



Established  
August 09, 1977



THE  SQUEAKS

## PINEY WOOD MODEL A FORD CLUB

**VOLUME 47 - ISSUE 03 ---- MARCH - 2021**

### Inside This Issue

From the President's Desk.....	02	National Club Update.....	17
Rich & Annette Haut Meals On Wheels.	03	MAFFI Club Update.....	19
Meeting Minutes.....	04	MAFCA Chapter Coordinator.....	20
PIX-A-PART "A" Game For Experts.....	05	Era Fashion -- Hamilton Wristwatch.	21
Model "A" Engine Update.....	06	Era Fashion -- Winston Watches.....	23
Garage Talk -- Fixing Headlights.....	07	Note Of Historical Interest.....	24
Garage Talk -- Zinc Motor Oil.....	09	Supporting Our Friends.....	28
What's On The Calendar.....	13	PWA Club History.....	30
Sunshine Report.....	16	PWA Officer(s) & Chairperson(s).....	31

**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 Blaszczak

Hey Y'all

Wow, maybe we need a new Ground Hog. The animal they're using now must be really angry. I hope everyone is thawing out and getting things repaired from our crazy weather. 2021 continues to be one for the record books. It just doesn't seem fair that a place that gets hurricanes has to get this kind of winter weather too. Just say-in'.

In previous winters, I have taken for granted the mild weather in Texas that allowed us to drive our Model As all year long. Fortunately, things are getting better, both with the weather and with the pandemic. The weather is warming and Illona and I are getting our second shot this Friday. I know that a number of our members have received one or both vaccinations. That fact, as well as improving overall numbers with respect to the pandemic gives us reasons to be optimistic going into spring. Woohoo!!



I'm very excited about our upcoming Piney Wood activities. I believe that conditions are now encouraging enough to start planning tours again. Touring is a fundamental and favorite part of our club. It's only appropriate that we focus on "getting back on the road" in our Model A's. We have demonstrated that we can tour while at the same time respond appropriately to remain safe. When it warms up a little, it would be a good time to get your ride "ready to roll." We were unable to have our Annual Safety Inspection because of COVID, so you will have to do that maintenance individually. You don't have to do it on your own though. There are a number of members that would be glad to offer assistance if you need it. Just let someone know if you need help and we'll get you some support.

Traditionally, we have scheduled a tour on the 3<sup>rd</sup> Saturday of the month. With that in mind, we will be having some outstanding tours in March, April, and May. As usual, the tours are being planned with a drive and rest stop before lunch. A return route including a rest stop will follow a socially distanced lunch stop. More information on the route and a specific date will be coming shortly. Stay tuned and get ready to get out and have some fun.

As I write this, March is only a week away. Hang in there. Spring is not far away, especially if you live in Tomball. Ha! Ha! Ha!

*Jim*

## PWA Members Rich & Annette Haut Use Their 1930 Model A “Susie” To Provide

**MEALS on WHEELS**  
MONTGOMERY COUNTY

IN SEPTEMBER 2020 ...

🍴 20704

breakfast bags •  
lunches were  
delivered

👴 43

seniors added to  
service

🐾 338

pets served aniMeals



Rich Haut loading a cooler of meals into Susie, his 1930 Ford Model A Ford.

**Lord of Life members Annette and Rich Haut have been blessed by the Holy Spirit with the gift of hospitality.** Under the current circumstances there has been limited opportunities for them to share their table with others. Annette thought that Meals on Wheels was a great way to take advantage of this gift, as well as giving Rich an opportunity of sharing his Model A hobby. Meals on Wheels delivers around 5,000 meals a week here in Montgomery County and can truly use the help. Every Monday Rich is out there delivering meals on a route that runs down Lake Woodlands, delivering around 10 to 12 meals and saying “Hello in There” to several folks that genuinely need some hospitality. Weather permitting, Susie even gets to stretch her legs!

Stories of Faith **LORD OF LIFE LUTHERAN CHURCH**, THE WOODLANDS, TX

# Meeting Minutes

By: Elaine Bullard, Secretary

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

## Treasurer's Report:

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

## Antique Treasure Finds From Perry and Tammie Jones:

Unused 12 Pack of No. 1 Pencils from Sinclair. This is one of Tammie's favorites. You can sharpen these on both ends; yes no eraser so no mistakes. Find the dinosaur in the photo below.



Is an American petroleum corporation, founded by Harry F. Sinclair on May 1, 1916, as the Sinclair Oil and Refining Corporation by combining the assets of 11 small petroleum companies. Originally, a New York corporation, Sinclair Oil reincorporated in Wyoming in 1976.

The corporation's logo features the silhouette of a large green dinosaur, based on the then-common idea that oil deposits beneath the earth came from the dead bodies of dinosaurs. It is ranked on the list of largest privately owned American corporations. It owns and operates refineries, gas stations, hotels, a ski resort, and yes a cattle ranch.

# PIX-A-PART

"A" PHOTO GAME FOR EXPERTS

By FRANK BOWMAN

Okay, all you Model A experts — here is something new, just for you. Beginners can watch over our shoulder and maybe learn something.

It's simple. Just identify Model A parts from our photographs. Each photo requires a three-part answer, each answer is worth points. Grade yourself to learn how much you *really* know about the Model A Ford.

**Score . . .** Name the part for 2 points. The part number is worth 4 points. The year, or years, the part was applicable to the Model A is worth 4 more points. Thus a perfect score on each photo is 10 points.

**Grade . . .** 2 points, you are a "Beginner" and should only be watching. 4 to 8 points, you are an "Apprentice" and need more experience. Perfect score, you are an "Expert" and can kick tires with the best of them. Catch us at a mistake, you are a "Genius" and should be an editor.

**Clues . . .** We may or may not always show the whole part; the part might be from anywhere on the Model A (or AA!); and not necessarily shown actual size. The game gets tougher as we go along.

**Example . . .** Our first photo is free, just to show how the game works. Even beginners should recognize the timing pin; so if this one stumped you, forget the whole thing.



NAME	Timing Pin	(2 pts.)
NO.	A-6023	(4 pts.)
YEAR(s)	1928-31	(4 pts.)

## Contest Photo's

1



NAME		(2 pts.)
NO.		(4 pts.)
YEAR(s)		(4 pts.)

2



NAME		(2 pts.)
NO.		(4 pts.)
YEAR(s)		(4 pts.)

Answers On Page 12

## Re-Engineering The Model "A" Engine Update 01 February 2021:

Hello to All,

In case someone gets this email without seeing the full article on the "NEW" Model A Engine, it is available at: <http://www.modelaengine.com>. This website also has engineering details, all of the previous updates, pictures, videos, and the latest "Builders Guide," "Doubling the Flow Area of a Model A Oil Pump" and "Installing an Oil Filter".

If anyone has a question, concern, comment, suggestion, or wants to get on the email list for updates, please reply to [model.a.engine@hotmail.com](mailto:model.a.engine@hotmail.com). We will add your email address to our mailing list for updates and do our best to address any questions that you may have.

There have been several inquiries regarding the status and schedule for the New Model A Engine kit (Cylinder Block, Crankshaft, and Connecting Rods).

We expected to have parts near the end of January 2021, but are running about 4 weeks late.

We placed a production order near the end of October 2020 with a promised delivery date near the end of January 2021.

The delivery date and quantity of New Model A Engine kits from China (Cylinder block, Crankshaft, and Connecting rods) are both being impacted by problems that we have no control over.

The engine factory in China is huge and it has multiple machining lines. They recently received an order for 10,000 Mitsubishi engines. These engines will be manufactured on a line that has multiple special machines in series that is a modern version of the machining line seen in movies from the Ford archives.

Since our order is small, it has lower priority and is being manufactured on a line using CNC machines. The good news is that the factory will maintain the same Quality Assurance standards whether the order is big or small. The bad news is that our requested quantity will not be met.

After the production order was placed in October 2020, there has been an energy shortage in China, the factory where the flywheels are being manufactured is completely shut down because of a new Covid outbreak, and there is a shortage of shipping containers.

I spoke with John Lampl today and the New Engine Kits being shipped to Australia/New Zealand, and Europe will be delivered to the container yard this week, and the New Engine Kits being shipped to the USA will be delivered to the container yard on February 9th.

Terry Burtz



# Garage Talk – Fixing Random Headlight Problems

By: Frank De Lucia, Newsletter Editor

## The Challenge:

**Figure #01**, I am sure everyone at some point has had trouble with a High / Low Beam Headlight Socket and have come up with a “Quick Fix” to prevent the electrical contacts coming together thereby turning on the High and Low Beam Headlights at the same time and/or producing a Flashing / Blinking Headlight when driving.

## Detailed Evaluation:

**Figure #03** when installing a Headlight Bulb, the conical prong surface forms an electrical contact. **Figure #02 & 04** If the two conical prong surfaces are not exactly aligned the prong spring force will kick-off the conical prong in the headlight socket to one side thereby causing the two prongs to randomly make an electrical contact **Figure #01**; hence Headlight problems.

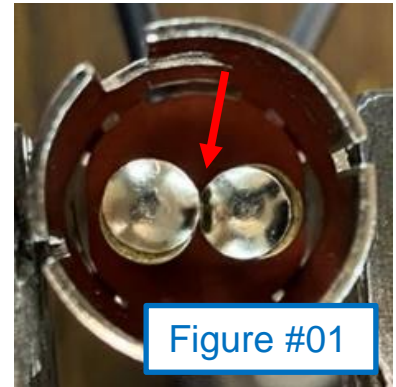


Figure #01

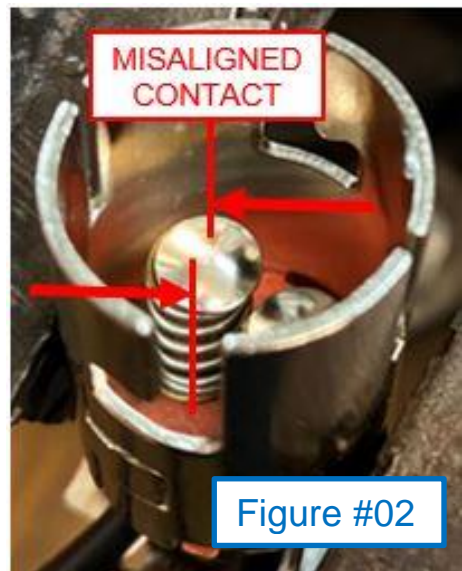


Figure #02

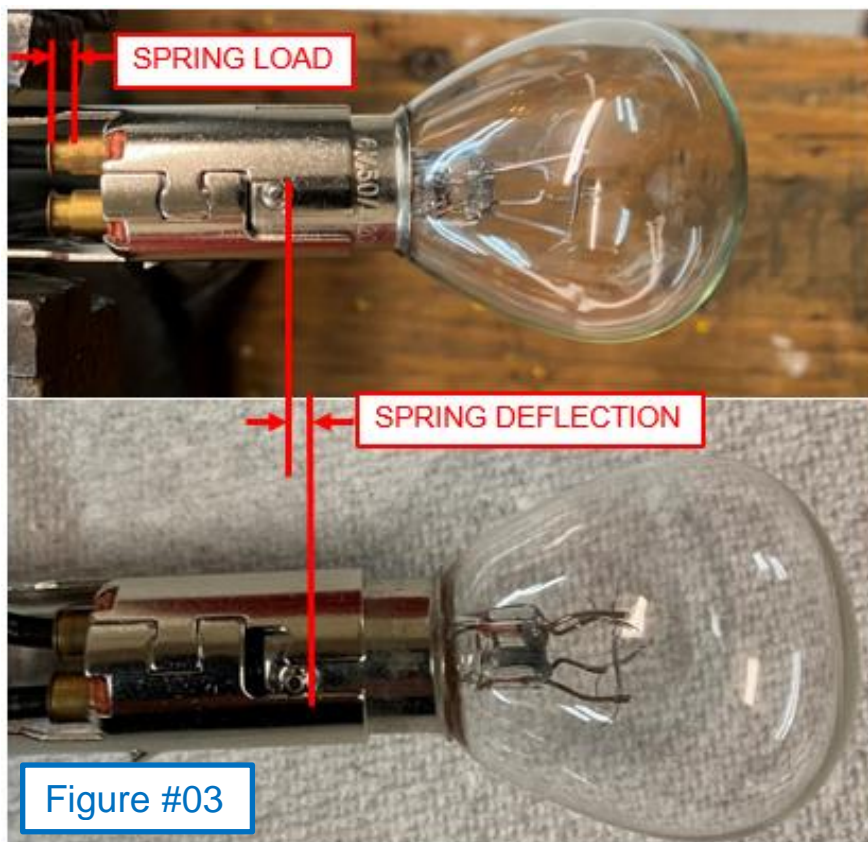


Figure #03

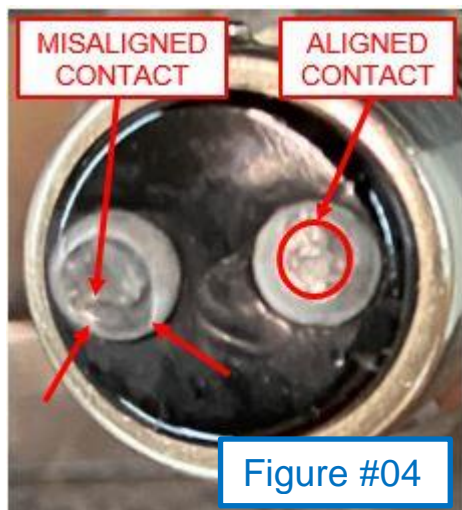
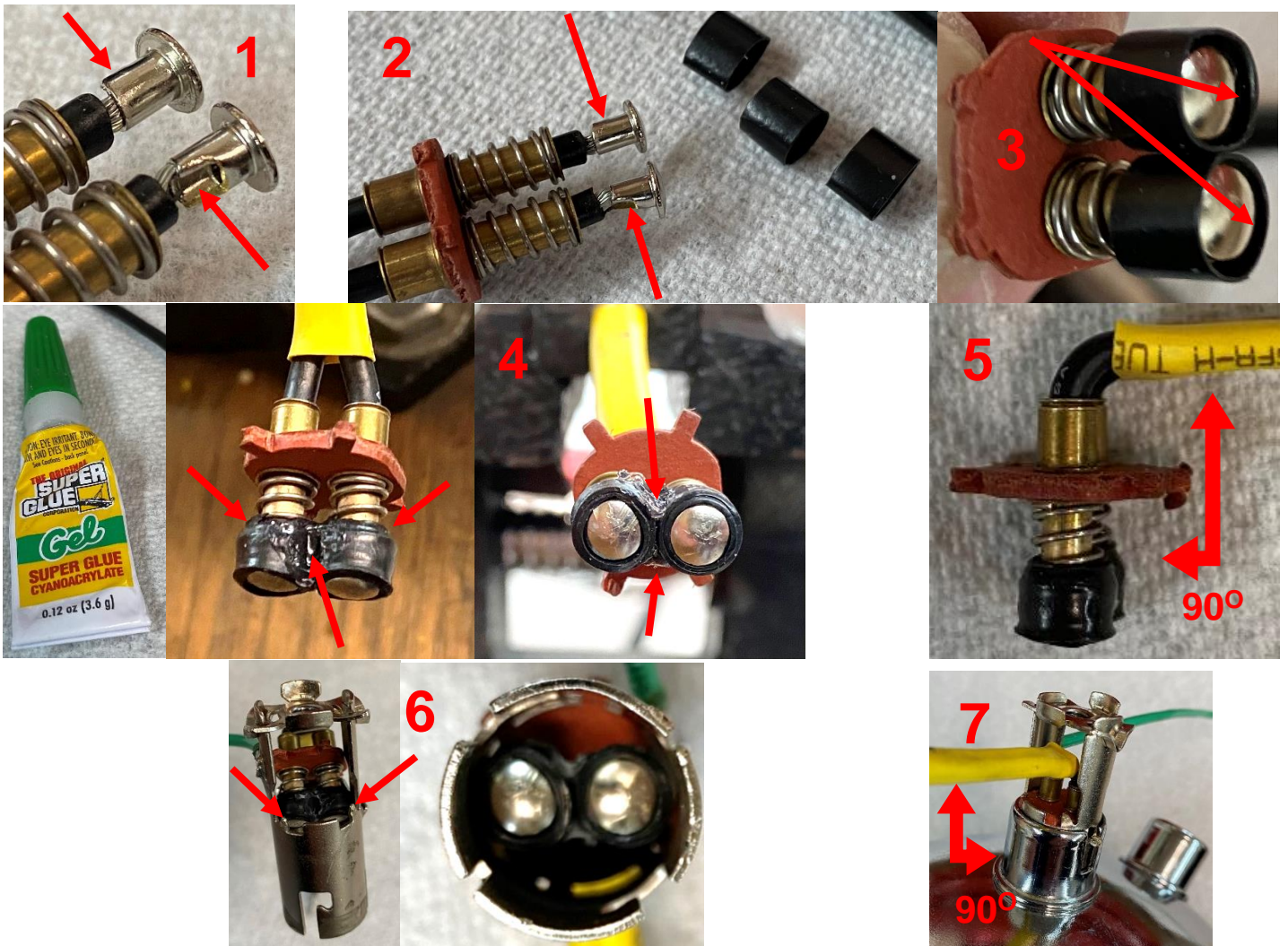


Figure #04

## The Retrofit:

**Item #06** now controls the Headlight Socket Conical Prong movement when either installing a High / Low Beam Headlight Bulb and/or **Item #7** conducting a Headlight Adjustment.

1. To help centralize the Conical Prong place the Wire Crimp Ends to the outside then on a flat surface bend both Black Wires 90° apart to maintain that orientation during Step 3.
2. Cut Qty (6) 3/16" Diameter x 3/16" Long Shrink Tube, Note: takes Qty (3) per Conical Prong.
3. Place the first Qty (2) Shrink Tube Sleeves over the Conical Prong with a small amount sticking out past the conical prong electrical contact then Shrink with Heat; repeat for other Sleeves.
4. Apply a small amount of Super Glue as shown. Let dry for 24 Hours before handling.
5. After 24 Hours of drying and maintaining the 90° orientation during Step 1 gently, re-bend the Black Wires together as shown and Shrink Tube those wires to the new position.
6. Assemble Conical Prong into the Headlight Socket and Crimp the Qty (4) Tabs back.
7. The 90° orientation now provides sufficient Wire Clearance for Headlight Screw Adjustment.



# Garage Talk – Lucas High Zinc Motor Oil

By: Perry Jones, PWA Member

Web Link: [Lucas Oil 10679 Oil SAE 10W30, ZDDP Enhanced, High Zinc](#)

## DETAILS:

Oil Type:	Conventional
Oil Weight:	10W30
ZDDP Enhanced:	Yes
Liquid Measurement:	:5 quarts
MFG. Part #:	10679
Sold in Quantity:	Each
Notes:	(1) 5-quart jug.
GTIN Code:	049807106799
Unit Cost:	\$29.99
Speedway MotorPart #:	484106791



## INFO:

Lucas Hot Rod & Classic Car Engine Oil SAE 10W-30 is manufactured with the highest quality paraffinic base oils and is fortified with a unique additive package containing high levels of zinc, molybdenum and phosphorus, which provides a tougher, thicker additive film for maximum protection even under the most severe conditions. It lowers oil temperatures, extends oil life and minimizes metal fatigue. It improves the film strength between the cylinder wall and piston rings and slows oil burning and improves pressure in worn engines. It has good cold temperature properties and stands up to high operating temperatures. It is compatible with methanol and all racing fuels, as well as with synthetic and non-synthetic oils.

Lucas Hot Rod & Classic Car Motor Oil SAE 10W-30 is for muscle, showroom, classic and trophy cars without catalytic converters. It can be used in racing applications. Not recommended for passenger car use.

- Contains the high levels of ZDDP (Zinc) necessary to protect flat tappet cams, lifters, and pushrods
- Provides excellent thermal stability in case of overheating
- A true long lasting performance lubricant
- Contains special Lucas additives that protect against rust, corrosion, and dry starts associated with long periods of non-use

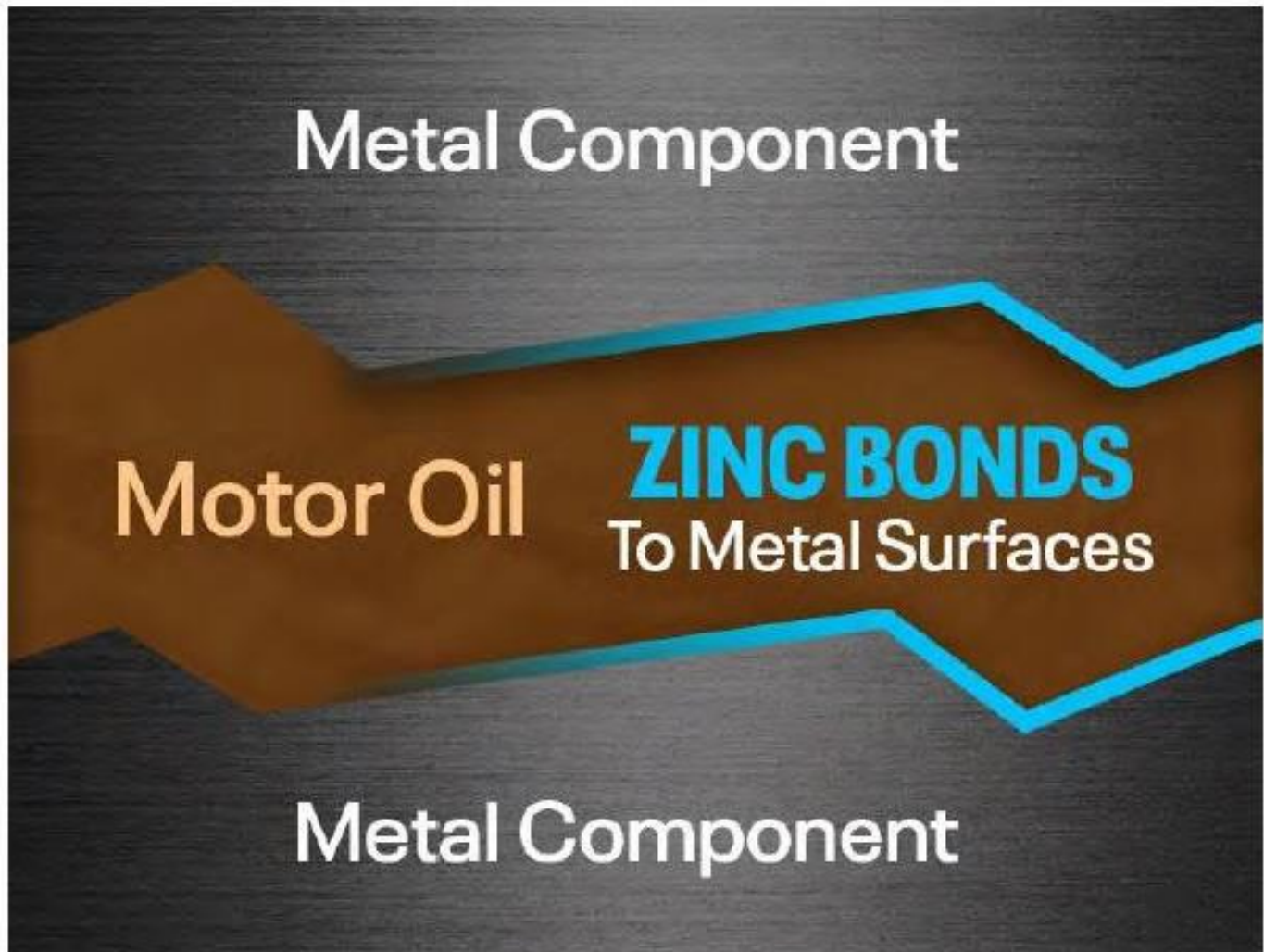
Web Link: [Material Safety Data Sheet](#) (PDF)

## Why Old Engines Need ZDDP

Modern engines are vastly different than what the hobbyist racer or hot rodder has in their specialty vehicle. Engines have changed significantly since the 1950s, and mainstream motor oil has followed suit. Today's parts-store engine oil is engineered for modern engines, not your engine. This means your engine needs specialty oil from a specialty retailer, like Speedway Motors.

## Benefits of ZDDP in Oil

Zinc dialkyldithiophosphate, commonly known as ZDDP or "zinc" is an anti-wear additive that creates a surface layer boundary inside your engine. This additive sticks to metal, minimizing metal-on-metal contact in high load situations, when the oil film thins out. Plus, this boundary layer has the added benefit of minimizing corrosion due to oxidation, so engine internals stay rust-free. As such, ZDDP is great for engines that have more inherent valvetrain, piston and bearing friction, as well as engines that sit for extended periods of time.



*Under a microscope, your engine components are a series of peaks and valleys, separated by a layer of motor oil. The zinc in ZDDP-enhanced oil attracts to the metal.*

# Oil Thins Under Heat & Load

## ZINC REACTS

### Forming Phosphate Glass Film Film Prevents Metal-to-Metal Contact

*Under severe heat and load, as the oil film thins out, zinc reacts to form a phosphate glass layer. This layer prevents metal-to-metal contact, significantly minimizing wear. Plus, it prevents oxidation too!*

#### Zinc in Oil - Not a Myth

ZDDP was first used in mainstream motor oil in the 1940's, primarily for its anti-corrosion benefits. Zinc kept the lead-copper bearings of the day from oxidizing, but it was also found to significantly reduce wear. As a result, ZDDP levels in mainstream oil gradually increased up until the early 1990s, peaking around 1,200-1,400 parts-per-million.

Starting in the early 2000's, hot rodders, race teams and automotive enthusiasts began seeing an increase in camshaft and lifter failures, particularly with flat-tappet cams. Issues with flat camshaft lobes became common place. Enthusiasts began scratching their heads trying to figure out why these failures happened. Valve spring pressures were checked, lifters were matched to the cam, everything was put together correctly, and brand-name oil was used - but there was still a failure.

Significantly reduced levels of ZDDP in mainstream oil were to blame. Looking back, we know these things changed parts-store oil forever:

- Addition of sensitive emissions equipment like O2 sensors and catalytic converters
- Better fuel economy via more efficient engines (roller valvetrains, georotor oil pumps, thinner piston rings, etc.)
- Introduction of ethanol in gasoline (first E10, now E15)
- Increased levels of detergents, extending oil change intervals

Modern parts-store oil is engineered with all of these things in mind. Obviously, your Eisenhower-era cam-in-block engine has a different set of engineering challenges. It needs different oil.

## Best Oil for Older Cars and Race Engines

Oil composition has changed greatly over the years and while a certain brand/type of oil may have worked great in the past, the reduction of ZDDP could now spell disaster for your engine. ZDDP levels have gradually decreased since the 1990s in ALL mainstream oils, including diesel oils. In fact, the API's new "SP" oil specification, set for release in 2020, is the first to not have been tested on an OHV pushrod or flat tappet engine.

For certification, API oils are tested on engines with a maximum 215 lbs. (open) valve spring pressure. Typical performance engines are equipped with valve springs over 280 lbs. (open) pressure. If you have an engine with a flat tappet cam, you need to be sure that the oil you use has enough ZDDP in it to create that layer of protection between the cam and lifters.

## Motor Oil is Application-Specific

Just like all the parts in your engine, motor-oil is designed for a specific usage and operating range. ZDDP additive packages will vary between applications, so be sure to match your oil to your vehicle: break-in oils, classic car oils, racing oils, diesel truck oils, or modern performance oils. Here at Speedway Motors, we've done the research for you. Our business is run by enthusiasts who've been building, racing and rebuilding engines for 3 generations. We know what you need, and which oils perform best.

See our full line of high-zinc oils, ZDDP oil additives and break-in oils by visiting our [engine oil page](https://www.speedwaymotors.com/the-toolbox/what-is-zddp-benefits-of-zinc-in-oil/30870?).

<https://www.speedwaymotors.com/the-toolbox/what-is-zddp-benefits-of-zinc-in-oil/30870?>

---

**PIX-A-PART ANSWERS. Photo 1: Crank hole cover, part number A-8216, 1928-31. Photo 2: Hood hinge retainer, part number A-8220, 1928-31. Better luck next time.**

---

# What's On The Calendar?

By: Robert Bullard, PWA VP & Tour Coordinator



As I get more and more into my MAFCA Director Role as Chapter Coordinator, I realize that, virtually all Chapters are in the same boat as us. No monthly meetings, limited face-to-face time, no tours or outings and generally the clubs are staying connected via their Newsletters. We are very fortunate to have one of the good ones so at least we have that going for us. So far, I'm getting to read somewhere north of 150 newsletters and club emails a month and all are expressing the same sentiments: Hopefully we'll see the cumulative effect of the vaccine and we'll start getting this virus under control so we can get back to socializing on a normal schedule again.

Now, having said that, Jim and I are discussing the possibility of tours for March, April, and May that approximates the tours last fall. Mostly to parks with adequate room for proper social distancing, perhaps (or most likely) a picnic combined with a great route. So far our roughed out schedule looks like this:

- March – Flower Tour around the Brenham area with a picnic at Baylor University State Park
- April – Lake Somerville State Park Tour with a picnic
- May – San Jacinto Battleground State Park with a picnic or lunch at a seafood restaurant.

We are hoping that as the year progresses and the percentage of people that have received their vaccines that we will all feel better socializing as a group. If everyone is comfortable with these tours maybe we can get back to our monthly tours.

I think we are still a ways away from resuming our month breakfast meetings.

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

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

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

1515 White Mountain Highway (Route 16),

North Conway, NH 03860

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

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

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

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

**Additional Amenities:**

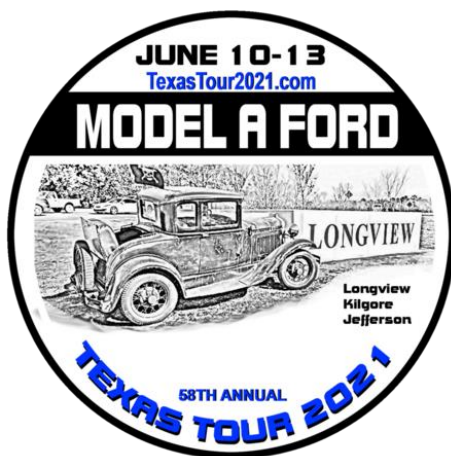
- 80 guest rooms, 5 suites and 6 vacation condominiums
- Conference center accommodating up to 65 guests
- Complimentary breakfast in the JW Dodge Room from 7:00 – 9:30 a.m.
- Complimentary Wi-Fi Internet
- Indoor pool and hot tub (year round)
- Outdoor pool (seasonal)
- Fitness center
- Business center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



**Pet-friendly rooms (charge applies)**

## Web Link:

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



### SCHEDULE

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

## Save the Dates!

### 58th Annual Texas Tour

June 10, 11, 12, 13

LONGVIEW, TEXAS

WITH DAY TOURS TO

JEFFERSON & KILGORE

WELCOME LETTER INCLUDES DETAILS AND  
HOTEL INFO. CLICK HERE

REGISTRATION FORM [CLICK HERE](#)

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

(AGES 13 AND UP; CHILDREN UNDER 13 FREE)

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

SCARECROW WILLIS, CO CHAIR

NATE ROMINGER, CO CHAIR,  
903-918-8771

### MAILING ADDRESS

Texas Tour 2021 in Care of  
David "Tex" Willis, Chair

P.O. Box 752 Winnsboro TX 75494 US  
[TexWillis@TexasTour2021.com](mailto:TexWillis@TexasTour2021.com)

# Sunshine Report

By: Mitzi Shaddix, Sunshine Coordinator

**NEW MEMBER:** James Wade  
Kingwood, Texas

---

Jim Baccus	3/2
Vic DeCoster	3/8
Don Endebrock	3/9
Kim Teale	3/10
Charles Atkinson	3/13
Phillip Burmaster	3/13



---

Bill & Arnita Hoekstra	3/1
Tom & Alicia Stevenson	3/21

# National Club Update

By: Jackson Garrison, MAFCA, MARC & MAFFI Representative



[MAFCA  
Informational  
Facebook Page](#)

[MAFCA Group  
Facebook Page](#)

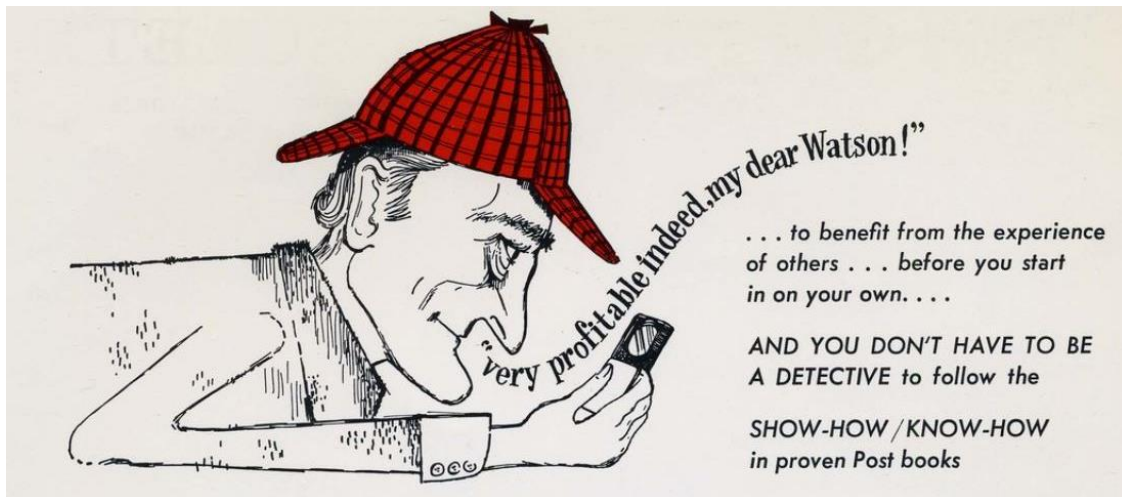


Photo From: "The Restorer," November / December 1968, Volume 13, Issue 4

## [MAFCA WEBSITE](#)

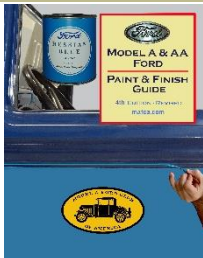
### Price list for Model A Ford Club of America

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

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

#### Publications

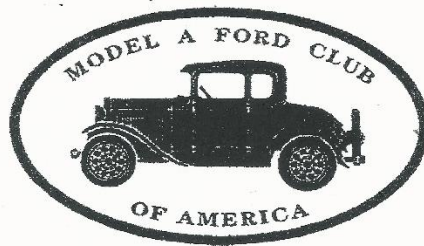
[Back to Top](#)



#### **\*New\* Revised Paint and Finish Guide - 4th edition**

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

**US \$42.50**



## Free 1<sup>st</sup> 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 \_\_\_\_

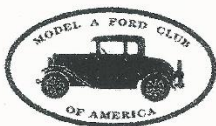
### Requirements for Free Membership

- 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](http://mafca.com) to view merchandise store

#### Popular MAFCA Store Items Include:

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



Mail Application to:

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



## [MAFFI Website](#)



Over Eighty Years Ago...Henry Ford created his legendary Model A Ford, now an icon of Americana representing the transition from flappers to breadlines as the depression rolled across the continent.

You can help to preserve Henry's Lady, the Model A Ford and the dynamic era of 1927 through 1931 by joining the Model A Ford Foundation. MAFFI is dedicated to the preservation of historical information and memorabilia of this time of change in America.

Your membership donation is tax deductible under the Internal Revenue Service rule 501 (c)3 and will help us with our many projects and worthwhile goals such as the Ford Parts Project and the support of THE MODEL A MUSEUM. Exciting new projects are on the horizon and you can be a part of them!

And with each membership to MAFFI, access to the Gilmore Museum is included! The Gilmore is the home of MAFFI and the membership allows 2 family adult admissions (married couple or parent and adult child)

Encourage your Friends to Join Today! Through the mail: Download the application PDF, print it out, fill it out and mail it in with your check. Its that simple.

[\*\*Application  
PDF File\*\*](#)

Online with Paypal: Use the following buttons to pay through PayPal. Your address and email in PayPal will be used for the membership info.

MAFFI Memberships

[Add To Cart](#)

*Model A Ford Club of America*

250 SO. CYPRESS • LA HABRA, CALIFORNIA 90631-5586  
562/697-2712 • 562/697-2737 • FAX 562/690-7452

*From the desk of 2021 Chapter Coordinator  
Robert Bullard*

I finally feel like I'm getting settled in as Chapter Coordinator. It has been a very busy two months getting my feet planted squarely on the ground and inserting myself into the stream of Chapter activities and information flow. I still have a ways to go so please be patient if you reach out to me with questions and my responses are not immediate. Since every question is virtually a new situation for me, I have to research most questions before I can respond. This takes time.



Having said that, my first observation I'd like to share is that MAFCA and the 280 or so Regional Chapters are blessed with a very dedicated and talented cadre of Newsletter Editors. I've caught up with my reading of all the chapter newsletters I've received year to date and I must say their quality is impressive. To all of you out there working, coercing and/or cajoling your membership for stories and information; keep up the great work. Your newsletters are informative, inspirational and necessary for the health of our club.

Virtually everyone is facing the same challenges. COVID restrictions and winter weather in many parts of the country are restricting our ability to get together, tour and socialize. However, these obstacles will eventually pass and we will be able to get out on the road in mass. This time of year is historically a good time to get out there and make sure your "A" is mechanically and electrically ready to hit the road when the time comes. Safety is the key priority so check the "old girl" out carefully and make sure all your safety modifications are functioning properly along with brakes and steering. Fundamental to every other function, being able to drive straight down the road and brake as needed is paramount for safe and fun outings.

I'm sure there will be many that will drive from their home to our national tour in New Hampshire. Thanks to Mark Smith, Tour Chairman, Keith Costello, Vice Chairman and our host club, New Hampshire Lakes Region Model A Club for all their hard work in preparing this year's national tour. I'm sure it will be awesome and Elaine and I look forward to seeing you there. Until next month, don't forget to count your blessings and "Pay Them Forward".

Robert Bullard  
2021 MAFCA Chapter Coordinator

# Era Fashion – Hamilton Wristwatches by Date 1929

By: Frank De Lucia, Newsletter Editor

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

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

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



Glendale



Langley



Gladstone



Spur



Pinehurst



Raleigh Engraved



Raleigh



Coronado

## Hamilton Watches Used in Aviation:

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

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

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

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

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

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

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

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

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

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

(Left to Right)

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

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

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

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

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

**HAMILTON**  
THE WATCH OF RAILROAD ACCURACY

## Fashionably Speaking

by Fern Davis, era fashion editor

To most Model A fashion enthusiasts, wrist watches are somewhat of a "gray area." We all know pocket watches were carried by most men throughout the Model A era, but what about wrist watches? We see very few worn by our fashion contestants. Why? Because they are not certain exactly which were worn in our era.

Our illustration is from an ad which appeared in *Cosmopolitan*, December 1929. You will notice, three are men's and three are women's. These are "Winton" watches. In the same magazine there is another ad, by the Wadsworth Watch Case Company showing four of their watches with movements by Elgin and definitely "Art Deco."

In the *American* magazine, December 1929, there is an ad for "Bulova" set in diamonds, sapphires and emeralds, both in the case and strap. "Glycine" was another watchmaker. In the *American* magazine, August 1929, there is an ad for a "dustproof, moistureproof, and absolutely shockproof" 17-jewel, radium dial "Illinois" man's watch, with a one-piece metal mesh strap. In *Vanity Fair*, December 1929, there is an ad for the "Perpetual self-winding watch." One man's and one woman's are shown. They look plainer than the others, with a round face and about a quarter inch to half-inch metal band around the face. The man's has a leather buckle strap and the woman's a braided metal strap with a metal clasp. Most had 15 jewels, though 7 jewels were also used, as well as 17 jewels.

Looking in the Montgomery Ward's catalogs, both the 1929-30 and the 1930-31 issue show six to eight pages of wristwatches as well as several pages of pocket watches. The same is true of the Sears catalogs. Their shapes were as varied as those with which we were familiar before the advent of the digital watch. Both standard and Roman numerals were used. I have not seen any without numbers. Some had luminous dials or silvered dials with raised gilt numbers. Most men's had second hands in a small circle where the "6" usually appears. Women's did not have this, except for strictly sport styles.

Cases, generally looked heavier and more ornate than later years. They were about one-quarter inch thick. If not set with stones, they were usually hand engraved with intricate designs. Some were curved to fit the wrist. They were made of yellow or white gold, platinum, or solid nickel.

Beside leather straps, there were metal expansion bands, yellow or white gold-filled, metal mesh with adjustable folding clasp, double metal braided bands with metal clasp, and "Ribbon straps," which look like a heavy gros-grain ribbon, either with gold interwoven, or trimmed; some say they were silk. There were safety chains on the more expensive women's watches, but they were not common.

Very few strictly women's magazines carried watch ads. This tells us they were probably given to them mostly as gifts, and certainly not worn universally as today. Anyway, now that you know what to look for, you can be confident when you find a real era watch.



**EDGEMERE**  
\$57.50

**BILTMORE**  
\$29.75

**GARDENIA**, \$125.00  
(17 Jewels—8 Diamonds)

**GRANDEE**, \$50.00 (17 Jewels)

**DELPHINE**, \$29.75

**MABEL**  
\$45.00

Let it be a wrist watch by all means whether "to her" or "to him." But let it be a watch that will be a credit to both—to the one a thing of beauty, a boon companion—to the other a tangible means of conveying real affection. In other words—make sure that it bears the name "Winton"—a watch whose outward appearance bespeaks quality, refinement, good taste and in whose veins runs the blood of four generations of watch craftsmen.

WINTON WATCHES ARE MADE ONLY IN 15 AND 17 JEWEL MOVEMENTS PRICED \$25 TO \$1,000. WRITE FOR BOOKLET—"YOUR PERSONALITY—AND YOUR WATCH" THE WINTON WATCH DIVISION OF THE HIFFE DUDSHEIM CO., INC., 37 WEST 46TH STREET, NEW YORK. IN CANADA 169 ST. PAUL STREET, W. MONTREAL.

**WINTON**  
WATCHES

THE RESTORER - NOV/DEC 1992 17

# Note Of Historical Interest

By: Tom & Annette Mather, PWA Research Historian's

Article From The Restorer, Vol.20, Issue #4, Nov-Dec, 1975

## GENE FARKAS AND THE MODEL A



Eugene Farkas was born in Hungary in 1881 and immigrated to the United States in 1906 where he eventually landed a job as a draftsman for Ford Motor Company in Detroit. In 1915 he was put in charge of Fordson Tractor Engineering, and from that time forward played a leading part in Ford experimental design on such projects as the tank, X-8 engine, the welded wire wheels, steel piston assemblies, brake systems, spring systems, and the Model A chassis.

Mr. Farkas retired from Ford in 1946 and in 1953 was interviewed by the Oral History Section of Ford Motor Company for his reminiscences. The following comments are excerpts of his Model A memories. *Courtesy of the Ford Archives*

*"... It must have been the spring of 1927 that we started design on the Model A. It may have been in the fall of '26. The Model T's were still in production up to the spring of that year before they shut it down. We had done considerable work previous to that. By the time Model T production was shut down, we already had a car running.*

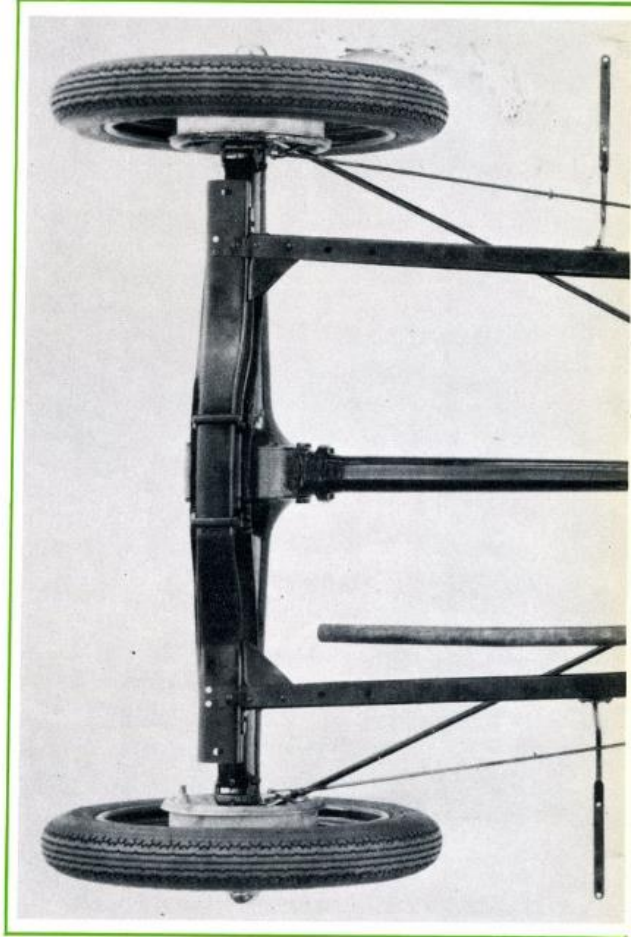
*On this original chassis we had the Bendix brakes with a one-piece drum and wire wheel hub. He [Henry Ford] decided that we really had to go after this now, seriously, and establish a permanent design.*

*I was to work on the rear axle, the brakes, the frame controls, and what we called chassis design generally, motor mounting and so forth.*

*This work, of course, connected me with the body engineering a little bit because Mr. Ford told me to follow up the fuel system. Like the tank which was in the dash originally in the Model T. He wanted to continue that in a different way. For instance, he didn't want to install that in the body. In other words, skin of the tank would also be the skin of the body.*

*We worked out a method with Riemenschneider in order to give it strength and the proper shape. He developed a seam welding. It was a stitch welding where you can take two pieces of metal any shape, only it had to be on a curve and run along a couple of electrodes, and just stitch it on. It was spot welding really, but it was so close together it was continuous. You could see the different welds or spots, but they were fused together by the time the job was completed so there would be no leak.*

*The tank had to be made of terneplate in order to keep it rust proof. The only trouble that they might have had was with the paint. The paint didn't seem to last as long on the tank as on the rest of the body.*



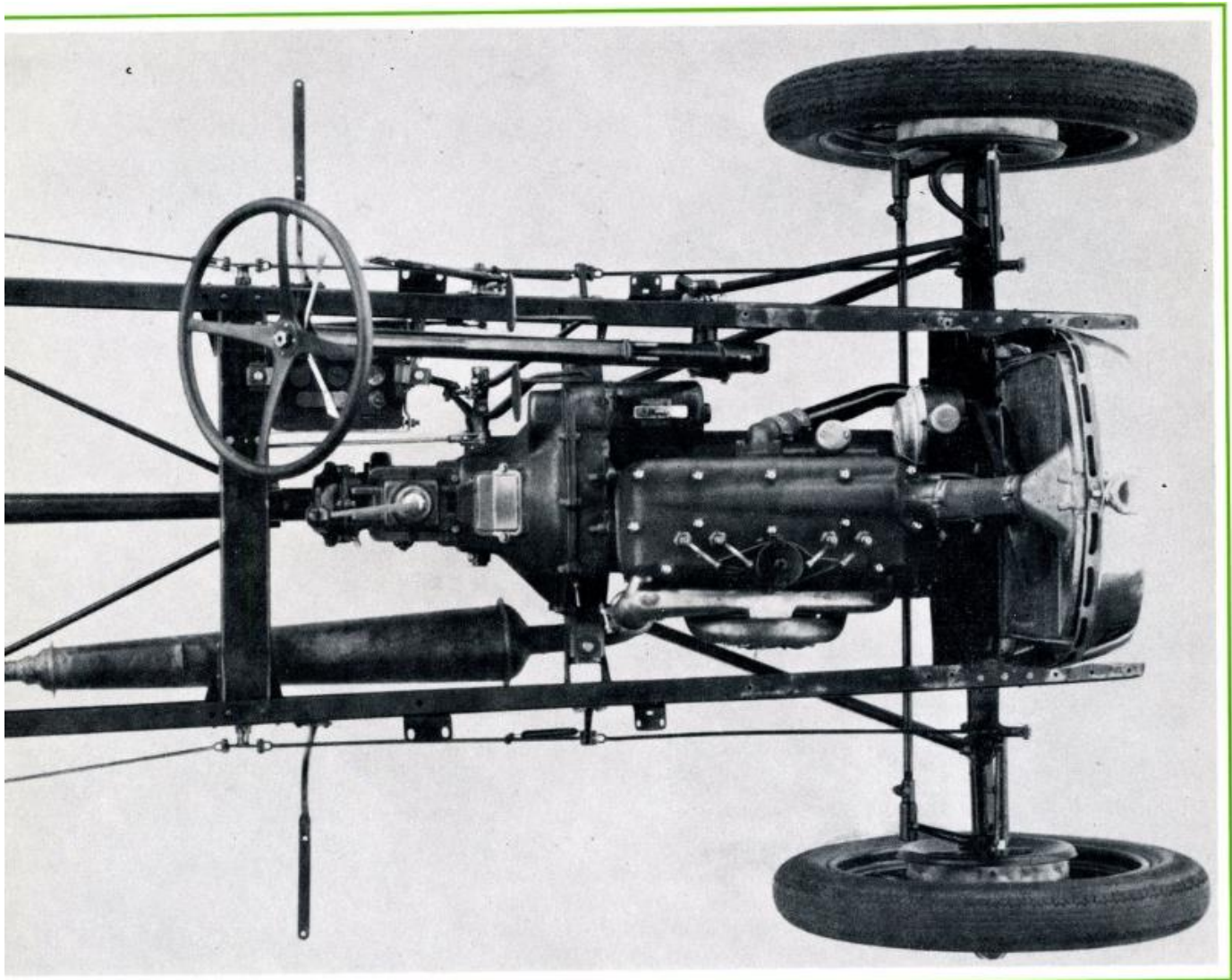
*Courtesy of the Ford Archives*

*I think they might have had some little trouble with the tank.*

*With that I had to design a filler cap to eliminate fire hazards and also a little instrument board that was part of the tank. The back portion of the tank was so fashioned that it became the support for the hood. In that instrument panel, of course, we had just the speedometer, the ignition switch, and gasoline gauge which was a little mechanical gauge with a cork float. It was pivoted around the point and as it was turning, it would drag with it a little indicator which was numbered corresponding to the number of gallons in the tank. It was very accurately calibrated.*

*These were a few of the things Mr. Ford gave me personally to do.*

*When it came to laying this all out, I had to lay out part of the body or the outline of the body in proportion to the tank, and the rest of the chassis, motor, and wheels.*



**BEFORE MODEL 'A' CAME MODEL 'TX' —** This experimental chassis was photographed August 24, 1927, and identified as "TX chassis". Edsel Ford had just made a public announcement that a new car was in the making to replace Model T but up to that date Henry Ford had not announced what it would be called. Meanwhile, Eugene Farkas, one of his most trusted engineers, worked steadily to get the chassis ready for production.

*The car at that time was just about the same height as the Model T. It occurred to me that it would be desirable at this time, when we were making practically a brand new car, to reduce the height of the car without decreasing the road clearance—that is—not too much anyway.*

*I know Edsel Ford was very much interested in that too. He followed the body design more closely than anything else. He was more interested in styling than anybody else. When I suggested that to him, he approved it 100 per cent!*

*So I made a sketch of what I had in mind. By leaving the front end of the motor in exactly the same spot, and drawing a new line for the center line which would drop the rear end of the motor (where the transmission was) about three inches, that also straightened out the drive shaft. It made it practically a straight line drive.*

*Therefore, at that time we had just straight foot*

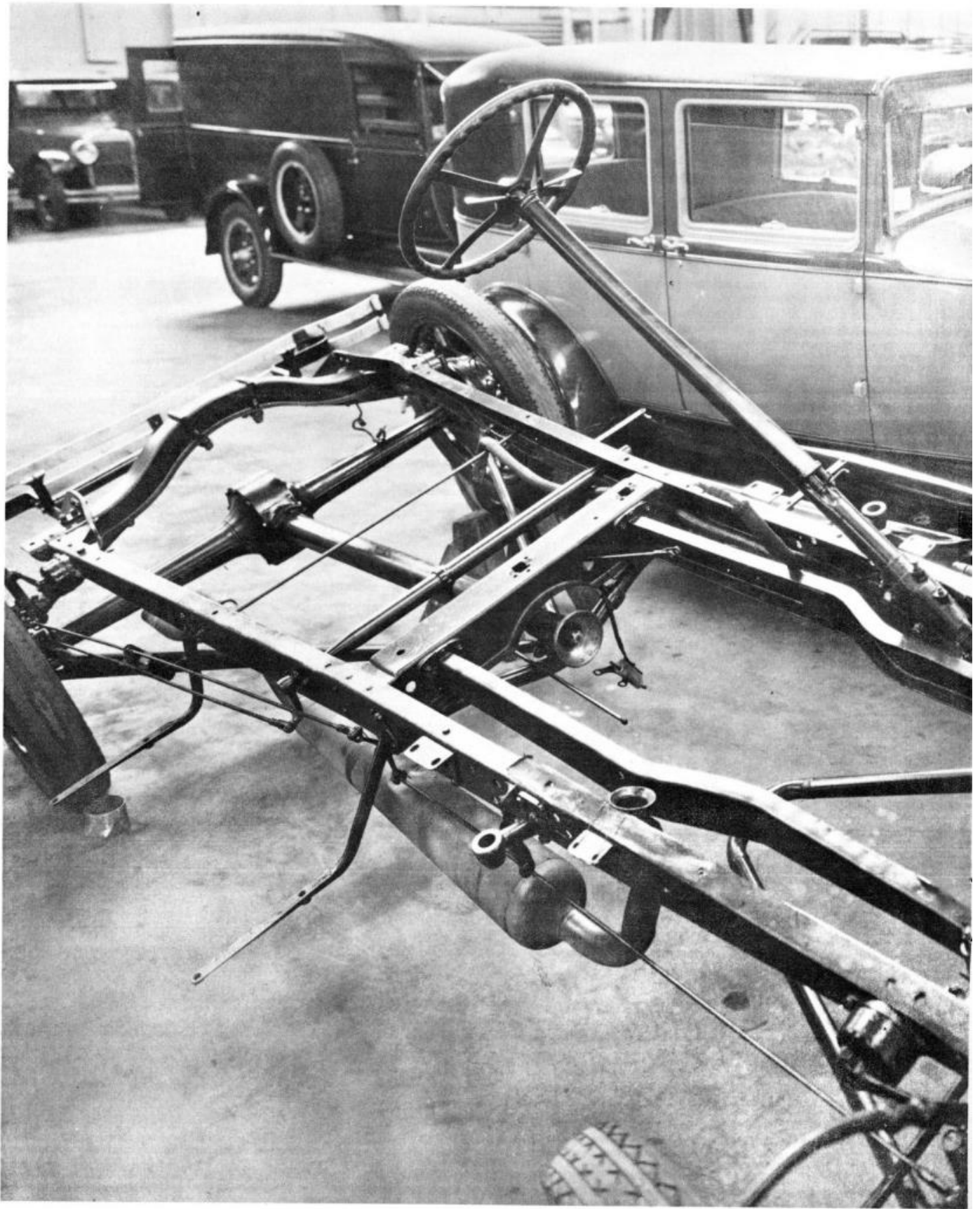
*boards and straight toe boards. There wasn't any bump in any of them (due to the fact that we were considering wood in these places), and it would be impractical to put bumps in it. It would be more expensive.*

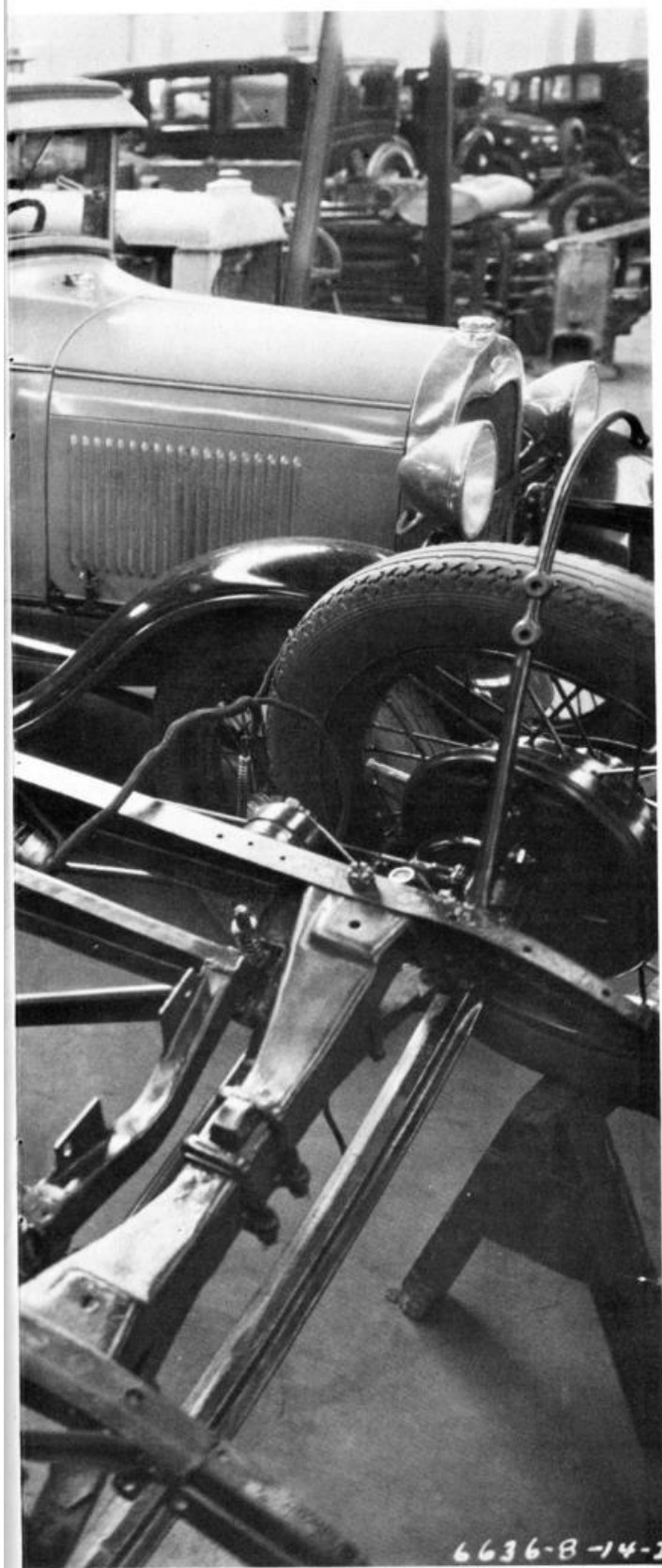
*Therefore, when we lowered the rear end, that would lower the floor three inches and consequently the whole car would go down three inches. That's how we managed to get it lower without decreasing the road clearance.*

*The car became much lower than it was originally intended on the body designing, which helped to make the fender line a little different. These changes were very simple to make at the time because no tools were made yet.*

*The suspension wasn't changed at all. At that time the cross spring on the rear and the cross spring on the front was carried out just as it was before.*

*We had the backing of Bendix who was working with us on the brakes for the car. Although we didn't*





adopt their brakes (we designed our own), we still had enough connection with them that they made some of our brakes for the Model A.

I designed the muffler for the car. To try out the muffler, we put it right on the dynamometer and Hicks [Ford engineer Harold Hicks] tested it for me and showed the weakness in the muffler. It had a straight line muffler that I had already had some experience with in the tractor [Fordson]. We didn't have any trouble there, but the Model A had more horsepower. The forward part of the muffler got red hot!

So we made the muffler tapered. Instead of making it a straight line of four-inches in diameter, we made it about six inches in diameter. That's the way it went on the Model A.

We bought the sliding gear transmission from Warner Gear. Sheldrick [chief Ford engineer] designed that one, and that failed in an experimental way. Frank Johnson [Ford engineer] designed one and he also designed a clutch and that was more successful. Eventually, we wound up with a Warner Gear transmission.

I also designed the Model A radiator shape, the contour of the radiator. Mr. Edsel Ford helped me on that. He didn't want it perfectly flat like the Model T was. He said he wanted to have a little body to the shape rather than flat like the Model T was. I bumped it out a little bit so that it had a curved, warped surface rather than flat.

During the design of the Model A, Mr. Ford also mentioned the fact that we ought to get a good shock absorber on the car. That was very important because it influenced the entire industry in shock absorber design.

So he asked me, "What is the best shock absorber on the market?"

I said, "The Houdaille, and it is also the most expensive."

He said, "That's what we want."

So we started to work on the Houdaille for the Ford car. We developed the linkage for it and the mounting for it. I worked that out with the Houdaille engineers.

Pretty soon the competitors all had to go to hydraulic shock absorbers. The Model A was the first low-priced car that had shock absorbers on it as standard equipment. It was the first low-priced car that had wire wheels on it as standard equipment, and safety glass, and a stainless steel radiator shell. Most of them had either nickel plate or paint, or perhaps chrome plated radiator front, but Mr. Ford wouldn't go for chrome plating. He wanted stainless steel.

Mr. Ford was a great believer in trying an idea, no matter how foolish it seemed, just for the experience of it. It didn't make a bit of difference to him whether it was successful or not as long as we tried to find out something nobody else had found out or tried . . ."

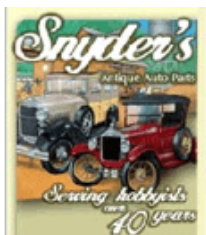
EXPERIMENTAL WORK NEVER CEASED AT FORD. Engineer Eugene Farkas contributed heavily to the design of the Model A chassis and continually worked to improve it. This photo was taken inside the Ford Engineering Laboratory on August 14, 1929, and shows some interesting special frame modifications Farkas was tinkering with. The dual inside frame was designed to give the engine independent suspension from the front-end. A close scrutiny can pick out other modifications such as the full-length rear bumper. This car had been driven hard and the body pulled to observe the effects. Note the Fordor in the background and the various "Brand X" cars.

# Supporting Friends Who Support PWA

The following advertisers provide support to our club and the Model A community

Dear Members,

It is very important that we, as a club, support the companies who advertise in our newsletter & directory. Please let them know when you order parts or material, or if you have work done, that you saw their ad in your club newsletter and/or directory.



Web Site: [www.snydersantiqueauto.com](http://www.snydersantiqueauto.com)  
E-Mail: [Don @ SnydersAntiqueAuto.com](mailto:Don@SnydersAntiqueAuto.com)

Snyder's Antique Auto Parts, Inc.  
12925 Woodworth Road  
New Springfield, OH 44443-9753

**Toll Free!** Orders/Info: 888-262-5712 • Fax: 888-262-5713



Web Site: [www.brattons.com](http://www.brattons.com)

**Brattons Antique Auto Parts, Inc.**  
1606 Back Acre Circle  
Mount Airy, MD 21771

**Order Toll Free:** 800-255-1929  
**Fax Toll Free:** 800-774-1930  
**Information:** 301 829-9880



Web Site: [www.mikes-afordable.com](http://www.mikes-afordable.com)  
E-Mail: [mike @ mikes-afordable.com](mailto:mike@mikes-afordable.com)

**Mikes "A"Ford-Able Parts**  
124 Model A Drive  
Maysville GA 30558

Phone: (706) 652-3866 • Fax: (706) 652-2492



Web Site: [www.snjparts.com](http://www.snjparts.com)  
E-Mail: [smithjones@spiritcom.net](mailto:smithjones@spiritcom.net)  
[snjparts@gmail.com](mailto:snjparts@gmail.com)

**Smith and Jones Antique Auto Parts**  
60 Wisconsin Street  
West Columbia, SC 29170

Phone: (800) 422-1928 • Fax: (803) 822-8477

Classics. Antique Autos. Hot Rods. Boats. Furniture.

{ Ahira's Upholstery }



*Working With Imagination and Dedication.*

Ask for Pepe or Ahira 502 Everett St. Conroe, Tx 77301  
(936)-499-5430 santacruzjose727@gmail.com

**Radiator Service**

**Don Hart's**



**800-321-4278**

E: info@donhart.com www.donhart.com



**Olde Texas Engine Works**

*Have Tools*

*Will Travel*



Bob Hitchcock (281) 356-6699

General Tune up's and Maintenance  
Mechanical Restoration Sand Blasting and Painting



**Sweet Rides**

Classic Car Restoration

(281) 259-9947



Located at: 1115 Yancey Drive, Magnolia, TX 77355

We are proud to be an Authorized Repair and Restoration Facility HAGERTY CLASSIC CAR INSURANCE

www.gaslightauto.com 800.242.6491



Urbana, Ohio



**NEW LED headlight**

**6 or 12 VT**

easy replace regular bulb for  
Model 'T' or 'A' Ford \$59<sup>90</sup>/pr

**Gaslight Auto Parts**

www.GaslightAuto.com 800.242.6491 Urbana, OH



**Fink's Parts and Restoration**

1928-1931 Model A Fords Original and Hot Rods  
1932-1948 Flathead Fords Porcelain Signs  
Model T Fords Gas Pumps

**Randy Fink**  
3302 Fawn Creek Drive  
Kingwood, TX 77339  
785-282-4757  
rfk8suphotmail.com



**Jeff Fink**  
Instagram @jeffink1928  
785-477-4065  
jfink88@hotmail.com



**Your Ad  
Could Go HERE**



## **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)**

### **President:**

Jim Blaszcak jblaszcak@mac.com

### **Vice President & Tour Director:**

Robert Bullard rlbullard1@gmail.com

### **Secretary & Advertising:**

Elaine Bullard elainebullard53@yahoo.com

### **Treasurer:**

Frank De Lucia frankdelucia@att.net

### **Board of Directors:**

Art Shaddix (-) jashaddix@yahoo.com  
Perry Jones (-) jones\_perry@hotmail.com  
Ron Cherry (1) ron.cherry2@gmail.com  
Wayne Mason (1) wmason86@att.net  
David Teale (Past President) dwteale@comcast.net

### **Audit:**

Tammie Jones (1) jonestg@hotmail.com

### **Membership:**

Perry Jones jones\_perry@hotmail.com

### **Newsletter:**

Frank De Lucia frankdelucia@att.net

### **National Reporter:**

Jackson Garrison garrisonja427@gmail.com

### **MAFCA, MARC & MAFFI Representative:**

Jackson Garrison garrisonja427@gmail.com

### **Safety Coordinator:**

Perry Jones jones\_perry@hotmail.com

### **Poultry Coordinator:**

Dan Kundts kundts@yahoo.com

### **Sunshine Coordinator:**

Mitzi Shaddix mitzishaddix@gmail.com

### **Apparel & Accessories:**

Marion Hertzbach bearing1@gmail.com

### **Librarian:**

Dan Kundts kundts@yahoo.com

### **Technical Seminars:**

David Teale dwteale@comcast.net

### **50 - 50 Drawing:**

Kim Teale ksteale@comcast.net

### **Christmas Party Committee:**

Susan Cherry rosesandoldlace@gmail.com

### **Mileage Keeper:**

Jim Hartzog jim\_cypress@yahoo.com

### **Webmaster & E-Mail:**

Alex Brock asbrock@me.com

### **Community Involvement (OME):**

Paul Gross paulgross@earthlink.net

### **Lady A Activities Coordinator(s):**

Susan Cherry rosesandoldlace@gmail.com

### **Model A Tool Crib:**

Frank De Lucia frankdelucia@att.net



All newsletter mail should be sent the Editor at address:

### ***The Ford Squeaks - Piney Wood Model A Ford Club***

Frank De Lucia  
11415 Lakewood Estates  
Houston, TX 77070

frankdelucia@att.net

### ***Club Permanent Mailing Address***

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

"The Ford Squeaks" is the official monthly publication of the Piney Wood Model A Ford Club, Inc. This club is a local chapter of the Model A Ford Club of America (MAFCA), a region of the Model A Restorers Club (MARC). The newsletter is mailed to members, prospective members, and editors of similar publications in exchange for their newsletter. Its purpose is to provide the members with information regarding club activities, upcoming events, Model 'A' restoration and maintenance. Members may publish non-commercial ads at no cost for Model A related items: For Sale, Wanted or Trade. They are also invited to submit articles of interest or information to be published in the newsletter.

**Material must reach the Editor by the 20th of the month to insure publication in the next month's issue.** Membership dues in the Piney Wood Model 'A' Ford Club are \$25.00 per year. Annual membership is required in MAFCA. MAFCA dues are \$45.00 per year (subject to change). Membership applications are available from the Club Membership Director or from our website ([www.pineywoodmafc.com](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.