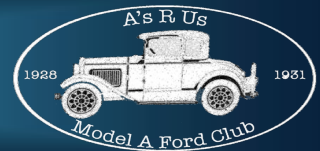


BACKFIRE



Volume#20

Issue#7

July 2015

The Carp, Editor in Chief



Despite the rain on May 25th, Memorial Day we had a decent show of cars for the Crete event. The rain held off and the parade was held with full sun beating down on us all.

Unfortunately for Nancy my wife, she had to fly down to Phoenix, AR on the 29th to find out what was going on with her mother. Her mom passed a couple of days later and I flew down to help as best as I could. We both want to thank ALL of our friends and family for the condolences. We also thank the Club for the flowers that were sent to her.

See you soon, Phil



Jon wiping the rain off before the Crete parade.



A'sRUS Ford Club

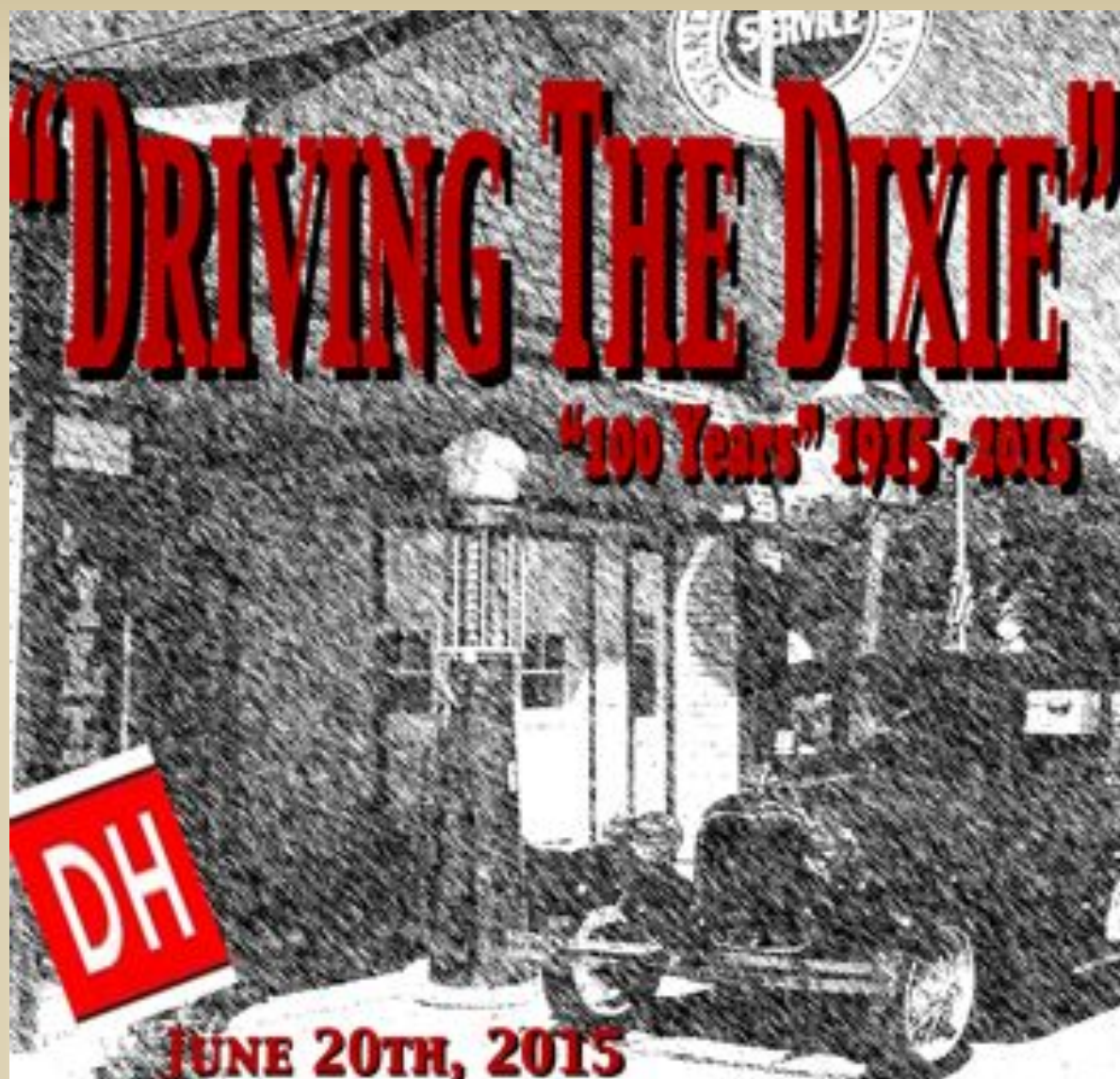
<http://www.as-r-us.com>

Presidents Comments

The Ford Model A. Just an old car. Not expensive. Not elegant by standards when it was new. It was just transportation from A to B. \$495. It got you to work but more importantly it provided a way to see family and friends faster and more often. So, many years later, people liked those old cars again, so much they hung around with people who had them too. Clubs were formed. Twenty years ago some guys formed A's R Us. It provided a union of people who believe it or not liked each other. And wanted to ride places and visit. Then they began to get more people together who wanted to do the same. The club got larger and larger, and more importantly included brothers, sisters, father and son, and even their kids are now involved. I'm probably missing a connection or two. And they are a generous group, as they give time, energy, and resources to individuals or groups that need a helping hand. Countless hours, phone calls, e-mails, computer time, texts, and meeting up to do some type of behind the scenes work to benefit one or the whole bunch of us. A huge thanks to those who did it for us in the past, the present, and in the future. You should be proud of this little club, as we have a good reputation. And I want to put this to paper. I am proud of this club, its people and our accomplishments, however big or small they are. And most important, this club is a group of connected individuals who are now forever joined.

Ken aka "Squeaks"





JUNE 20TH, 2015
"Illinois Largest moving car show!"

- * Meet new people and enjoy the automotive hobby with 150 other enthusiasts
- * Self Guided with passports to win prizes at the end of the run.
- * Lunch Provided by Steger, IL with your entry fee
- * *Blue Island to Momence down Historic Dixie Highway*
- * *Historic Homes, Historic business to Learn and explore at your leisure*
- * *New stop at Mi-Jack in Hazel Crest. Sign up for a tour of the plant*
- * *See the first of the new Dixie Highway Heritage Wayside Signs*

\$15.00 Pre registration cutoff June ,10th

Mail registration to: A'sRUS PO Box #3 Crete, IL 60417

\$20.00 the day of in Blue Island Starting at 8:00 am

Dixie and High Street downtown Blue Island rain or shine.

website: drivingthedixie.com



2015 Marks the Centennial of the Dixie Highway and the Egyptian Trail in Illinois

By Jim Wright

By 1915 the Good Roads movement had gained significant momentum in Illinois. Dirt roads were giving way to paved ones and counties and the state were beginning to finance road improvement projects. Prior to this time, road construction and maintenance had been the purview of townships, villages, and cities and there was little coordination between these entities for longer distance routes. Independent organizations typically coordinated efforts for cross-county and even cross-country road projects. Two such groups were the Dixie Highway Association and the Egyptian Trail Association, both established in 1915.

Dixie Highway

The Dixie Highway was the brainchild of Indiana industrialist Carl G. Fisher and William S. Gilbreath. Fisher had been involved in the organization of the Lincoln Highway and the Indianapolis Motor Speedway and also had large land holdings in the undeveloped area of southeastern Florida now known as Miami Beach. Gilbreath was the secretary of the Hoosier Motor Club and later became the first field secretary of the Dixie Highway Association. In November 1914, Gilbreath, with the support of Fisher and the governors of Indiana and Georgia, attended the American Road Congress sponsored by the American Automobile Association in Atlanta, Georgia.

Gilbreath addressed the conference and told of the vision of an "interstate" highway, linking north and south, which he said would generate an immense amount of money that would be left in the southern states by a peaceful "invasion" by "desirable people" from the North. With salesmanship like that, the idea took off and the Dixie Highway was born. Gilbreath initially proposed the Cotton Belt Route as the name for the road. Organizers, however, felt the Dixie Highway had more panache and that name stuck.



*Carl G. Fisher long considered the "father" of the Dixie and the Lincoln Highways.
(courtesy Chicago History Museum)*

For the next several months, Gilbreath traveled to Georgia, Tennessee, and Kentucky to promote the idea of this new improved highway. In April 1915 the Dixie Highway Association was formed in Chattanooga, Tennessee. More than 5,000 people from over 100 communities in 7 states attended the organizational meeting. Participants came from Florida, Georgia, Tennessee, Kentucky, Ohio, Indiana, and Illinois. As originally proposed, the highway was to travel from Chicago to Miami and competition among communities for a place on the highway was fierce.

In a short time, the concept of the Dixie Highway became so popular that the state of Michigan lobbied to be included on the route. This led to a decision in May 1915 to designate two routes for the highway. A western division carried travelers from Chicago into the south via Indianapolis, Nashville, and Atlanta, while an eastern division had its northern terminus in Sault Ste. Marie, Michigan, and took travelers through Detroit, Toledo, Cincinnati, and Lexington, Kentucky

on their way to the highway's southern terminus in Miami. Later, the northern terminus of the western division also became Sault Ste. Marie, and a branch of the highway extended into North and South Carolina. Between 1915 and 1927, nearly 5,786 miles of roadway had been improved on the two divisions of the highway and its interconnecting and feeder routes.

In Illinois, the origins of the Dixie Highway can be traced to an ancient buffalo path traversed by Native Americans. In the 1820s, Gurdon Saltonstall Hubbard, a young fur trader with John Jacob Astor's American Fur Trading Company, arrived in eastern Illinois and set up trading posts between Chicago and Vincennes, Indiana, along this path. Early pioneers followed Hubbard's Trail and traffic became so heavy that the Illinois General Assembly ordered a state road to be established from Chicago to Vincennes in 1835. Hubbard's Trail was chosen as the most direct route



The Dixie Highway mark was this simple design, which made it easy to paint on telephone poles and other signage. The marks were placed at regular intervals and helped guide motorists along the route.



Dr. Iverson A. Lumpkin of Mattoon, founder and general-president of the Egyptian Trail Association. (Courtesy Benjamin Lumpkin)

and it became known as the Chicago-Vincennes Road, and eventually Illinois Route 1. This was the first official state route established in Illinois. Milestones were placed marking the way, and three of these still exist along the roadside south of Rossville, north of Mokenca, and in Crete.

In 1915, Illinois boosters quickly went to work to improve the existing roads selected to form the Dixie Highway, which travelled about 136 miles in the state, and roughly followed the paths of Hubbard's Trail, the old Chicago-Vincennes Road and the Chicago and Eastern Illinois Railroad. The highway started at the foot of the Art Institute on Michigan Avenue in Chicago and proceeded south to Garfield Boulevard, then west to Western Avenue. The route continued south on Western Avenue into Blue Island, joined the present route of the Dixie Highway through Chicago Heights, and followed present-day Route 1 through Crete, Beecher, Grant Park, Mokenca, and points south to Danville, where the highway heads east on Main Street to the Indiana border.

Work started in earnest on paving the road on July 14, 1915, when Congressman

Joseph "Uncle Joe" Cannon of Danville, who was speaker of the U.S. House of Representatives at the time, turned the first shovelful of earth just south of Watseka, ceremoniously signifying the start of improvements on the highway in Illinois. A crowd estimated at over 10,000 people attended the event in a parade of automobiles said to be 3 miles long.

Later that year, in October 1915, a motorcade of citizens and government and highway officials set out from the Art Institute in Chicago on an inspection tour of the proposed "interstate" route of the highway. The group left Chicago the morning of October 9, following a ceremony at the Spirit of the Great Lakes fountain on Art Institute grounds, and arrived in Danville that evening where they were feted at the Elks Club with a sumptuous banquet. The caravan continued its tour on succeeding days, finally

arriving in Miami on October 24, 1915, three days behind schedule.

By August 1921, the full length of the Dixie Highway in Illinois, from Chicago to Danville, was either concrete or brick paved. This was the longest continuous paved road in the state at the time. To mark the completion of the highway in Illinois, another motorcade occurred on August 12, 1921, which started in Danville and ended in Chicago at the Pageant of Progress Exposition. Chicago Mayor William H. "Big Bill" Thompson declared the day Dixie Highway Day and ceremonies, including a fireman's thrill show, took place at Municipal (now Navy) Pier. Each town the motorcade passed through added a contingent of citizens in their automobiles, including a girl chosen to represent their community in the pageant.

The highway became widely popular and well-traveled. Service stations, diners, tourist courts, and camps sprouted along the road side, and local businesses and communities grew and prospered. Over the years, however, as more direct routes south from Chicago were developed, and with the advent of the Interstate Highway System and the completion of Interstate 65 in Indiana and Interstate 57 in Illinois, the Dixie Highway lost its stature as a preeminent link from north to south in the state.

Today, although few travelers bound for Florida motor down the Dixie Highway in Illinois, the road, alternately known as Western Avenue, Chicago Road, or Route 1, remains the backbone of the communities it passes through—Blue Island, Posen, Harvey, Homewood, Flossmoor, Chicago Heights, Steger, Crete, Beecher, Grant Park, Mokenca, St. Anne, Watseka, Milford, Hoopeston, Roseville, and Danville.

To mark the highway's centennial, Dixie communities are planning a number of events, chief of which will be the annual Drivin' the Dixie, a rolling car show that travels between Blue Island and Mokenca, sponsored by the Dixie communities and the A's R Us Model A Ford Club. This year's



1917 Illinois road map showing main highways in the state and includes a legend of symbols marking these routes.

(courtesy the Illinois Digital Archives)



The Dixie Highway and the Egyptian Trail both originated on Michigan Avenue near Jackson Boulevard in Chicago. This view looks north on Michigan Avenue, showing the Chicago skyline about 1928.

event will be held Saturday June, 20 and further information can be obtained by visiting <http://www.drivingthelife.com/>

Egyptian Trail

Almost unknown today, the Harvey Tribune, in its October 15, 1915 edition, touted the Egyptian Trail as being "a distinctive Illinois project in every way for one end is at Cairo, away down in Egypt, at the extreme southern end of the state and the other end is at Chicago, the metropolis of the state in the north. The building of this great road will do more to encourage the construction of good roads and to pull our fair state out of the mud than any other one thing that can be done." Exaggeration perhaps, but there was little question that the Egyptian Trail was in the vanguard of "modern" roadways that would span the length and breadth of Illinois.

The Egyptian Trail was the concept of two Mattoon men who felt an improved road following as closely as possible the tracks of the Illinois Central Railroad and linking the southern reaches of the state with Chicago was a necessity. These men, Dr. Iverson A. Lumpkin and Ernest B. Tucker, set about quickly to organize an association and promote the trail to communities in the state. Lumpkin, a dentist by profession who also founded

the Mattoon Telephone Company in 1894, served as general president of the association and Tucker, editor of the Mattoon Daily Journal-Gazette, served as the general secretary-treasurer. Both men were good roads advocates and tireless civic boosters for Mattoon and were also involved in organizing the Big Four Trail Association, which boosted an interstate motor route between Terre Haute, Indiana, and St. Louis that passed through Mattoon.

Interested communities were invited to Mattoon for an organizational meeting of the Egyptian Trail Association held on June 15, 1915, and hundreds from across the state turned out to attend. As a result of the meeting, a decision was made to divide the oversight of the trail into three divisions. The southern division stretched from Cairo to Centralia, the central division extended from Centralia to Paxton, and the northern division reached from Paxton to downtown Chicago. Each division had its own president and secretary-treasurer and each town the trail passed through appointed a vice-president who was responsible for assisting in selecting the route of the trail in their area, raising funds to "blaze" or mark the trail, and seeing to it that the roadbed was maintained in good condition.

John W. Miller was elected president and George Schwartz was elected secretary-treasurer of the southern division of the Egyptian Trail Association. Both men were residents of Carbondale. Central division officers were Frank M. Schulhoff of Mattoon, president, and Dwight Morris of Salem, secretary-treasurer. Charles Robinson and Duane P. Cleghorn, two Kankakee County men, were elected president and secretary-treasurer of the northern division. William G. Edens, president of the Illinois Highway



The Kankakee Interstate Fair was a summer attraction for many in Kankakee and the surrounding counties. The fairgrounds were in the city of Kankakee along the Egyptian Trail and easily accessible to motorists traveling on the Dixie Highway. (courtesy Kankakee County Historical Society)



Main Street, paralleling the Illinois Central Railroad tracks, was the route of the Egyptian Trail through Loda in Iroquois County. The Egyptian Trail passed through dozens of small towns like this in Illinois.

Improvement Association, was selected as Chicago's vice-president.

The Egyptian Trail Association, the consortium of communities the road passed through, set up rules governing road maintenance and uniform signage. The route was "blazed" or marked by trail signs generally painted on telephone poles. The Egyptian Trail mark was a 12"x18" sign painted on poles 6 feet from the ground. In the center of the sign, a black pyramid was painted flanked by the letter E on its left and the letter T on its right, both painted in black. The Paxton Record described the background of the signs as being "a special yellow, or really more of an orange color." The vagueness in description can be attributed to the name of the official background color chosen by the association, which was "Big Four Yellow," manufactured by Lowe Brothers Paint Company of Dayton, Ohio. Though the name implied a yellow color, the actual color shown on company paint chips was unmistakably orange.

The association also called for the placement of signs marking dangerous curves, turns, intersections, and rail crossings. The signs worded "Egyptian Trail - Danger - Sound Klaxon" were placed 300 feet ahead of any danger zone. The Klaxon Company, early manufacturers of automobile horns, sponsored the signage and likely benefited from the "advertisements" on the warning signs.

In Chicago, the Egyptian

Trail originated at Michigan Avenue and Jackson Boulevard and traveled south on Michigan Avenue to Garfield Boulevard, then west to Halsted Street. The trail continued south on Halsted Street through the city to Harvey, then on to Homewood and Matteson, where it entered Will County and continued south along the Illinois Central Railroad line passing through Kankakee, Paxton, Champaign, Mattoon, Effingham, Salem, Centralia, Carbondale, and other points south on the way to Cairo. The total trail route covered over 400 miles and passed through 20 counties!

Unlike its more celebrated cousins

— the Lincoln and the Dixie highways — the Egyptian Trail was not the subject of grand marketing tours, dedication parades, and the like. Trail officials were hardworking Illinoisans who simply "rolled up their sleeves" and went to work with little fanfare. Their efforts proved successful as the trail was virtually completely marked by the end of 1915, and the Egyptian Trail Association reported most roads selected to comprise the trail were graded and "in shape" by the summer of 1916.

The Egyptian Trail was well traveled during its heyday and lived up to the accolades bestowed on it by the Harvey Tribune. The trail route was such a success that most sections were selected to be further improved as part of a \$60 million statewide road improvement bond issue overwhelmingly approved by Illinois voters in 1918.

By the mid-1920s, colorfully named auto trails and highways lost favor with state highway officials nationally and in Illinois. On November 11, 1926, the American Association of State Highway Officials formally adopted a plan for numbering major through routes across the country and the days of the named highways officially came to an end. Today U.S. Route 45 for much of the way from Kankakee to Effingham, Illinois Route 37 from Effingham to



Cairo, located at the confluence of the Mississippi and Ohio Rivers, is the southern-most city in Illinois and was also the southern terminus of the Egyptian Trail.

Salem, U.S. Route 50 from Salem to Sandoval, and U.S. Route 51 from Sandoval to Cairo follow many alignments formerly known as the Egyptian Trail in Illinois.

In the early 1930s, an effort was made to revive the Egyptian name for tourism purposes and this time organizers established the Egyptian Highway Association. The Egyptian Highway, though still commonly referred to as the Egyptian Trail followed the same path as the original Egyptian Trail route except that south of Salem, the highway followed Illinois Route 37 through Mt. Vernon, West Frankfort, Marion, and Mound City before reaching Cairo.

In 1933, the Egyptian Highway Association published material that marketed the route as the "shortest, safest, and fastest" way to Chicago and the Century of Progress World's Fair. Following the end of the fair in 1934, public interest in the Egyptian Highway waned just as it did for its predecessor the Egyptian Trail and both names faded into obscurity.

Although there are only a few areas where original road alignments bear the name of the Egyptian Trail in the state, the impact and foresight of the trail organizers has been longstanding. The Egyptian Trail route served as the basic template for Interstate 57 through Illinois. Fully completed in December 1971, Interstate 57 runs from just north of Cairo through the heart of "Little Egypt" in southern Illinois, to the south side of Chicago, still that "great metropolis of the north."

Though almost forgotten today, a greater appreciation of its history and impact may bring the Egyptian Trail some well-deserved recognition in the future. ◊

Jim Wright is currently president of the Homewood Historical Society and author of *The Dixie Highway in*

The Egyptian Trail mark color was "Big Four" yellow, but was actually orange. (courtesy Phil Servino)



In Homewood, the Egyptian Trail ran along the same alignment as the Dixie Highway, notable roadways that were both established in 1915.

Illinois. He continues to work on further documenting the history of both the Egyptian Trail and the Dixie Highway in Illinois. He can be reached at 708-212-6530 or wright1817@beglobal.net.

For Further Reading

Dixie Highway Sources

Howard L. Preston, *Dirt Roads to Dixie: Accessibility and Modernization in the South, 1885-1935* (Knoxville, TN: University of Tennessee Press, 1991).

Phil T. Colgrove, "The Story of the Dixie Highway," *Dixie Highway*, March 1925.

James R. Wright, *The Dixie Highway in Illinois* (Charleston, SC: Arcadia Publishing, 2009).

"10,000 Attend Good Roads Celebration at Watseka: Dixie Highway," *Kankakee Daily Republican*, July 15, 1915.

J.C. Burton, "Tour of the Dixie Highway, Chicago to Miami, Begins," *Motor Age*, October 14, 1915.

J.C. Burton, "Eighteen Hundred Mile Trek of Dixie Tourists Ends," *Motor Age*, October 28, 1915.

"Dixie Highway in Illinois is Opened Officially," *Dixie Highway*, August 1921.

Egyptian Trail Sources

"The Backbone for a Great System of Illinois Improved Highways—the Egyptian Trail," *Harvey Tribune*, October 15, 1915.

"Trailmen in Meeting," *Mattoon Journal-Gazette*, June 22, 1915.

"Egyptian Trail Meeting this Afternoon at Courthouse," *Kankakee Daily Republican*, July 9, 1915.

"Egyptian Trail," *Paxton Record*, August 26, 1915.

"Contract Let for Painting Egyptian Trail Guide Posts," *Centralia Evening Sentinel*, July 23, 1915.

"Danger Signs and Limit Posts for Egyptian Trail," *Centralia Evening Sentinel*, September 15, 1915.

Illinois Highway Improvement Bluebook (Chicago, IL: Illinois Highway Improvement Association, 1919).

"Illinois Egyptian Trail," *Centralia Evening Sentinel*, July 22, 1938.

Muriel Milne, *Our Roots Are Deep, A History of Monee, Illinois* (Monee, IL: 1973).

A'S R US MEETING MINUTES
MAY 20, 2015

MEETING LOCATION: Bob Steinmetz's garage. 17 members in attendance.

CALL TO ORDER BY PRESIDENT KEN CHAMIS AT 7:06 pm. Dale Chamis filled in for secretary while Sandy & Al are traveling about. April minutes were read, with one correction noted. The dates for the fall trip are Oct, 8th, 9th and 10th.

TREASURERS REPORT:

Jim Wright was not in attendance; Ken read treasurers report. Bob Steinmetz and Jon Lisota approved.

FAMILY NEWS:

Tim Borchert stated his mom suffered a fall, had a slight stroke but is doing well at 91 years young.

OLD BUSINESS: Ronald McDonald House

We are scheduled to cook on Monday June 15th. Dale asked for volunteers. The house requests no more than 10, however we should include our volunteers when preparing the meal. We are invited and encouraged to eat with the families. Arrival time is 4:30, dinner is served at 6:30. Volunteers so far are Bob & Penny, Dale & Ken, Karen, Chuck, Wally & Kay, Tim Botts, Jon Lisota, and Ray & Gerry Schmude. We will also need to decide on a menu.

Door County Exposure Trip:

Phil passed out hotel info; More details on the trip to come.

SPRING TOUR:

Dale thanked our planners for the great trip. After some technical difficulties with Ken's car, we were on our way. Iowa welcomed us with great weather, great attractions and lots of laughs.

MAFCAA

has gifted us with 5 free memberships for new members. Contact Ken for more info. Ken contacted MAFCA and they are mailing the Charter document to him.

DIXIE UPDATE:

Duties were assigned; We will put together packets for the event at the next meeting. Registration will be handled by Karen, her granddaughter, Pat Bots

and Dale Chamis. It was suggested to sell Tshirts. Bob stated he has an abundance of shirts from previous events that we will sell this year. Dale volunteered to sell the shirts. We also discussed purchasing additional shirts and any not sold at the Dixie can be sold at Octobers event.

A's R Us Website:

Reminder to go to our website for upcoming events, photos and club info.

UPCOMING EVENTS/REMINDERS: Memorial Day Parade in Crete. Line up is at 11:30; Parade starts at noon down Main Street from Crete Park to Burville.

St. James at the Sag:

June 14th starts at noon.

Annual Picnic:

June 28th at Goodenow Grove. Jon is asking for volunteers to handle the kids games. Food will be served at 1:00. Please let Jon know if you will be attending.

July 4th Parades:

Wally will provide info at June's meeting.

Grinders Game: Date is set for October 3rd. Possible considering changing the date.

Veterans Home Visit:

Tabled at this time. Perhaps an every other year event

SATURDAY BREAKFAST:

Tabled until next month

Badge fines: \$2.00

50/50 drawing \$60.00: Winner: Chuck Fritz donated his winnings back to the club.

NEXT MONTHS MTG: Bob's Garage June 17th

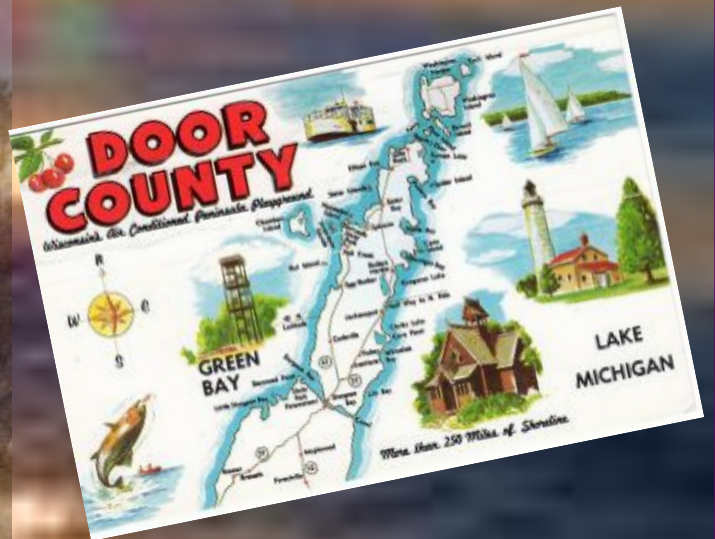
ADJOURNED: Meeting was adjourned at 8:30. Tech talk to help Karen do some repairs.

RESPECTFULLY SUBMITTED: Dale Chamis for Sandy Kaleta, Secretary

Exposure Trip 2015

Door County Wisconsin

September 13th - 20th



Up and coming 2015 Events:



Tim and Pats grandchildren ready for the parade in Crete.

Looking forward into 2015

Ronald McDonald House

Shake Down Trip

Veterans Home

58th. Annual Hesston Steam & Power Show 2015

Exposure Trip 2015 Door County WI ?

Newport Hill Climb

Fall Trip

Teen Bridge Center

Spring Trip

Camp Quality

Labor Day Sept. 1st

September

October 3rd – 5th



Bruce Smit and friends

Beecher 4th of July FESTIVAL

Wednesday, July 1st - 6 pm to Midnight

5:45 pm - Kiddie and pet parade (line-up at 5:15 pm)
 6-10 pm - \$20 Wrist bands
 7:30 - 11 pm - Maggie Speaks on main stage
 11 pm - Early bird car drawing

Thursday, July 2nd - 6 pm to Midnight

6-10 pm - \$20 Wrist bands
 7:30-11 pm - Final Say on main stage
 11 pm - Early bird car drawing

Friday, July 3rd - 2 pm to Midnight

2:30-7:30 pm - 4-H Farm Expo
 4-7 pm - Chamber of Commerce Pork Chop Dinner
 2:30-5:30 pm - Iron Horse on main stage
 5:30-6:30 pm - Magician
 6-10 pm - \$20 Wrist bands
 7:30-11pm - Kingfish on main stage
 11pm - Early bird car drawing

Saturday, July 4th - 12 noon to Midnight

7-7:50 am - Lions Club 5K Run/Walk Registration
 8:15 am - Lions Club 5K Run/Walk begins
 12 Noon - Carnival and all stands but beer open
 3 pm - Beer stand opens
 2-3:30 pm - Parade line-up and registration
 3 pm - Float judging
 4pm - Parade
 7 -11 pm - KO Bossy on main stage
 10 pm - Fireworks
 11 pm - Car drawing
 12 midnight - Festival closes

A's R Us 2015 Officers and Staff

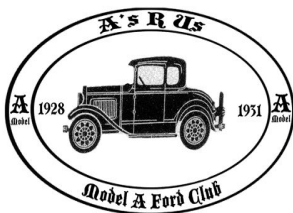
- President – Ken Chamis
- Vice President –Randy Senkpeil
- Treasure –Jim Wright
- Secretary – Sandy Kaleta
- Newsletter – Phillip Serviss
- Member Relations – Ken Chamis
- Web Page – Allen Betschart
- Parade Coordinator – Wally Ekstrom
- Director of Safety – Ron Bonneau
- Nat'l Rep. – Ken Chamis
- Historian – Ken Chamis
- Sgt. At Arms Steve Coe
- Motor Medic - Jon Isota

Ken Chamis, Crete



Please send **Backfire**
articles or items of interest
to:

BACKFIRE



P.O. Box 3
Crete, Illinois 60417

Sandy Kaleta Reporter on the Know!



1920's VINTAGE WOMENS CLOTHES YOU CAN CREATE: You don't need a sewing machine or needle & thread. Discover the joy of thrift store shopping. You can inexpensively and easily put together a vintage outfit.

1920's Summer Dress is simple, find a no waist sheath dress in solid color or a print like the picture below. Add an 8" wide strip of fabric or scarf tied around the hips and secured with a pretty broach. Let it drape down on the left side, which was common in the mid 20's. Also secure with safety pins all around the hips to keep it in place. For an early 20's look raise the sash to your natural waist and cut off the tails.

For accessories add a long bead necklace, a straw cloche hat, a pair of wrist length vintage gloves and 23 skidoo shoes.

Easy 1920's Evening Dress. Nothing works better than a basic long black sheath which you can simply accessorize. A long scarf can be pinned to the shoulder with feathers and a broach. Or a Boa draped across both shoulders. A long

Sandy Kaleta Reporter on the Know!



beaded necklace, a small feather hat, long black gloves and black strap shoes.

For late afternoon, the same black dress, beaded belt draped on the hips, black shoes, short black gloves and a black cloche hat with a fur wrap.

Start looking in your closets, shopping and creating your own unique Vintage Outfit. For more easy to create outfits go to

[Http://www.vintagedancer.com/1920's/easy-1920costume/](http://www.vintagedancer.com/1920's/easy-1920costume/)



1920's Summer Dress Costume



1920's Evening Dress



(C) Feather Boa