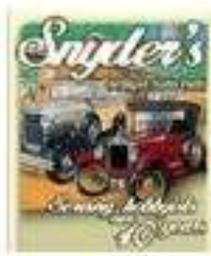


After fabrication, tack weld brackets A and B together, making sure that the flange spacing distance measures 2 ¾ in. If 2 in. angle iron is substituted for brackets A, B, and C, the flange distance needs to be adjusted to 3 ¼ in. Finish the assembly by applying a continuous fillet weld on both sides as shown in the assembly figure above.

All holes shown are 1/16 in. oversize to allow for bolt clearance and misalignment. Bolt lengths should be selected based on engine stand standoff length and engine block water inlet thread depth. When assembled, the back of the adapter (stand side) should be in line and in the same plane. Some engine stand standoffs may vary which may require modification to allow for proper engagement with engine block. Brackets are universal and may be flipped to provide additional working space or provide improved assembly balance.

Editorial -- Garage Talk -- A-Fuel Filter

By: Frank De Lucia, Newsletter Editor



Web Site: www.snydersantiqueauto.com
E-Mail: Don@SnydersAntiqueAuto.com

Snyder's Antique Auto Parts, Inc.
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- **Flow Path Aids in Cooling** -- Reduces chance of vapor lock
- **No Paper Filters** -- Brass screen is robust and cleans easily if needed.
- **No Magnets Needed** -- Debris stays on the bottom of the bowl
- **Pays for Itself** -- Eliminates disposable paper filter

Design

- Made from corrosion resistant brass
- Simple spring force secures the filter in the bowl assembly
- Screen seals against glass bowl preventing bypass
- Fuel is diverted to below the conical screen
- Flow area is larger than existing piping
- Fuel flow is normalized before reaching top sediment bowl screen

What's On The Calendar?

By: Robert Bullard, PWA VP & Tour Coordinator



The Board of Directors met this past weekend and much progress was made on finalizing potential tours & outings for the balance of the year. Subject to some slight changes the schedule for the next three months is:

- June –has two large tours scheduled.

They include the 58th Texas Tour on June 10-13 and the MAFCA National Tour in New Hampshire from June 20 – 25.

We will also restart our monthly breakfast schedule in June. On June 5th we will gather for breakfast at Harris County Smokehouse at 8:00 am. Following breakfast, we will travel to Ed Holtgraver's for our June monthly offsite Club meeting beginning at ~10:00 am. Bring your lawn chairs and a sack lunch for the meeting.

- July – Two tours for the month.

One will be The Woodlands July 4th Parade on Saturday July 3rd followed by lunch somewhere in The Woodlands area.

The second tour/outing will be a mini car show plus a breakfast meet and greet at the Spring Cypress Assisted Living and Memory Care facility at 16306 Spring Cypress Rd in Cypress. We will arrive at the Care facility between 8:30 – 9:00 am. They will serve us a light breakfast around 9:00 am and we will complete our day and head home around 11:00 am.

(Thanks to Tom and Linda Bragaw for arranging the outing.)

- August – We'll have our monthly breakfast at the Magnolia Diner on August 7th.

On August 14th we will have our annual ice cream social at Jim and Illona Blaszczyk's new barndominium. We will also have our August offsite meeting in conjunction with the ice cream social. As usual more details will follow as each event draws nearer.

The Road to Independence Tour San Jacinto Battleground State Historic Site Saturday, May 15, 2021

“Texas won the final and decisive engagement with Mexico in the Texas Revolution on April 21, 1836 at the Battle of San Jacinto. While the battle only lasted 18 minutes, its ramifications were great. The victory at San Jacinto gave Texas its independence from Mexico and opened the door for the continued westward expansion of the United States. The United States annexed Texas in 1845, which led directly to the Mexican-American War. When that ended, Mexico ceded the American Southwest and California to the United States. Today, San Jacinto Battleground State Historic Site and Monument preserves the site of this important battle and commemorates the Texans’ victory over Mexico, as well as the battle’s lasting effect on the history of the United States. San Jacinto Battlefield is a National Historic Landmark.”

2021 marks the 185th anniversary of that victory. What better time to visit the battlefield and relive this important time in Texas history. On May 15th, the PWA’s took a day trip to visit the battlefield, the museum and throw in some personal socializing time to boot. Since the last tour originated at the Magnolia McDonalds and headed northwest we thought a tour that started farther east and then headed in an southeasterly direction would better accommodate everyone living on the east side of Tomball/Magnolia. So here we go!

	Driver	Passenger
1	Ray Barth	Trish Collum-Barth
2	Jim Blaszczak	Ilona Blaszczak
3	Jeff Broyles	Shelley Broyles
4	Les Broyles	
5	James Campbell	Leona Campbell
6	Ron Cherry	Susan Cherry
7	Richard Haut	
8	Bill Hoekstra	Arnita Hoekstra
9	Marshall Isaacson	
10	Dan Kundts	Rosetta Kundts
11	Wayne Mason	MaryLee Mason
12	Fred Schiefer	
13	David Teale	Kim Teale
14	Troy Walling	



In every tour we all lookout for each other so when Troy Walling Muffler came off David Teale crawled under to wire up things while Bill Hoekstra directed the troops.



On the road again, heading towards the Lynchburg Ferry Crossing.



Once loaded Fred Schiefer documents the 8.1 MP journey crossing the Houston Ship Channel.



The present-day location of this ferry can trace its origins back to 1822 when it was constructed by Nathaniel Lynch just below the confluence of the San Jacinto River and the Buffalo Bayou and was known as Lynch's Ferry. The ferry was used by the Republic of Texas troops fighting Mexican forces in the Battle of San Jacinto April 1836. In what was later referred to as the Runaway Scrape, as many as 5,000 Texans fled eastward to escape the advancing army of Mexican General Antonio Lopez de Santa Anna utilizing the ferry. In the following days, Sam Houston's army defeated Santa Anna at San Jacinto, which resulted in Texas independence.

By 1837 the Harris County Commissioners Court would set formal ferry rates only to eliminate them in 1890, and the ferry service has been free ever since. By 1949 the ferry service was renamed as the Lynchburg Ferry in serving as the first vehicular crossing of the Houston Ship Channel.

Exploring Houston History

Battleship Texas



Lunch at the "Monument Inn Restaurant"



USS Texas (BB-35) is a former United States Navy New York-class battleship. She was launched on 18 May 1912 and commissioned on 12 March 1914.

Soon after her commissioning, Texas saw action in Mexican waters following the "Tampico Incident" and made numerous sorties into the North Sea during World War I. When the United States formally entered World War II in 1941, Texas escorted war convoys across the Atlantic and later shelled Axis-held beaches for the North African campaign and the Normandy Landings before being transferred to the Pacific Theater late in 1944 to provide naval gunfire support during the Battles of Iwo Jima and Okinawa. Texas was decommissioned in 1948, having earned a total of five battle stars for service in World War II, and is now a museum ship near Houston, Texas. In addition to her combat service, Texas also served as a technological testbed during her career, and in this capacity became the first US battleship to mount anti-aircraft guns, the first US ship to control gunfire with directors and range-keepers (analog forerunners of today's computers), the first US battleship to launch an aircraft, from a platform on Turret 2, and was one of the first to receive the CXAM-1 version of CXAM production radar in the US Navy.

Among the world's remaining battleships, Texas is notable for being the first US battleship to become a permanent museum ship, the first battleship declared to be a US National Historic Landmark, and is the only remaining World War I-era dreadnought battleship. She is also noteworthy for being one of only eight remaining ships and the only remaining capital ship to have served in both World Wars. She is not, however, the oldest surviving steel battleship, an honor which goes to the twelve year older pre-dreadnought Mikasa ordered in 1898 by the Imperial Japanese Navy.

The Monument Inn has been in business since 1974, and Bob and Ann Laws purchased it in June 1990, according to the website. They've served almost 3 million guests since then, even though it burned down six months after they took over the restaurant.

Tomball, Texas Festival - May 8, 2021

By: Rich & Annette Haut, PWA Member's



My car, on left (1930). Carl's is in the middle (1929). Chet and Ramona's on right (1931).
They are Brand New A Owners. Have invited them to our meeting on Tuesday.
Gave them our website address, as well as MAFCA's. Neither one knew about us or MAFCA.

Tomball German Heritage Festival
Fri, Jun 4, 10 AM – 6 PM
Tomball Railroad Depot Plaza, 201 South Elm



Tomball German Heritage Festival
Sun, Jun 6, 10 AM – 6 PM
Tomball Railroad Depot Plaza, 201 South Elm



Tomball Bluegrass Festival
Sat, Oct 16, 12 – 5 PM
Travel Depot, 1407 Green Tree Drive



Sunshine Report

By: Mitzi Shaddix, Sunshine Coordinator

NEW MEMBER: **Jeff & Shelley Boyles**
 Dillon & Lauren Desai



Dan Kundtz	6/6
Leona Campbell	6/8
Art Shaddix	6/15
Arnita Hoekstra	6/24
Dr. David Gould	6/26
Mel Rivers	6/27
Jim Blaszczak	6/29



Vic & Shirley DeCoster	6/2
Hank & Carla Peplinski	6/2
Mel & Jane Rivers	6/8
David & Kimberly Teale	6/15
Ken & Melba Allee	6/22
Ron & Susan Cherry	6/26
Paul & Margie Gross	6/27

National Club Update

By: Jackson Garrison, MAFCA, MARC & MAFFI Representative



[MAFCA
Informational
Facebook Page](#)

[MAFCA Group
Facebook Page](#)



FASHION ARTICLES

It's not all about cars! The Era Fashions Committee creates a new era fashion article 6 times a year just for the website. These articles may be used in chapter newsletters or by individuals who want to learn more about the fashions in the Model A era.

Check them out by clicking on **ERA FASHIONS** from the left menu and selecting [ARTICLES](#).



EARLY BIRD UPDATE - NATIONAL TOUR

Countdown to "A White Mountain Adventure" is underway. The tour will take place on June 20 to 25, 2021. By now we hope you have made your hotel reservations and have registered for the tour. Information on the hotels we have lined up for the tour can be found on the [Tour website](#).

Registration for the tour must be postmarked or made online through the website by **June 10th**. Please note there is no onsite registration for the tour. If you haven't yet gotten a vaccination for COVID we strongly encourage you to do so. NH is relaxing many of the COVID restrictions including out of state quarantine requirements. Face masks are required in certain venues and locations so please have one available to wear.



Be on the lookout for our final early newsletter later this month.

[Click here for a 3-page update covering:](#)

Page 1 How the Hub & Spoke Tour format works

Page 2 Welcome Event Sunday June, 20th & Farewell Gathering, Thursday, June, 24th

Page 3 Tips on the Mount Washington Auto Road

YOUR INPUT IS NEEDED FOR MAFCA CONVENTIONS

MAFCA is undertaking a new effort to gain input from its members. To begin with, we need your help to identify what you believe is important for a successful MAFCA National Convention.

The survey contains only 10 questions and you can answer online by [clicking here](#). It will only take you about 6 minutes, perhaps less. Will you please help?



If you prefer, send an email to survey@mafca.com for a written copy that you can return by mail if you don't have access to the Internet.

The survey will be open for member responses from May 1 to June 30.

You can help shape MAFCA's National Conventions in the future. Thanks for your help.

My Memories of Mr. Ford

In the 1930's I was a Vocational Agriculture high school teacher in Tecumseh, Michigan. Since I was partially paid by Smith-Hughes funds, I was obliged and pleased to serve in some ways the farmers of the community.

I also liked to visit the farms from which my students came. As I marked them on a map, I noticed that there were none from the east side of town. When I asked why, I was told that that area belonged to Henry Ford, some three thousand acres.

One day I had a phone call from Ed Clark who was the manager of the Ford farms. He wished to come to see me. Mr Clark was a competent manager but wanted some help in such things as crop rotation. I offered to help if I could. I had a degree from Michigan State University in Agriculture, a few years of teaching experience, and a Master's degree from the University of Wisconsin. And I had also grown up on a 440 acre farm near Grand Blanc where my father had the reputation of being one of the best farmers in the area.

I was in Ed Clark's office one day when the phone rang. It was Mr. Ford who said he would be dropping by to consult with Mr. Clark. I rose to cut short our conversation, but Mr. Clark said to stay and to meet Mr. Ford.

Mr. Ford--nobody ever called him Henry--arrived in a Ford, of course, with a driver. He was a small man with a big hat and a rumpled suit and was very gracious. Mr. Clark led us into a conversation about how the acres might be managed to get the greatest yields. We seemed like any three farmers meeting on the town square on Saturday.

I had numerous contacts with Mr. Clark who drove a car often used by Mr. Ford. Since Mr. Ford was short, he had a block on which he rested his feet. Mr. Clark also showed me that there was a pistol under the front seat for Mr. Ford's protection, since as we remember there were labor problems about this time.

I saw Mr. Ford several other times when he would come to the farm headquarters and talk with the men who worked the farm. He took an active interest in his farms.

At one time he had an idea that he would follow the story in the Bible about the man who planted a cubit of wheat and at harvest, gave a tenth (a tithe) to the poor and planted the rest. He asked me to choose the wheat for the cubit. (I first had to find out how much a cubit was and make a box the right size.) I took the Ag boys to the farm and planted

Page two

the wheat by hand. After several years there was enough wheat to harvest with a threshing machine.

Mr. Ford brought a threshing machine out of the Ford museum and invited the press and friends to witness the threshing of the wheat. On a platform were distinguished guests. Mrs. Ford in one of her special hats and white gloves, in a Lincoln with a driver, joined the platform party. My wife, Betty, who was a musician played the organ. One selection was "Bringing in the Sheaves." I have a picture of the occasion which includes me, Mr. Ford, and others. The event was covered by TIME MAGAZINE and can be seen in the archives which store such publications.

The Ford farms were posted with NO HUNTING signs. But, I liked to hunt pheasants and asked permission to do that. It was readily granted and I shared my pheasants with Mr. Clark. Mr. Ford was pleased.

Since I could receive no remuneration for my services to the Ford Farms, Mr Ford often expressed his appreciation. Then once he invited me and my wife Betty to a square dance at their mansion. It was a gay evening. At one time, Mr. Ford crossed the floor to where Betty was sitting between dances, put one hand behind his back, leaned and said, "Mrs. Parsons may I have this dance. George got the cue and crossed the floor and asked Mrs. Ford for the next dance. When that ended, she said, "Come sit down. We shall have a little chat."

On some occasions, Mr. Ford asked Betty to play hymns for him on the organ at the Ford Chapel. He shared the organ bench and turned the pages to his favorite hymns.

One of the ideas I had in serving the Tecumseh community was to offer night classes to farmers. We discussed matters of concern to them, including how to report farm income on their tax returns. The attendance was good, sometimes more than the capacity of a rural school.

One night I noticed in the back of the room, Prof. Weaver, head of the Dairy Department at Michigan State University. He told me he had come to visit farmers, but it turned out he had come to watch me in action. Soon after, he offered me a job at MSU. This was an exciting surprise which offered me a good future. I discussed it with my superintendent who did not want me to leave. He offered a nice raise in pay which I decided to take.

The next year the same offer came. This time the raise in pay would have made my salary more than any other teacher. Knowing that that would have caused some jealousy and embarrassment, I decided to accept the MSU offer and move to East Lansing. At this point, Mr. Ford entered the picture

93	Winter	Mark & Judy	15,933
94	Wright	Eleanor	100
94a	Wyld	Ashley	100
95	Wyld	Gordon & Catherine	10,992
96	Wyld-1	John & Karen	3,747
97	Wyld-2	John & Karen	16,488
98	Zammit	Joseph & Winnie	4,000
	Total		1,189,648

Lady Drivers 2020 :From Ian Lavery 2020-12-12

Last Names First Names Date 'A'Year Model

1.	Baldasaro	Jennifer	2017	1929	155-A
2.	Brownlow	Joan	2017	1931	55-B
3.	Bye	Mary	2018	1931	55-B
4.	Campbell	Deborah	2017	1931	160-B
5.	Campbell	Josie	2017	1929	35-A
6.	Cengic	Jennifer	2019	1931	68-B
7.	Collins	Brenda	2017	1930	40-B8
8.	Field	Sharron	2018	1930	55-B
9.	Field	Sue	2017	1931	79-B
10.	Groen	Kathryn	2018	1928	45-A
11.	Intini	Kyna Dawn	2017	1931	160-A
12.	Lofts	Ursula	2020	1928	45-A
13.	Matthews	Dale	2018	1929	50-A
14.	Mulloy	Jean	2019	1931	45-B
15.	O'Hara	Derborah	2020	1930	40-B Dlx
16.	Peters	Jillian	2020	1930	155-C
17.	Spencer	Lynn	2017	1930	155-C
18.	Spires	Sue	2017	1928	50-A
19.	Tolchard	Judy	2017	1928	49-A
20.	Topp	Janice	2017	1931	40-B Dlx
21.	Twiss	Cherryl	2017	1930	89-A
22.	Vanderluit	Dr.Jackie	2017	1930	55-B
23.	Walter-Muench	Giselle	2017	1931	45-B
24.	Wright	Eleanor	2017	1928	76-A
25.	Wyld	Ashley	2020	1929	40-A



Page 3

and made an offer. If I would stay, he would build a house on his property at a location I would choose and rent it to me for \$25 a month for life.

My wife and I made the decision to move on. This was in 1945. I worked with farmers across the state of Michigan for 29 years and retired in 1974.

George E. Parsons

860 Lenna-Keith

East Lansing, MI 48823

Era Fashion – History of the Flapper, Part 3 of 4: The Rectangular Silhouette

Submitted By: Perry & Tammie Jones, PWA Members

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

Finally, women could breathe deeply when the waist-nipping corset went out of style.



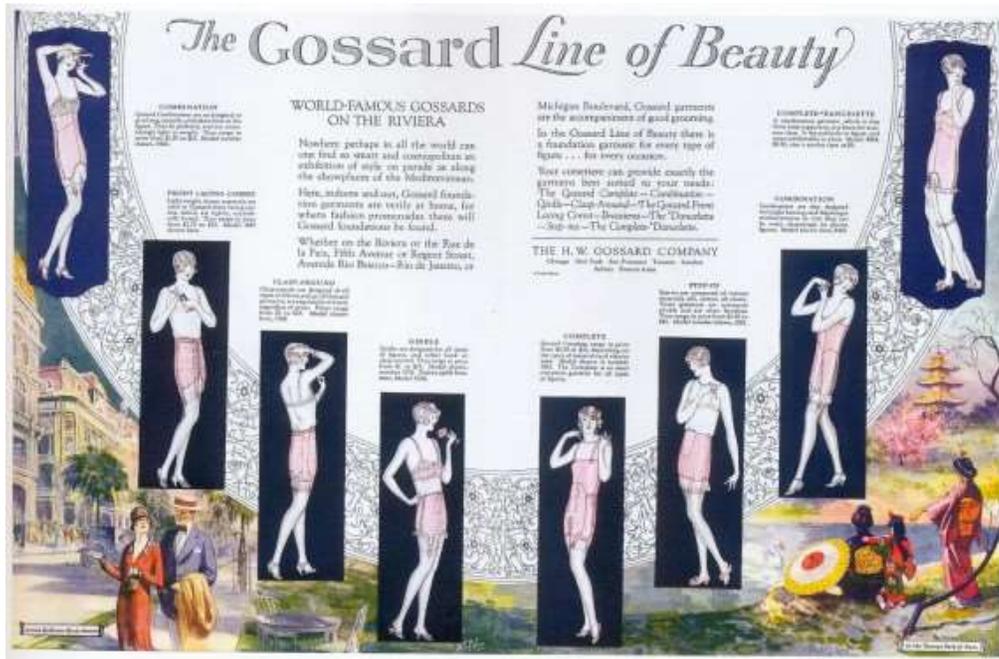
Woman's Institute of Domestic Arts & Sciences, 1925-1926

If a woman in the 1920s had a boyish figure and was naturally skinny, she was all set to slip on a slim sheath, a signature look of the 1920s. But if she was plump and curvaceous, she might choose certain undergarments to help achieve the fashionable unisex flapper shape.

The flapper silhouette was distinctive, and if you're a fan of PBS's "Downton Abbey," you've seen it in full effect this season: angular (basically rectangular), androgynous, slender and straight. It was influenced by Braque, Picasso, Leger and others artists whose work had hard, geometric forms and visible lines.

Undergarments worn in the 1920s were a steep departure from the waist-sucking, back-arching corsets of the previous decades. Gone was the Edwardian S-curve corset, meant to shrink the waist and emphasize the backside. It was replaced with garments designed to flatten the chest, hips and derriere.

Examples of the figure that women were seeking can be seen in the following ad for Gossard lingerie from 1926. If you didn't have that shape naturally, and you wanted a Twiggyesque body, that androgynous and iconic look from the 1960s that had its roots in the '20s, a few underthings could help you along.



Gossard's Line Of Undergarments, 1926



A Classic Step-In, 1920s

One of the more well-known garments of the time was called a step-in. The Gossard ad describes its version as “extremely pliable and often boneless.” These garments, usually made of silk or cotton, were loose, short and lightweight (often with a snap or button closure between the legs). In Flapper Jane, in the September 9, 1925, issue of *The New Republic*, the writer Bruce Bliven described what a young flapper wore.

Jane isn't wearing much, this summer. If you'd like to know exactly, it is: one dress, one step-in, two stockings, two shoes. A step-in, if you are 99 and 44 / 100th percent ignorant, is underwear — one piece, light, exceedingly brief but roomy.



Symington Side Lacer, 1920s

But there were other options besides the step-in. The Symington Side Lacer was pretty much the exact opposite of the 1990s Wonderbra. Once on, you pulled the straps to flatten and minimize the size of your chest, thus more easily slipping into the shapeless, drop-waisted dresses that were in fashion.

The point was to de-emphasize the default curves of a woman's body that had been exaggerated in previous decades. But, for many women that would mean getting into an elastic tube, a more structured version of today's Spanx. Freedom from a boned corset allowed women to finally, and literally, exhale with relief (and more easily dance the Charleston).



Rolled stockings, 1926.

With undergarments came stockings. Forget garters! The trend was to roll your stocking. And with hemlines rising to right below the knee, the chance that someone would catch a glimpse of your rolled stocking, and even more scandalous, your knee cap, was kind of the point. Padded methods increased the girth of the roll so the stockings would become more noticeable, as described in Threaded's Stocking Series, Part 4: The Rebellious Roll Garters. In fact, a Paramount silent film from 1927 starring Louise Brooks was even named after the phenomenon. And of course, there's the classic line from the song "All That Jazz" in the 1975 Kander & Ebb musical *Chicago*, "I'm going to rouge my knees and roll my stockings down," that solidified rolled stocking as a cultural touchstone as well as what might be an urban legend and sexual innuendo about flappers rouging their knees.

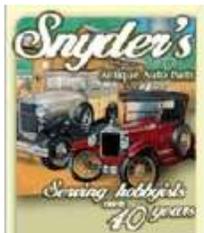
Was that shape-shifting and recalibrating a successful move toward gender equality during those Roaring Twenties? Yes, reducing feminine curves that had been synonymous with an outmoded version of feminine beauty was a direct path toward evening the playing field for men and women. But, the argument becomes cloudy when you consider that women ultimately looked less like men and more like underdeveloped, prepubescent youths.

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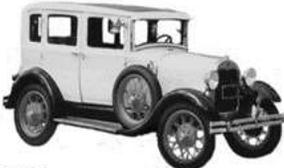
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AFTER 43 YEARS LETS LOOK BACK **AT SOME PWA CLUB HISTORY**

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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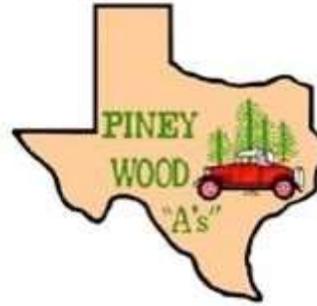
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"The Ford Squeaks" is the official monthly publication of the Piney Wood Model A Ford Club, Inc. This club is a local chapter of the Model A Ford Club of America (MAFCA), a region of the Model A Restorers Club (MARC). The newsletter is mailed to members, 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.