



Established  
August 09, 1977



THE  SQUEAKS

# PINEY WOOD MODEL A FORD CLUB

**VOLUME 47 - ISSUE 04 ---- MAY - 2021**

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

### MOTTO

To promote and stimulate  
the preservation, restoration,  
and maintenance of the  
Model A Ford automobile

### QUALIFICATIONS

Any person sincerely interested in the  
Model A Ford automobile and the  
purpose of this club shall be eligible  
for membership as an active member.

# From The President's Desk

By: Jim Blaszcak

Hey Y'all

I am happy to report that the state of the Piney Wood Model A Ford Club is good. I believe we have recovered. We're back to doing almost everything that we were doing a year ago. We're meeting, touring and welcoming new members. I think that's GREAT news. I believe the only activity we have not restarted is our Monthly Breakfasts and I don't believe it will be long before we resume them.

We had a fun tour in March to view the wildflowers. There were lots of Model As. In fact, we needed to divide into three groups for the tour. We had a wonderful picnic lunch at the Antique Rose Emporium. There was lots of fun, fellowship and laughs. I don't think the flowers were quite at peak with the "deep freeze" we had in February, but they were still beautiful.

In April we took the opportunity of the 32<sup>nd</sup> Annual Cotton Gin Festival to drive to Burton, TX. Thanks Ron Cherry for putting the route together. There were fewer cars than on the March tour, but I think folks were nervous about the weather which turned out to be nice, only cool and a couple light sprinkles. The wildflowers were as good or maybe even better than in March. Two cars on the tour were Jeff and Shelley Boyles' early '28 Phaeton and Redford, the Blaszcak's late '31 pickup. So, we pretty much had the "bookends" of Model A production. Jeff gets the "Iron Man" award for driving an open car in the cool spring weather. Well done, great job! We had great Mexican food for lunch at Las Patronas. The owners moved the restaurant from Round Top to Burton last year. After lunch we strolled around the Cotton Gin Festival. With so much fun stuff to see everybody wished we could have spent more time at the festival. The old tractors, farm implements and "hit and miss engines" were the favorites. On the way back there was a quick tour of the Blaszcak's "barndominium" under construction in Dacus, TX. The guys liked the garage and the ladies liked the craft room. Estimated completion is in August.

Robert Bullard is putting together another great tour for May. We plan to go to the San Jacinto Battlefield State Park. Although the battle was in April (21<sup>st</sup> 1836) we decided to wait on touring there until work was finished on the Lynchburg Ferry. It should be back in operation for our tour on the 15<sup>th</sup>.

April brought our first PWA club meeting in over a year. Held at Valley Ranch BBQ the turnout was FANTASTIC. We had folks who hadn't been to a meeting in a couple of years to new members who had just joined. Great to see everyone. I love our "Model A Family". It makes me very happy to know our club and the Model A hobby is thriving. David Teale gave us another of his outstanding tech presentations. He taught us how to use a multi meter to check and diagnose electrical circuits on our Model As. He even put together some electrical "Mystery" boxes for a challenge. You had to use the multi meter to figure out what was in the box. Wayne Mason received some 50/50 tickets for winning the contest. Kathy Hartzog led the ladies in their technical activity, making personalized note pads. We are so lucky to have Kathy Hartzog, Elaine Bullard and so many other talented ladies in our club that are willing to share their handicraft ideas and skills. The favorite part of the meeting for everyone, however, was the fellowship that we have missed so much. Illona Blaszcak was excited to show pictures of her first grandchild, Isaiah, born March 17<sup>th</sup>.

I look forward to seeing everyone at the May meeting and tour.

Take care,



# Meeting Minutes

By: Elaine Bullard, Secretary

A Regular Monthly Meeting at Valley Ranch BBQ was held on Tuesday April 13 @ 7:00 pm.  
[Reference, Next Page for Meeting Minute Details.](#)

## Treasurer's Report:

Frank Delucia send by e-mail the [April](#) Treasurer's Report to Officers & Board Members.

## Antique Treasure From Armand & Becky Casarez:

We noticed this morning coming out of Denny's what was parked next to us; so.

**“Yesterday's Dreams Paving The Road For Tomorrow's Future.”**



## PWA Meeting Minute Notes -- April 13, 2021

Note's By: David Teale



- Jim Blaszcak – President Opened With Welcoming New Members.
- Betty Watts thanked the club for the Sympathy Card & Flowers for their loss.
- Previous Meeting Minutes:  
Elaine Bullard was not present and Jim Blaszcak did not have a copy of the minutes to approve;  
Approval Pending For Next Months Meeting.
- Treasurers Report:  
The January To December 2020 Monthly Financial Statements were reviewed.  
Wayne Mason made a motioned to approved, and Dan Kundts seconded the motion.  
Motion Approved By Members.  
  
The January To March 2021 Monthly Financial Statements were reviewed.  
Perry Jones made a motioned to approved, and Jim Hartzog seconded the motion.  
Motion Approved By Members.
- Membership: Perry introduced new members Jeff and Shelley Boyles
- MARC/MAFCA: Jackson highlighted the signup for the National Tour.
- Apparel: Nothing to Report
- Toolbox: Nothing to Report
- Library: Nothing to Report
- General Items  
Ray Barth suggested PWA members send in photos for “A of the Day” to MAFCA  
Jackson Garrison mentioned pickup/roadster for sale Contact him for details if interested.  
Kim Teale was thanked for 50/50 and Sergio Fernandez will handle future 50/50.  
Ruth and A.J. Burg donated an original PWA Shirt to the Club.
- 50/50 proceeds were \$115 – Betty Watts won \$57, Club \$58

**Thank You!**

**Kim Teale**

**For Doing The 50/50 Raffle So Long**



**New 50/50 Raffle Volunteer Is  
Sergio Fernandez**



# Ladies Activity - Personalized Post-It Notes

By: Kathy Hartzog, PWA Member

How many times have you wanted to jot down a note but then forgot where you placed it? Or you wanted to write down a reminder, only to lose the paper it was written on?

With Personalized Post-It Notes, there is no need to hunt around for a piece of paper. The adhesive back on these versatile notes adhere to any surface to remind you of important messages, dates, and tasks.





The Personalized Post-It Notes can be made in a beautiful array of designs and colors.



# Garage Talk – Using A Multimeter

By: David Teale, PWA Member

## Selecting a multimeter with the right functions for the Model A

- 1) DC Voltage (Volts) 
- 2) Resistance (Ohms) 
- 3) \*Capacitance (Farads) Optional/recommended. 
- 4) \*\*Continuity Check (meter with quick response time) 



# Fluke 106 Palm-Sized Digital Multimeter



## Ohms

This looks like an Omega letter, and it helps you to get the most accurate resistance reading possible. This button can also help you to figure out whether or not a fuse has blown.



## Continuity

This button looks like a bunch of closed-end parenthesis in a row, like the symbol that indicates sound.



## Shift Capacitance

This is usually the shift option on your Diode Test button and looks like two "T" letters facing each other. This measures your capacitance.

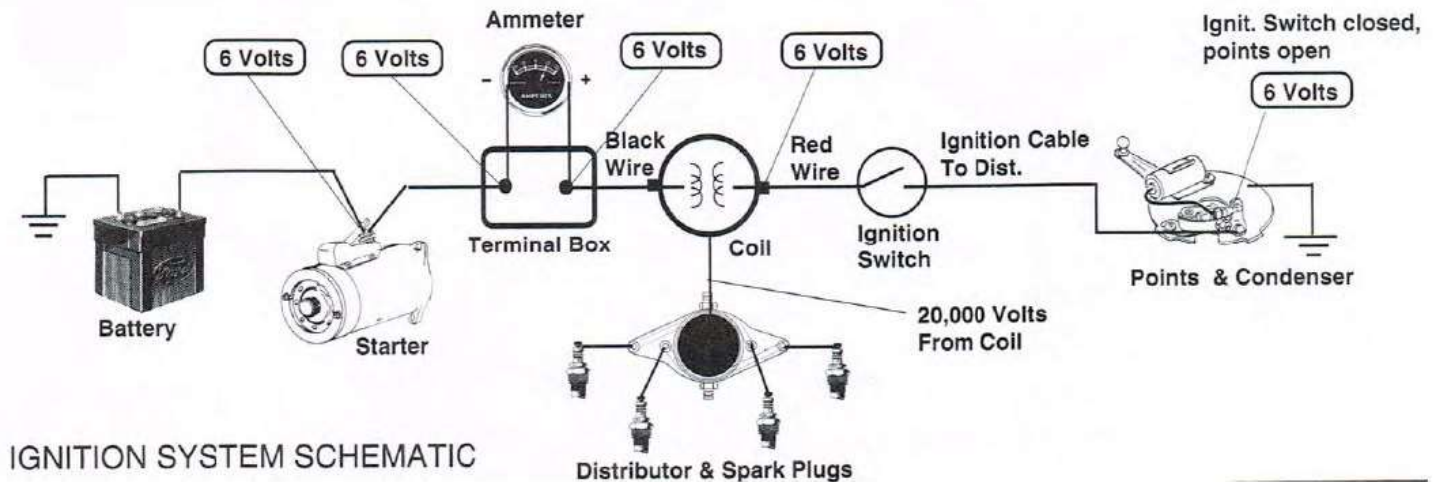
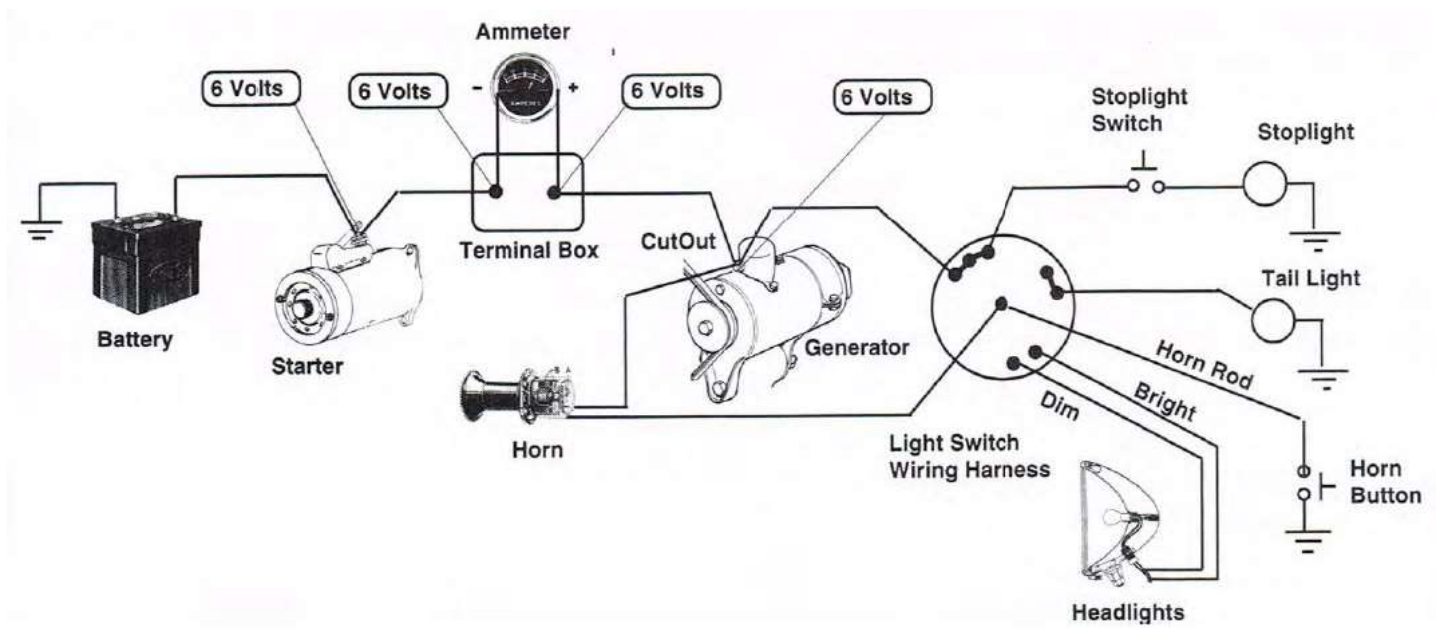


## DC Voltage

This button is also a capital "V," and it has three hyphens (- - -) above it, then a single straight line on top of that. It kind of looks like a V with a road drawing on top of it!



# Where To Find Voltage:



From *Model A Ford Mechanics Handbook* by Les Andrews – Available from MAFCA

## Model A Diagnostic Voltages

### 6 Volt Systems:

Healthy battery voltage 6.3-6.4 volts. This is the resting voltage after several hours.

Generator/alternator charging voltages from idle to 1,200 rpm – approx. 7.2+ volts.

Generator voltage will ramp up to 18-20 volts at 2,000 rpm without battery connected.

### 12 Volt Systems:

Healthy battery voltage 12.6-12.7 volts. This is the resting voltage after several hours.

Alternator charging voltages at idle to 1,200 rpm – approx. 13.5-14.5 volts.

Battery resting voltage > 12.4 volts is considered charged. Below 12.39 volts is discharged.

**Note:** Battery cell voltages can be charged at 2.4 volts per cell. Resting cell voltage is 2.12 volts per cell.

## Model A Resistance Measurements

Ignition Coil (Resistance in Ohms)

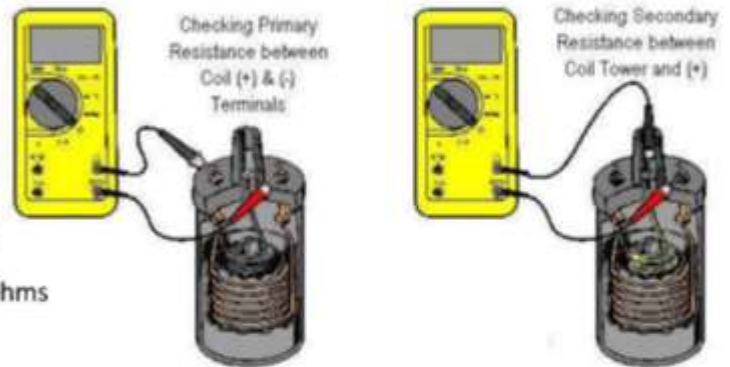
Primary Winding: 1.0 Ohms to 1.4 Ohms

Secondary Winding: 5.8K Ohms to 9.2K Ohms

Ground and wiring resistance.

Measuring key wiring points to chassis ground should read less than .2 Ohms for good conductance.

For comparison, IEEE/NFPA national agencies claim 5 Ohms or less represent a good connection.



## Model A Capacitance Measurements

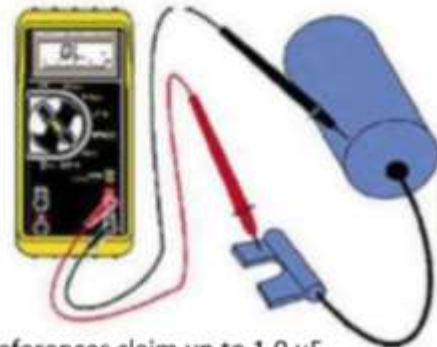
Condenser capacitance: .23 uF to .30 uF for standard range.

.30 uF was documented in a letter from the Ford Factory.

Any measurement from .20 uF to .50 uF will work fine. Some references claim up to 1.0 uF.

Readings less than .20 uF indicate condenser failure.

**\*\* Stick to the range at the top of the list for best performance \*\***



## Model A Continuity Check

Use this function to set timing. Meter must have quick response to get accurate timing.

This function can also measure the following:

- Fuses – test for good/bad
- Bulbs – test filaments for good/bad
- Wiring and loose connections
- Ground points
- Rotor, points, coil wire
- Ignition pop-out switch

## Timing the Model A Distributor

Accurate timing of the Model A engine electrical system is one of the most critical adjustments that should be preformed. One of the key secrets to timing the engine is to be very precise in each step. A sloppy job will result in a poorly-timed engine.

1. Fully retard the spark lever. The distributor body (rams horn) should be one that allows for the 20 degree movement of the upper plate arm. The arm should move from one side of the slot when retarded to the other side of the slot when advanced.
2. Loosen the screw holding the cam on the distributor shaft until the cam can be easily rotated.
3. Check that the points are properly aligned. Check that they are closing when on the low point of the cam and that they have a gap of .020" on the high point of the cam. Check this on all four cam lobes.
4. Remove the timing pin from the front timing cover, turn it around and re-insert it in the hole. Slowly hand crank the engine (never use the starter) while holding pressure on the timing pin. Feel for the pin to slip into the indentation in the cam gear. Be very accurate that the pin has fully entered the indentation. If difficulty is encountered in locating this indentation, remove the #1 spark plug and

(with help) watch for the #1 piston to reach top dead center while feeling for the indentation with the timing pin.

5. Turn the cam clockwise until the large slot in the cam is approaching the position of the #1 cylinder terminal on the distributor body (about the 4 o'clock position.)
6. Continue turning the cam clockwise until the cam starts to open the breaker points. Rock the cam backward and forward until the cam is positioned so that the slightest movement will start to open the breaker points, but the points are still closed. This position must be found with the cam moving clockwise and never when moving the cam counter-clockwise
7. Lock the cam in this position by tightening the cam screw. The cam must not move when tightening the cam screw.
8. Remove and properly replace the timing pin.
9. Properly replace the #1 spark plug.
10. Remove the hand crank.
11. Replace the rotor, distributor body and distributor cap. Make sure the wire from the coil to the distributor is fully inserted at both ends.

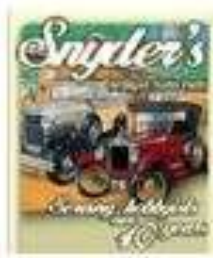


The cam is held in a precise position while tightening the cam screw.

Excerpt and edited from William & Paul Mcree

# Editorial -- Garage Talk -- A-Fuel Filter

By: Frank De Lucia, Newsletter Editor



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

Snyder's Antique Auto Parts, Inc.  
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**Snyder's Part #: A-9156-X A-Filter**

**Turns Your Existing Fuel Sediment Bowl Into A High Efficiency Filter**



## Benefits:

- **One Piece** -- Installs in Sediment Bowl Housing with No Modifications
- **Removable** -- Easily removed for car judging and cleaning
- **No Flow Restriction** -- Ideal for gravity feed systems
- **Ethanol Proof** -- Impervious to modern fuels
- **Flow Path Aids in Cooling** -- Reduces chance of vapor lock
- **No Paper Filters** -- Brass screen is robust and cleans easily if needed.
- **No Magnets Needed** -- Debris stays on the bottom of the bowl
- **Pays for Itself** -- Eliminates disposable paper filter

## Design

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

# What's On The Calendar?

By: Robert Bullard, PWA VP & Tour Coordinator



Hello, everyone.

I hope this newsletter finds everyone healthy and ready to get out and drive their A's. We had a very nice "Bluebonnet and any other Bloomin' Flower Tour" last month. Though some of us were doubtful the wildflowers would be in bloom and in sufficient quantities, the day turned out great with plenty of wildflowers to make the trip very nice. Our picnic spot at the Antique Rose Emporium was delightful and very pleasant. We had twenty cars join the tour and it was a wonderful day.

We just recently completed the "Now We're Ginnin' Tour" to Burton. Elaine and I could not attend as we were on an eleven-day tour in Kentucky. By all accounts, it was a nice tour and everyone had fun. Unfortunately, iffy weather reduced the participation to only six Model A's and one modern car but in the end the weather worked out fine. In addition to the festival events, the wildflowers were in full bloom and beautiful. This tour was a double wildflower treat for those that made the March tour as well.

According to published information, the Lynchburg Ferry is operating and we will proceed with planning our May 15<sup>th</sup> tour to the San Jacinto Battleground State Historic Site. The details are being worked out and a flyer will be sent out soon. For June we will have the annual Texas Tour and the MAFCA National Tour as club touring options. Details for these two tours are included elsewhere in this newsletter.

If anyone has a tour idea and is interested in planning and leading a tour please let me know. The club is always looking for interesting tour ideas. We'll see everyone "Down the Road".

## May:

- 11<sup>th</sup> -- 7:00 pm Monthly Meeting at Valley Ranch BBQ
- 15<sup>th</sup> -- Tour to San Jacinto Battleground S. P.

## June:

- TBD -- PWA Possible Off-Site Meeting
- 10<sup>th</sup> -- 13<sup>th</sup> 58<sup>th</sup> Annual Texas Tour, Kilgore, TX
- 20<sup>th</sup> -- 25<sup>th</sup> MAFCA National Tour, North Conway, NH

# The "Bluebonnet & Any Other Bloom-In' Flowers Tour" March 27<sup>th</sup>, 2021

Photo's By: Elaine & Robert Bullard  
Kim & David Teale  
Kelsie & Jackson Garrison

## LET'S RALLY



We saw some very nice bluebonnet patches as well as patches of paintbrush and fields of yellow flowers, but at 40 MPH, it was hard to get good photos. I finally made Robert stop for me.



## LEISURELY WALK



### **PWA Member Kelsie Garrison Wearing Period Clothing Takes A Campus Stroll**

The University of Mary Hardin-Baylor traces its distinguished history to the days when Texas had yet to gain statehood and when Baptist missionary work was just beginning in the frontier Republic. As early as 1839, representatives of churches in Washington County issued an appeal to the Home Mission Board of New York to inaugurate a missionary movement in Texas. Missionaries Rev. James Huckins and Rev. William M. Tryon were sent, and soon after, Judge R.E.B. Baylor came to Texas as a teacher, lawyer, soldier, and preacher.

These leaders inspired the desire for Christian education in the area and, at a meeting of the Union Association in 1841, recommended forming an education society. War prevented action until 1843, when the Texas Baptist Education Society was organized.

Tryon and Baylor were appointed to prepare a charter to establish a Baptist university. On February 1, 1845, a charter was granted by the 9th Congress of the Republic of Texas, approved by President Anson Jones at Washington-on-the-Brazos, and the long awaited Baptist university became a reality.

The school initially included a Preparatory Division in addition to co-educational classes for college students. In 1851, under the same charter, a Female Department and a Male Department were created, ending co-education. In 1866, the Female Department obtained a separate charter and its own board of trustees.

In 1886, due to changing transportation and economics in the area, it was deemed necessary to move both schools. The Male Department consolidated with Waco University in Waco, Texas, retaining the name Baylor University. The Female Department (Baylor Female College since the 1866 separation) moved to Belton, Texas.

## PICNIC LUNCH TIME TO EAT

Art And Mitzi Brought Guests  
Sherry And JC Harriel



New Member  
Les Broyles



First Time Touring With Us Are Members  
Bob And Pam Johnson Who Live In Beaumont.





Second Tour For Leonard Bloom And His Grandson Taylor



We Really Enjoyed Sitting Under A Huge Oak Tree And Visiting While We Ate.  
Bob & Marilyn Hitchcock And David & Kimberly Teale





# Cotton Gin Festival - Burton, Texas

April 17, 2021





# Kentucky Bluegrass Tour

By: Elaine Bullard, Secretary

Robert and I had the opportunity to meet up with some Model A friends and spend 6 days touring Central Kentucky. The weather was excellent with temperatures in the high 60's to low 70's each day and except for one day, we had beautiful skies for driving the backroads near Lexington.



Dogwoods, Ornamental Cherry trees and Redbud trees were in full bloom as well as there being fields of red clover (which is purple by the way!) Pastures were lush and green and contained mares with their new foals. Life is good in the Lexington area for most horses. Most barns are more elaborate than the nearby houses.



This was supposed to be something of a Bourbon Trail tour, but most distilleries were not giving tours due to still making hand sanitizer, but we were able to tour a craft distillery and several gift shops of larger distilleries. We visited a moonshine distillery and found several flavors and recipes that were so tasty, we left with a couple bottles of moonshine. One night we had two Master Bourbon Tasters give a presentation while allowing us to taste several bourbons so rare that you can't buy them anywhere.



After the tour ended, we drove our A to Williamstown, KY to visit The Ark Encounter, a life-sized reconstruction of the ark that God commanded Noah to build. It was impressive and worth the trip. We then drove to Louisville to visit The Louisville Slugger Museum and Factory. That was very educational and fun as well. We had hoped to visit The Kentucky Derby Museum and Grounds, but the weather wasn't cooperating so we didn't make it there.



That concluded our Model A travels, but we went on to visit friends and family trailering our Model A. She's tired after about 1,100 miles and dirty after a rainy day, but she never let us down in 8 days thanks to the preparation Robert does before we head out.

Happy Travels, everyone!



# Sunshine Report

By: Mitzi Shaddix, Sunshine Coordinator

**NEW MEMBER:** Tom & Linda Bragaw



Kay Baccus	5/4
Ray Barth	5/5
Rosetta Kundts	5/9
Marge Gross	5/11
Fred Schiefer	5/12
Tom Stevenson	5/13
William Hoekstra	5/19
Doris Christilles	5/25
David Van de Bogert	5/29
Marilyn Hitchcock	5/31



Don & Beckie Endebrook	5/5
Dr. David & Jennifer Gould	5/23

# National Club Update

By: Jackson Garrison, MAFCA, MARC & MAFFI Representative



[MAFCA  
Informational  
Facebook Page](#)

[MAFCA Group  
Facebook Page](#)



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## New MAFCA Fashion Judge

Perry Jones, PWA Member

My journey started when Tammie and I took possession of the family Model A which has been in her family for over 50 years. Once we started driving the car, we both fell in love with the whole Model A experience but alas, we had no one to share it with. Tom Mather and I were both members of a local train club. He invited us to a Piney Wood meeting. After a couple of meetings, Tammie and I were convinced that this was the club we wanted to be members of.



What being a club member meant to us was the fellowship of owning a Model A but also the tours. Ah yes, the tours. Being out on the road with like-minded folks who love driving their cars and seeing the precession of cars either in front or behind you never gets old. Soon we were becoming more involved with the club and currently Tammie is the Auditor and I am the Membership Chair and on the Board.

In 2016, Tammie first became interested in Era Fashion at the Texas Tour where she was able to talk to some of the ladies who participated and found a mentor in Eva Huey. Naturally if Tammie is interested, then I am too and thus we were off antiquing.

However, before one can go out and try to find articles in the wild you have to have an idea of what to look for. That's where the Fashion Guidelines and A Book of Fashion Facts (both from MAFCA) come in real handy. If one is interested in participating in fashion judging, as was the case with Tammie, the Fashion Guidelines is a must. Other sources are periodicals of the Era that would have advertisements of fashion and also Catalogs (Sears, Montgomery Wards, and Belle Hess) are especially helpful when you want to document in item that has not been described in the Fashion Guidelines. I have even used the US Patent web site to look things up (this part of the Model A hobby can take you down all sorts of rabbit holes).



Pictured is our first ensemble each, Tammie had hers before I had mine and hers was a lot more difficult because everything she has on, down to her step-ins, is Era original clothing (thanks to Eva for all that she provided) the toughest category to be judged in. This picture was taken at the 2018 Texas Tour where Tammie entered her first Fashion Judging event and received a perfect score and an Award of Excellence for her outfit. I entered my outfit in 2019 as Era Image; the clothing can be completely modern in construction it just has to look like the Era. I too received an Award of Excellence but did not receive a perfect score. All in all we have a lot fun with Era Fashion and it is another Family within a Family.

Along comes 2020 and, as everybody else, we have been home bound. After surfing the entire internet and watching every episode of every TV show I needed something else to do. I went to the MAFCA web site and read up on how to become a Fashion Judge. It was quite simple and I already had everything I needed to get started. I already had the current MAFCA Fashion Guidelines book, I just had to download the test. There are 6 tests in all and it is open book, easy right? Not as easy as it may seem as a number of questions are worded in a way that really makes you look hard for the answer and even then it was not so obvious. Well I submitted my test and the results came in, I passed all 6 with an average score of 97. I am now an apprentice judge with nowhere to begin my judging journey, yet. Tammie and I are very excited about what journey's lies ahead with meeting others across the country who share our Era Fashion passion but we will always remember where it all started and that was with the Piney Wood A's.

That's my story and I'm sticking to it. Pppptttt!!





## Era Fashion – History of the Flapper, Part 2 of 4: Makeup Makes a Bold Entrance

Submitted By: Perry & Tammie Jones, PWA Members

Written By: Emily Spivack  
SMITHSONIANMAG.COM, FEBRUARY 5, 2013

It's the birth of the modern cosmetics business as young women look for beauty enhancers.



**Lipstick stencil, 1920s (Feedloader (Limelight Networks))**

*Let us take a look at the young person as she strolls across the lawn of her parents' suburban home, having just put the car away after driving sixty miles in two hours. She is, for one thing, a very pretty girl. Beauty is the fashion in 1925. She is frankly, heavily made up, not to imitate nature, but for an altogether artificial effect - pallor mortis, poisonously scarlet lips, richly ringed eyes - the latter looking not so much debauched (which is the intention) as diabetic. Her walk duplicates the swagger supposed by innocent America to go with the female half of a Paris Apache dance.*

*Flapper Jane, The New Republic, September 9, 1925*

In the decades before the Roaring Twenties, nice girls didn't wear makeup. But that changed when flappers began applying cosmetics that were meant to be noticed, a reaction to the subdued and feminine pre-war Victorian attitudes and styles typified by the classic Gibson girl.

Before the 1920s, makeup was a real pain to put on. It's no wonder women kept it to a minimum. The tubes, brushes and compacts we take for granted today hadn't yet been invented. Innovations in cosmetics in the '20s made it much easier for women to experiment with new looks. And with the increasing popularity of movies, women could mimic the stars - like Joan Crawford, Mae Murray and Clara Bow, an American actress who epitomized the flapper's spitfire attitude and heavily made-up appearance.

Let's start with rouge - today we call it blush. Before the '20s, it was messy to use and associated with promiscuous women. But with the introduction of the compact case, rouge became transportable, socially acceptable and easy to apply. The red - or sometimes orange - makeup was applied in circles on the cheeks, as opposed to dabbed along the cheekbones as it is today. And, if you were particularly fashionable, you applied it over a suntan, a trend popularized by Coco Chanel's sunbathing mishap.



***Clara Bow With Compact, 1920s.***

And lipstick! With the invention of the metal, retractable tube in 1915, lipstick application was forever revolutionized. You could carry the tube with you and touch up often, even at the dinner table, which was now tolerated. Metal lip tracers and stencils ensured flawless application that emphasized the lip line. The most popular look was the heart-shaped “cupid’s bow.” On the upper lip, lipstick rose above the lip line in the shape of a cupid’s bow. On the lower lip, it was applied in an exaggerated manner. On the sides, the color stopped short of the natural lip line.

For even more foolproof application, in 1926, cosmetics manufacturer Helena Rubinstein released Cupids Bow, which it marketed as a “self-shaping lipstick that forms a perfect cupid’s bow as you apply it.” Red was the standard color, and sometimes it was cherry flavored. The 1920s stage and screen actress Mae Murray, the subject of a new biography, The Girl With the Bee Stung Lips, exemplified the look with her distinctive crimson lips.



***Maybelline Mascara Featuring Actress Mildred Davis' Eyes, 1920s***

As for the eyes, women lined them with dark, smudged kohl. They plucked their eyebrows to form a thin line, if not entirely, and then drew them back in, quite the opposite of 1980s Brooke Shields. Mascara, still working out the kinks, came in cake, wax or liquid form. The Maybelline cake mascara had instructions, a brush and a photo of actress Mildred Davis' eyes. Since the brush hadn't evolved into the circular wand we have today, women used the Kurlash eyelash curler, invented by William Beldue in 1923, for a more dramatic effect.



**Moon Manicure, 1920 Or 1930s.**

Nail lacquer took off in the 1920s when French makeup artist Michelle Ménard partnered with the Charles Revson company, Revlon, as we know it today. Inspired by the enamels used to paint cars, Ménard had wondered if something similar could be applied to fingernails. They established a factory, began producing nail polish as their first product, and officially founded the Revlon Company in 1932. The brands Max Factor and Cutex also introduced polishes throughout the 1920s. The “moon manicure” was in vogue: Women kept their nails long and painted only the middle of each nail, leaving the crescent tip unpolished.



**Joan Crawford, 1928.**

A confluence of events led women to become more receptive to powdering their noses. First, the invention of safer cosmetics throughout the decade (since applying lead to your face wasn't the best idea!) was key, and much of what we see in drugstores and at makeup counters today originated during the 1920s. Women were competing for attention, and for jobs, after men returned from World War I, and to that end, they wore makeup to be noticed. The idea of feminine beauty was overhauled. As the conservative attitudes of previous decades were abandoned, a liberating boldness came to represent the modern woman.

**FOR SALE: 1931 Roadster Blue and Black  
\$17,950 OBO**

All Steel Body And Fenders. Excellent Engine, Breaks.  
Interior And Top In Good Condition With Side Curtains.  
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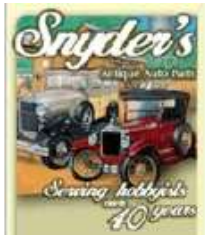


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## AFTER 43 YEARS LETS LOOK BACK AT SOME PWA CLUB HISTORY

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

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

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

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

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

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

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

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

## 2020 Piney Wood Model "A" Ford Club Officer(s) & Chairperson(s)

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### Vice President & Tour Director:

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### Secretary & Advertising:

Elaine Bullard elainebullard53@yahoo.com

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P.O. Box 691341

"The Ford Squeaks" is the official monthly publication of the Piney Wood Model A Ford Club, Inc. This club is a local chapter of the Model A Ford Club of America (MAFCA), a region of the Model A Restorers Club (MARC). The newsletter is mailed to members, prospective members, and editors of similar publications in exchange for their newsletter. Its purpose is to provide the members with information regarding club activities, upcoming events, Model 'A' restoration and maintenance. Members may publish non-commercial ads at no cost for Model A related items: For Sale, Wanted or Trade. They are also invited to submit articles of interest or information to be published in the newsletter. **Material must reach the Editor by the 20th of the month to insure publication in the next month's issue.** Membership dues in the Piney Wood Model 'A' Ford Club are \$25.00 per year. Annual membership is required in MAFCA. MAFCA dues are \$45.00 per year (subject to change). Membership applications are available from the Club Membership Director or from our website ([www.pineywoodmafc.com](http://www.pineywoodmafc.com)). The Piney Wood Model 'A' Club meetings are held on the 2nd Tuesday of every month (except December) at 7:00PM at the Valley Ranch Bar-B-Que & Grill Restaurant, at the corner of Spring Cypress & Tomball Parkway (FM249). Other clubs are encouraged to use articles & info from "The Ford Squeaks" as long as credit is given.