



PINEY WOOD MODEL A FORD CLUB

VOLUME 47 - ISSUE 08 ---- AUGUST - 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 Blaszczak

Hey Y'all

August is hot. Summer is especially hot in Texas. I can only imagine what it was like for those of you who grew up in Texas before air conditioning. I realize there were evaporative (swamp) coolers, but in a high humidity environment near the Gulf Coast those are of limited effectiveness. Where I grew up in southern California it could get hot, sometimes over 100 degrees, but it was short lived and dryer. No matter what part of the country you are from, when the weather warms up, it's time for ice cream!

Sometime around 200 BC or earlier, an ice cream like mixture was created in China made from milk and rice and packed in snow. In post medieval times it seems confectionery ice cream was developed in Italy and then moved into France by the 17th century. One of the earliest records of ice cream being served in the North American colonies was by the daughter of Lord Baltimore in the mid 1700s. Ice cream was a treat reserved for the privileged and affluent. It would be over 150 years before ice cream would be available to average folks in warm environments that did not have a readily accessible source of ice to freeze the cooked mixture.



The first American ice cream recipe was for vanilla and it was published in "The Virginia Housewife" in 1824. Among other things the recipe called for cooking a vanilla bean in milk to extract the flavor. Getting it to freeze back then was no simple process.

The first patent for a hand-cranked ice cream freezer was awarded to Nancy Donaldson Johnson in 1843. No longer was it necessary for someone to patiently and laboriously hand stir the mixture until it was frozen. Johnson's "Artificial Freezer" as she named it, used the thermodynamics of an ice/salt combination around a metal container that mechanically stirred the liquid solution until the dessert was frozen. She even developed a version that could freeze two flavors at once.

About 20 years after Johnson's "Artificial Freezer" was patented refrigeration technology was being invented, however, it wouldn't be until the late 19th century before it was commercially practical. During the 1920s the harvesting, storage and distribution of ice was a hugely profitable business. Due to the availability of ice and lack of electricity, it wasn't until the Model A era that ice boxes began to be replaced by refrigerators.

Unlike the rest of the country, in Texas, ice cream was not available until 1911 and then only in very small amounts. Why didn't we have ice cream in Texas until then? It wasn't until 1907 that the Brenham Creamery Company in Brenham, Texas was founded. From 1907 until 1911 the creamery only produced butter. Finally, in 1911 the creamery started making and selling ice cream. However, at that time it was made by the same method Nancy Johnson developed almost 70 years earlier. Therefore, only 2 gallons per day were available for purchase.

Over the next decade the Brenham Creamery struggled financially until it's new leader, E. F. Kruse, still in his early twenties, turned the company around. A major part of the company's success was producing and selling ice cream as well as butter. The Brenham Creamery continued to prosper and expand under Kruse's leadership. Just like the Model A for 1930, the Brenham Creamery was ready for an update and became Blue Bell.

In the early 1930s Blue Bell Creameries could only produce 30 gallons per hour of its immensely popular ice cream. In 1936 Blue Bell introduced a continuous freezer refrigeration system that allowed the production of ice cream to almost triple to 80 gallons per hour. Popularity and production of the creamery's flagship product continued to expand and overtake Blue Bell butter until in 1960 when Blue Bell Creamery discontinued the production of its original product.

Although Texans had to wait far longer for ice cream than the rest of the country, we made up for it. In 2001 Forbes named Blue Bell Ice Cream No. 1 in America.

So help us celebrate summer with some delicious Blue Bell at our

PWA Ice Cream Social
Saturday August 14th.

Spring Creek Forest Clubhouse,
17515 Fairway Oaks Drive,
Spring, TX 77379.

I here will also be hot dogs, hamburgers, chips, tea for lunch. Please RSVP at your earliest opportunity so we can get the Blue Bell ready.

In the meantime, enjoy summer with family and friends. Be safe and drive your Model when you can. Safe travels to all those who will be touring around the country in August and we'll see you in September.

Take care,



PWA Meeting Minute - July 13, 2021

By: Illona Blaszcak, Secretary

- **Meet Opened:** Jim Blaszcak, President
- **Prayer:** Lead the Mitzi Shaddix
- **Guest(s):** Welcomed by Jim Blaszcak and all Member's Richard Dean; Kevin Stubblefield and Ashely / Lisa Griffin
- **Sunshine:** Mitzi Shaddix sent a Sympathy Card to the Selman Family for their loss of Earl.
- **Previous Meeting Minutes:**
 - Presented To Members By; Jim Blaszcak
 - Motion Approved By; Chris Fredona
 - Motion Seconded By; Marion Hertzbach
- **Treasurers Report:**
 - Presented To Members By; Frank De Lucia
 - Motion Approved By; James Campbell
 - Motion Seconded By; Troy Walling
- **Membership:** Perry Jones introduced New Members Kevin & Karen Milazzo
- **National Club:** Jackson Garrison highlighted signup for 2021 Model A Day; 2022 National Tour; Participation in the Youth Program and the latest Restorer Magazine Article.
- **Apparel:** Marion Hertzbach indicated the various items available for sale with a special emphasis on PWA Club License Plate Toppers
- **Toolbox:** Frank De Lucia indicated to all members If tools are required please contact him by Cell (281) 797-0026 or E-Mail frankdelucia@att.net
- **Library:** Dan Kundts report the CD's / Books are all updated and available to all members **"Free Of Charge"** so take advantage of the information available.
- **Sunshine:** Mitzi Shaddix announced the July Birthdays and Anniversaries with Tom & Annette Mather reaching 54 Years of marriage.
- **X-Mas Party:** Ron & Susan Cherry Mark This Date Dec. 11, Waldon Yacht Club
- **50/50 Drawing:** Sergio Fernandez reported proceeds of the drawing were \$85.00 Tom & Linda Bragaw won \$42.50 **And Donated The \$42.50 Back To The Club.**
- **Meeting Close:**
 - Presented To Members By; Jim Blaszcak
 - Motion Approved By; Fred Schiefer
 - Motion Seconded By; Chris Fredona



Piney Wood Model A Club Christmas Party



Come Join the party!

We'll have food, it'll be fun and there will be surprises all in one place.

Place: Walden Yacht Club
13101 Melville Dr.
Montgomery, TX 77356

**Saturday December 11, 2021
11:00 AM – 2:00 PM**

Ron & Susan Cherry – Activities Coordinator(s)



Garage Talk – GILMORE MUSEUM

By: Frank De Lucia, Newsletter Editor



Garage Talk -- Tire Safety Check

By: Frank De Lucia, Newsletter Editor

Damage To Tire Sidewall: This could be in the form of chunks of missing rubber, deep abrasions from hitting curbs, or a bulge in the sidewall.

A bulge in the sidewall is likely related to a broken cord inside the tire. This is a serious condition that will almost certainly lead to tire failure.

Any chunking larger than a dime or abrasion that has exposed the textile cords also warrant further inspection. Larger cracks may be an indication of hitting a curb or an impact with a road hazard. All these conditions must be assessed to find out the severity of the damage.



Worn Tire Tread: No Tire Safety Check is complete without measuring the tread. All tires have a bar in the grooves that is molded to a height of 2/32nds of an inch. If this bridge in the groove is level with the top of the tread, then you know it is time to change your tires. You can also measure the depth of the tread using a penny. If you can see all of Lincoln's head, then the tire is due to be replaced.

Check the tread for areas that are worn unevenly. This could be a sign of mechanical issues such as worn suspension parts or a wheel misalignment. Irregular wear is more common on the front tires. To inspect the tread, turn the steering wheel all the way to one side so you can see the entire surface of the tread. If there is a wear pattern like the one on the left you should have your tires rotated and the vehicle inspected for mechanical issues.



Regular Checks Of Inflation Pressure: This is an often neglected, but important part of any Tire Safety Check. Most Model A's need the tire pressure checked on a regular basis due to the Small Air Volume Tire Size and fluctuating Outside Air Temperature. In addition, be sure to always check the spare tire as well.

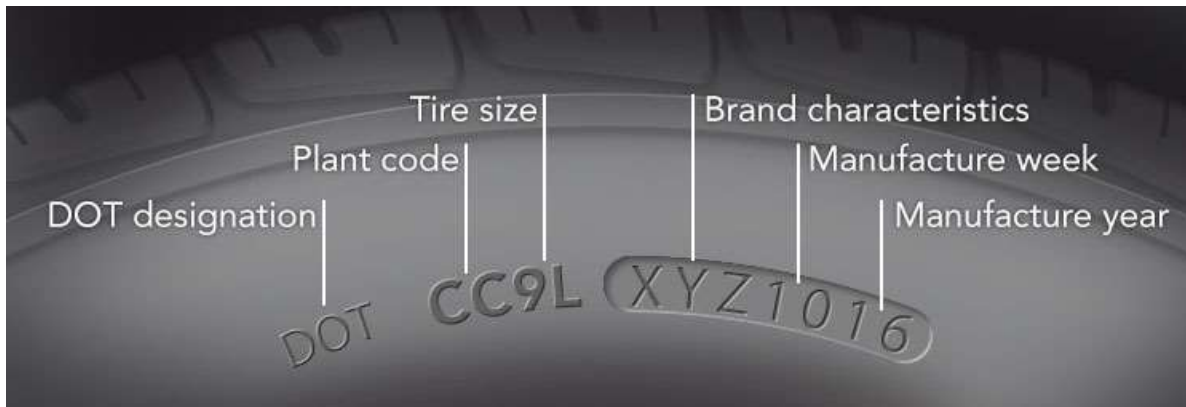
An inexpensive, Stick-Style Pressure Gauge like the one on the right should be kept in the vehicle and used periodically.

During A Driving Tour: Check the tire pressure. The pressure gauge will alert you if the tires are over inflated. Tires should be checked when they are warm, after a few miles of travel. This is particularly important if the ambient temperature is below 40 degrees and above 80 Degrees.



Garage Talk -- DOT Tire ID / Year Check

By: Frank De Lucia, Newsletter Editor



DOT Tire Identification Number:

The U.S. Department of Transportation (DOT) requires that every tire manufacturer provide a standardized identification number or code. This consists of the manufacturer's plant code, the tire size, brand, and the week / year the tire was made. The DOT number is stamped, on both sides of the tire sidewall and can be found by looking for the DOT designation.

EXAMPLE - DOT CC9L XYZ 1016

CC:

In this example, the first two characters will represent the Manufacturer Plant Code. This indicates the manufacturer as well as the exact plant the tire was built.

9L:

The next set of characters represent the Tire Size. This code references the size of the tire, such as 205 / 55R-16.

XYZ:

The next three characters represent the Brand Characteristics. These are significant characteristics about the tire as determined by the manufacturer.

1016:

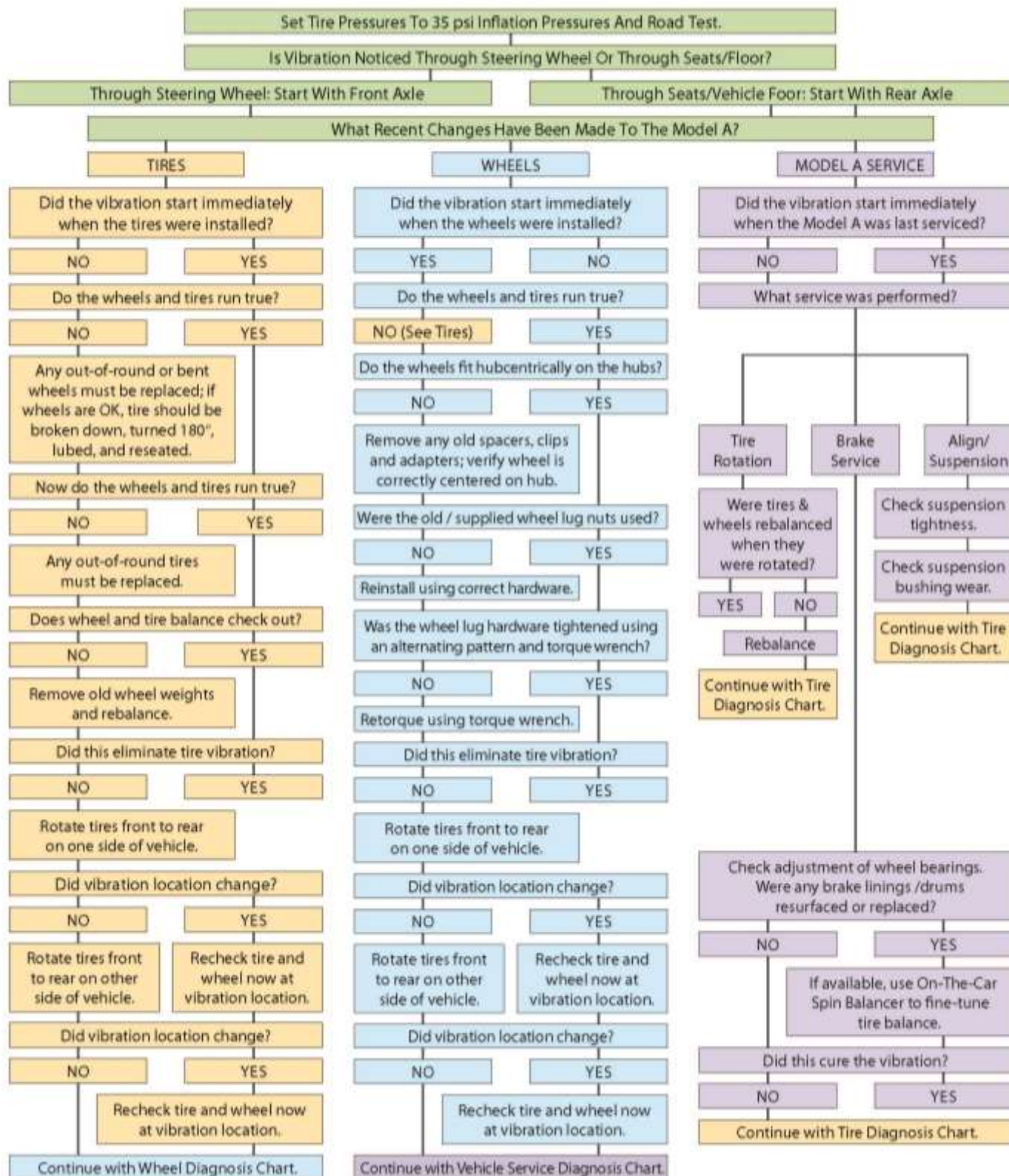
The last set of characters indicate the Date Code or Build Date of the tire by the Manufacture Week / Year. Tires produced after January 1, 2000 will have a four-digit date code at the end of the DOT number, as displayed in our example.

The first two digits represent the Week Of Production and the last two digits represent the last two digits of the Year Of Production so 1016 indicates that the tire was produced in the 10th week of the year 2016.

Prior to the year 2000, the date code will be restricted to a three digit number representing the week (first two digits) and the year (one digit) of production. For example, if the last three digits are 439, the tire was produced in the 43rd week of 1999.

Model A Vibration Diagnosis Chart

A flow chart to assist you in diagnosing Model A vibrations.
 Follow from top to bottom to help isolate the source of the problem.



Do You Know -- When Sliced Bread Hit The Market

By: Elaine Bullard, Secretary

Before the invention of sliced bread, bread was baked at home or bought in loaves. Whichever was the source of bread, the consumer had to personally cut off a slice of bread every time he wanted one. The sliced bread appeared which would be sold pre-sliced. Inventor of the sliced bread was Otto Frederick Rohwedder from Davenport, Iowa, USA who invented the first bread-slicing machine which cut one whole loaf at a time.



He began design of a bread slicer in 1912 but the factory that contained both the blueprints and the original prototype of his bread slicer was destroyed in a fire. The next fully working machine by Rohwedder was ready in 1928. Chillicothe Baking Company of Chillicothe, Missouri, was the first bakery to commercially use of the machine and it used it the on July 7, 1928. But, the slicing didn't go without problems. Main problem and only reason why the most bakers didn't want to adopt bread slicer in the beginning was fast staling of the bread because it was sliced and more open to air. Gustav Papendick, baker from St. Louis, bought Rohwedder's second bread slicer and tried to improve it by keeping the slices together long enough to allow the loaves to be wrapped.

AT first he tried with rubber bands and metal pins, but rubber bands crushed the bread and metal pins fell out. He found out that if the slices are placed in a cardboard tray it will align the slices and that will allow machine to wrap the loaf. Loaves were wrapped in wax paper which kept them fresh for a longer time. The first commercially sold sliced bread was Wonder Bread, in 1930. By 1933, some five years after baking industry accepted Rohwedder's machine, 80% of the bread that bakeries in America made were pre-sliced with his machine. Sandwich bread quickly became a household item.



Sliced bread had one or two effects on consumption of bread. Because of the ease of eating another piece of bread, people ate bread more frequently and because of that consumption of spreads increased also. Because of that, in 1943, U.S. officials imposed a short-lived ban on sliced bread as a way to conserve food reserves in the time of war. Ban didn't last long because savings were not too great.

Today, sliced bread is sold worldwide because of its convenience. Slices make bread easier to use as toast or for sandwiches. Thickness of sliced bread varies by country and company.



When it first appeared the bread was advertised as "the greatest forward step in the baking industry since bread was wrapped". From that tag line developed today's phrase "the greatest thing since sliced bread" which is a commonly used syntagm as a hyperbolic way of praising an invention or development. Which probably says how much was sliced bread loved when it first appeared.

What's On The Calendar?

By: Robert Bullard, PWA VP & Tour Coordinator

We had two great outings in July. On Saturday July 3rd the PWA's participated in The Woodlands July 4th holiday parade. We had seven A's participate in somewhat sketchy weather. But, I must say the parade was well attended in spite of the weather. Eight members gathered at the local Fuddruckers for lunch following the tour.

We also had a great outing on July 10th with fourteen cars gathering at the Spring Cypress Assisted Living and Memory Care facility for breakfast and an antique car show with the residents. Breakfast burritos, pastries, juice and rides around the grounds made for a great backdrop of fellowship between the PWA members and the Facility residents. I have to say there were a lot smiles to go around as any resident that want a Model A ride was able to get out in a car. If we get this on our agenda for 2022 you don't want to miss it.

So, upcoming for the next few months are the following:

- **Ice Cream Social & Club Meeting**
August 14, 2021



SPRING CREEK FOREST





1929 Ford Model-AA Ice Cream Truck

The Spring Creek Forest has a beautiful Olympic sized pool, a clubhouse, 5 tennis courts, a volleyball court, a covered playground, a little library, a baseball field, soccer field, park and nearby trails.

[Click Here For More Information](#)

- **September** – Our September breakfast will actually be a brunch/lunch tour on September 4th to the White Hall Café & Flea Market. Breakfast will be on your on as we mingle the flea market and enjoy our breakfast/lunch. The club monthly meeting will be September 14th at Valley Ranch Bar B Que (regular time). Our International Model A Tour will be an overnight trip to Coldspring, TX on September 11th & 12th. Elaine is still working out the details so more on the schedule to follow soon.

As Usual, More Details Will Follow As Each Event Draws Nearer.

| PWA 2021 MASTER SCHEDULE | | | | | |
|---------------------------|---|--|--|---|--|
| Month(s) | August | September | October | November | December |
| BREAKFAST DATE | 7-Aug | 4-Sep | 2-Oct | 6-Nov | 4-Dec |
| BREAKFAST LOCATION | Harris Co BBQ | White Hall Café (Brunch; Eat on Your Own) | Magnolia Diner | Harris Co BBQ | Magnolia Diner |
| MEETING DATE | 14-Aug | 14-Sep | 2-Oct | 9-Nov | 11-Dec |
| MEETING LOCATION | Meeting in Conjunction w / Ice Cream Social - Spring Creek Forest Clubhouse | Valley Ranch | Offsite - TBD (Holtgraver's or Bullard's) | Valley Ranch | Meeting in Conjunction w / Christmas Party - Walden Yatch Club |
| MEN'S TECHNICAL | Ice Cream Social & Club Meeting | In-Depth Carburetor Theory and Troubleshooting | Game Day: Tire Change Plug Challenge | TBD | Christmas Party Officer Installation |
| WOMEN'S TECHNICAL | Ice Cream Social & Club Meeting | TBD | TBD | TBD | Christmas Party Officer Installation |
| TOUR'S |  | International Model A Day - Coldspring, TX Overnight Tour Sept 11 - 12 | Coffee, Cars & More - Liberty, TX (???) - Oct 23 | 55th Tomball Holiday Parade Date - TBD (??) | No Tour Christmas Party Instead |
| | No Tour's Too Hot! | | Kenny Store (???) Oct 23 | Henderson Syrup Festival (??) Nov 12-14 3 Day - 2 Night Tour | |
| |  | | Picket House (???) - Woodville, TX Oct 23 | | Luncheon @ Verman's Katfish Kitchen Date - TBD |
| SPECIAL MEETINGS | | BOD Mtg - Location: TBD Date: 9/25/21 Time: 2:00 PM | | | |

Spring Cypress Assisted Care Facility Tour

By: Elaine Bullard, Secretary

Tom and Linda Bragaw, PWA Members arranged for us to arrive at the Spring Cypress Assisted Living and Memory Care Facility, 16306 Spring Cypress Rd, Cypress, TX 77429 on Saturday around 8:30 am.

First we worried about the heat. Then we worried about the rain, but the Piney Wood A's were blessed with good weather on Saturday, July 10 as we took a tour to the Spring Cypress Assisted Living & Memory Care Facility to meet and greet with residents and their families. Qty 12 A's and one modern car made the trip to the delight of everyone there. Residents and family members were also driven around in the parking lot and their smiles showed how much they enjoyed the ride.

A breakfast of donuts and breakfast tacos along with juice and coffee were provided to us.

I'm not really sure who enjoyed the morning more – the residents or our members, but it was suggested that we do this type of event again at another facility. It sure feels good to bring joy to others, though.



Resident “Remember Those Days” Ride Along Tours





Sunshine Report

By: Mitzi Shaddix, Sunshine Coordinator

NEW MEMBER: Ashley & Lisa Griffin
Richard & Edna Dean

| | |
|----------------|------|
| Alex Brock | 8/8 |
| Betty Watt | 8/15 |
| Gail Mahaffey | 8/24 |
| Evelyn Parrish | 8/30 |



| | |
|-------------------------|------|
| Robert & Elaine Bullard | 8/10 |
| Fred & Betty Watts | 8/14 |

National Club Update

By: Jackson Garrison, MAFCA, MARC & MAFFI Representative



[MAFCA
Informational
Facebook Page](#)

[MAFCA Group
Facebook Page](#)



Who is ready for Model A Day September 18, 2021?

The Full Brochure Is Available [HERE](#)

Host Hotel Information (SOLD OUT!)

The host hotel for Model A Day is the Four Points Sheraton at:
3600 E. Cork St., Kalamazoo, Michigan
Phone (269) 385-3922

Additional Hotel Information

Candlewood Suites
3443 Retail Place Drive, Kalamazoo, Michigan 49048
\$114 block closes August 17th - mention Model A
(269) 270-3203

Holiday Inn
3630 East Cork Street, Kalamazoo, MI 49001
\$119 - mention Model A
(269) 373-0770

Fairfield Inn & Suites
3303 Retail Place Dr. Kalamazoo, Michigan 49048
\$129 block closes August 18th - mention Model A
(269) 557-0007

Memories of Model A Day Pasts...





Model A Youth Restoration Award Recipient

Brooke Lindsay lives in Vancouver, WA, and is a member of the Volcano A's. She first applied for and received an award from the Model A Youth Restoration Award (MAYRA) program in 2018. She was then 14 years old and MAYRA's only female restorer. Brooke developed her love for the Model A through her grandfather, who gave her a 1929 pickup needing considerable restoration. Her father and two uncles are helping her with the restoration. She wrote in 2018, "I hope to have it all completed before I graduate high school."

At the beginning of the project in 2018, she saw her largest expenses as the wood kit for the cab, missing sheet metal pieces, and the wood for the bed. She has found far more uses for the funds she received from MAYRA.

Brooke received another award in 2020. After two years working on the Model A, Brooke recently wrote that she and her dad got the engine and transmission installed and drove it around the field with the cab and bed bolted in place. She said that she needed to work on the brakes before she could go on the road. "It was a lot of fun to be able to drive it," she said. After all, riding in the Model A is fun, but driving it is super fun.

In 2019, Brooke said that she learned that she could do anything a boy could do. In a recent update, Brooke said that she learned to bench test a starter motor, install and align the clutch, torque the head bolts in the correct pattern, and just how hard it is to install an engine and transmission. Brooke is learning to be patient.

Brooke, who is now 17 and starting her senior year in high school, hopes to be able to drive the Model A to school for her senior pictures and to take her grandmother for a ride.

MAYRA is a financial support program for youth ages 12 through 21 who want to learn and have fun working on a Model A that will one day become their own. For information, go to Modelarestorationaward.org.



A Real Family Project!

Meet the Lutey Family, from Marquette, Michigan. "Papa" Dick (great grandpa), Granddad Tim, and Grandson Kaisen, age 3. Dick Lutey, 85, is working on a woody Model A that he bought from a friend's widow last fall. While the drive train and suspension had been restored, the wood was mostly original. Most had to be replaced, but as much as possible was saved. Kaisen and his granddad have been stopping in nearly every weekend to help with the work. As you can see, it's a huge process, but they reported that they took their first ride the first week in May! And Kaisen was right there in the back seat, enjoying the ride.



Admiring the progress!



Papa did good on the interior!



Inspection time.



Quite the team!



Ready to get to down to work!

Henry Ford had several plants that made the wood for these cars within 100 miles of our town.



Gramma checks on the progress.



It's looking good!



First ride, with Grandpa riding shotgun!



Papa, Kaisen, and Dad Jake



Kaisen will be driving before you know it!

Era Fashion – Modern Dresses

Submitted By: Frank De Lucia, Newsletter Editor

Jabots and Bertha Collars Add Era Flair to Modern Dresses

By Laurie Elliott, Santa Clara Valley Chapter

When looking at women's afternoon and evening wear of the Model A era, you'll notice all sorts of drapes, flounces, ruffles, ties and streamers that you generally don't see in modern clothing. This can be a bit perplexing when trying to recreate an era look. How do you achieve this without the work of sewing an entire garment? Try adding a jabot or bertha collar to your modern dress.

Jabots

As defined by the MAFCA Fashion Guidelines, "Jabot (*zha-boe'*): A pleated frill of lace or cloth attached down the front of a woman's blouse or dress." Historically, men have worn jabots for a few hundred years before being adopted by women in the early 19th century. Jabots were popular during the Model A era and well beyond, for spiffing up an afternoon or evening blouse or dress.



A rule of thumb is the jabot is at least as nice as the fabric in the main garment. It is an embellishing flourish.

Some jabots were sewn to the neckline or collar of a dress, while others were separate pieces pinned to the neckline, usually, but not always at the center. Jabots could be made of the same fabric as the garment, and could be printed or solid material. Whether they were streamlined or heavily ruffled, jabots were usually angular, often coming to a point at the bottom.

The July '28 *Delineator* describes this Butterick dress pattern as having a diagonal slot to insert a fashionable scarf to act as a jabot.



This Butterick pattern, also featured in the July '28 *Delineator* states, "The ripple of the jabot across the front and down the left side gives this simple frock the formality required of afternoon clothes."

Below left is a dress from the Montgomery Ward Catalog Fall/Winter 1929 - 30, with a very fancy lace collar and matching jabot.

In the photograph below right are a couple of my estate sale finds. The fancy lace jabot looks similar to the one on the red dress, but is probably earlier than the Model A years of 1928 - 1931. It is completely hand made and unlikely to have been made for mass purchase.



The jabot with the cameo pin is also hand made, but is more modern looking. Many jabots look like fancy handkerchiefs folded and pinned to the bodice front. Before you pin, remember that pins leave holes that often cannot be repaired.

In the photo at near right is a modern dress with a triangular bertha collar. The small amount of vertical gathers I put in the collar near the neckline created a slight jabot-shaped drape that added a hint of "vintage." Pinning on the jabot, far right, really cranked up the vintage look.



Bertha Collars

Bertha collars, also known as "cape collars," are cape like overlays that attach at a dress's neckline and extend over the shoulders. Often of voile, organdie, lightweight silk or very sheer cotton, bertha collars add a flutter of movement to an afternoon or evening frock. Sleeveless dresses often had bertha collars that gave them, "the satisfactory feeling of sleeves without any of their discomfort for warm days," according to *Modern Pricilla*, July 1929. In other words, the wearer gets to hide some skin in comfort and add a bit of graceful movement.

Here are some dresses with bertha or cape collars from the MAFCA Fashion Guidelines with a variety of hem treatments:



Bertha collars weren't limited to sleeveless dresses as shown in the dress below right, from Montgomery Ward Catalog, F/W 1929-30. Nor were the necklines of bertha collars always symmetrical as in below left, from Modern Pricilla, 1929.



Following is my bertha collar addition. Photo below left is my modern dress with the plain short sleeves removed and armholes finished with hem tape. At right is the "collar" made with Simplicity pattern #3921 MISSES' BOLEROS AND CAPELETS WITH TRIM VARIATIONS, 2011. Notice the loops fastened to both sides of the neckline that hook onto a small button sewn to the center front of the dress neckline. This way the collar stays in place and looks more authentic.



At left is the completed dress with the sheer bertha collar in place and added ribbon belt.

Perhaps you're asking yourself, "where did the bertha collar fabric come from?" When I bought the used modern dress on a large online auction site, I found a **second** dress which supplied ample fabric. Another option was to buy solid black sheer fabric that matched the texture and weight of the dress. In that case I would've inserted a solid black tier between the two printed tiers at the hem to unify the design.

The next time you want to amp up your modern dress for a Model A banquet or afternoon tea, try adding a fancy jabot or bertha collar and get ready to receive compliments.

Reference Material:

- ❖ MAFCA Fashion Guidelines, 2015 ed.
- ❖ Simplicity Pattern Co. 2011
- ❖ Delineator, July 1928, The Butterick Publishing Co.
- ❖ Modern Priscilla, July 1929, the Priscilla Co.
- ❖ Modern Priscilla, November, 1929
- ❖ Montgomery Ward & Co, Fall & Winter, 1929-30
- ❖ Art Needlework, Fall & Winter, 1930-31, Frederick Herrschner Co.
- ❖ M.W. Savage Co. Spring & Summer 1931

Era Fashion – MAFCA Publications

Submitted By: Frank De Lucia, Newsletter Editor

Sharpening Your Accessory Knowledge

Diann Eason
Model A Ford Club of Colorado



Walking into the fashion judging room requires knowledge of five fashion areas for competition. As an entrant, the primary focus is on the Major Garment, then Coordinating Apparel, those fabulous Hats and Hairdos, and of course Footwear. Accessories provide hundreds of combinations to complete your ensemble. Men and women have three accessories with them, which not only complete the ensemble but can add interesting information to the written description, valuable points toward the final score, and a bit of spark to the entrant's overall appearance. Adding information obtained by research will give the judges the information necessary to confirm the entry. Ensuring your accessories are within the 1928–1931-time frame, in good condition, and coordinated with the major garment will make your fashion judging a wonderful experience.

MAFCA fashion judges are always curious as to what is pulled from the pockets of the gents, and carefully removed from the fragile purses of the ladies. Pocket watches, handkerchiefs, compacts, pen and pencils, mirrors, or coins are commonly seen. How about pocket knives? While not the usual accessory, pocket knives can make an impact and will make a point of the depth of research.



Figure 1 Comillus Knife

Knives of many forms and styles have been used since the caveman era; necessary for protection, securing food, and for crafting utensils. Many manufacturers of pocket knives pre-dated the Model A Era, so doing the research on the manufacturer will result in the possibility of a higher score for authenticity of the era.

Figure 2 Tang Stamp



The logo or company stamp can often be found on the tang stamp located at the bottom of the blades near the hub of the knife handle.

Pocket knives available during the Model A era were made by several well-known manufacturers: US Wallkill River Works, Walden New York The New York Knife Company, Colonial Providence RI, and Shapleigh Hardware Company/Diamond Edge Company, Boker Knife Company, Solingen Germany and the United States of America, Hammer Brand Knives, and the Camillus Knife Company.

Pocket knives were used by men and women for many different careers, sporting activities, and homelife. A tradesman would take his sturdy pocket knife from his uniform to cut a box, or use it as an all-in-one type tool depending on number of blades and/or attachments. A golfer could use a pocket knife to remove dirt clods from the golf cleats. Of course, at home, a pocket knife could have been used in the garden to cut string, hose, or a plant by a man or woman.

The length of the knife could vary from two- and one-half inches to seven and three fourth inches with blades fully extended. The blades were made of hardened stainless steel and sharpened to a fine razor edge. The handles were often wood, ivory, celluloid, polished steel, silver, brass, pearl, or bone stag handles.



Figure 3 Boker Knife with Trademark Tree



Figure 4 Stag handle

The inner casings were brass. The placement of the hinges could be as various as styles. One knife could have one or two blades at one end with a single blade of a different width at the opposite end. Another pocket knife might have two blades moving independently of each other at the same hinge. The shape of the blades differed based on the function. A shorter, thicker blade with a flat tip could be used as leverage, while a blade with a sharp point was used to get into tiny spots.



Figure 5 Utility knife with blunt blade



Figure 6 Montgomery Ward's & Company 1929-1930

Gentlemen often wore a pocket knife attached to a metal chain, similar to a watch chain and fob. A smaller pocket knife with a chain is appropriate to be worn with a business suit or sport ensemble.

Women may have had smaller or “lady like” pocket knives for self- protection. In addition, a pocket knife would be helpful for those minor repairs necessary when driving your car without a man present!



Figure 7 Small ladies pocket knife

When considering the accessories for your Model A Era ensemble, certainly coordinate the items with the main garment, but provide an element of surprise and unpredictability with a pocket knife.

Several sales catalogs show the unique styles of pocket knives. Attach copies of documentation, showing the authenticity of your accessories to your fashion judging entry forms.



Figure 8 Montgomery Ward's & Company 1929-1930 1



Figure 9 Decorative pocket knives in jewelry catalogs

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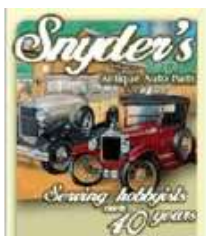
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AFTER 43 YEARS LETS LOOK BACK AT SOME PWA CLUB HISTORY

The Following Article, By Gwyn Machacek,
Entitled "CRANKED UP IN 1977",
Was Published In Our
September 1995 & July 2012 Newsletter
By Paul Lewis:

"For several years there was talk between Model A'ers about trying to form a Model A Club North of Houston and in Montgomery County. Four people said, "Let's try". Notices were posted everywhere in the Spring, Woodlands, and Conroe area telling of the first gathering to be held August 9, 1977 at the Gulf State Auditorium in Conroe. Those four people were Keith Jenkins, Buddy Moore, Larry and Gwyn Machacek.

Eight families attended the gathering and they all said, "Let's give this club a try". Officers were selected and then one of the big topics of discussion was what can we call ourselves. Suggestions such as; Conroe A's, Montgomery County Motometers, Piney Wood A's, Big Thicket A's and Rambling A's were suggested. It was suggested that a name would be picked at the September meeting. Everyone then browsed through the display of literature on the Model A that Keith Jenkins and Larry Machacek had set up.

At the second meeting the name Piney Wood Model A Ford Club (Piney Wood A's, for short) was chosen and a Newsletter's name of "The Ford Squeaks" was selected. Moreover, the club grew by 4 new members.

By the end of 1977, the newly formed club had 16 families. They were Bryant Baugus, Donald & Cindy Chrisner, John & Judy Davidson, Monte Fine, Jerry Fisher, Thomas Gilbert, Dick Hand, Keith & Marlene Jenkins, Benny Klekar, Tom & Joan Lowery, Larry & Gwyn Machacek, Donald Mog, Buddy & Sandy Moore, Guy & Betty Nightingate, Harold & Carolyn Smith, and Thomas Wilkerson.

The following year (1978) saw the club becoming a chapter of the Model A Ford Club of America (MAFCA). Years later, in 1983, the club became a region in the Model A Restorers Club (MARC). **"THE REST IS HISTORY."**

At our 35th Anniversary luncheon July 14, 2012, we all receive a souvenir print out of all the Piney Wood A's meeting minutes for 1977. The club today has far surpassed any vision our founding fathers might have had 35 years ago.

We all should be proud of that as we tack on the future years to come and, be very thankful for that meeting held on August 9, 1977 when **"Let's Give This Club A Try"** received enough "Yes" votes.

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

Material must reach the Editor by the 20th of the month to insure publication in the next month's issue. Membership dues in the Piney Wood Model 'A' Ford Club are \$25.00 per year. Annual membership is required in MAFCA. MAFCA dues are \$45.00 per year (subject to change). Membership applications are available from the Club Membership Director or from our website (www.pineywoodmafc.com). The Piney Wood Model 'A' Club meetings are held on the 2nd Tuesday of every month (except December) at 7:00PM at the Valley Ranch Bar-B-Que & Grill Restaurant, at the corner of Spring Cypress & Tomball Parkway (FM249). Other clubs are encouraged to use articles & info from "The Ford Squeaks" as long as credit is given.