

NOMAC NEWS

Volume 8, Issue 5

May 2021

The NORTHERN OHIO MODEL "A" CLUB is a Region of the [Model "A" Restorers Club \(MARC\)](#) and a Chapter of the [Model "A" Ford Club of America \(MAFCA\)](#).

The NOMAC is a family oriented technical club, founded to share restoration and repair knowledge and experience among its members. We show our cars and drive them as well. Several NOMAC members have written extensively on various aspects of restoration. The club maintains a collection of special tools for the Model A, which are available to all members. NOMAC meets once per month in suburban Cleveland, Ohio. The focus of each meeting is a technical seminar, in which an experienced member or a guest speaker presents a how-to demonstration of some phase of Model "A" Ford restoration or repair. Meeting announcements and club news are contained in its monthly newsletter.

NOMAC Officers for 2021

President	Fred Obreza	216-587-4419
Vice President	Jamie Holzheimer	440-321-1156
Secretary	Josh Madden	330-283-1623
Treasurer	Jeff Gordon	216-798-8041
Librarian	Chris Wolf	440-254-3479

NOMAC Trustees

Grant Krueger	440-503-0331
Steve Lambert	440-236-5981
Ken Kovach	216-267-9733
Jerry Siracki	440-636-3623
Bill Mann	440-653-7052

People to Contact

NOMAC News / Website	Josh Madden	330-283-1623
Good and Welfare	Josh Madden	
Senior Club Advisor	Jon Peterson	330-653-6710
Technical Director	Ken Kovach	216-267-9733
MARC Director	Ken Kovach	
MAFCA Director	Josh Madden	
Swap Meet	Jerry Siracki	440-636-3623
Tool Steward	Jerry Siracki	440-636-3623
Merchandise	Josh Madden	

NOMAC Website:

www.northernohiomodela.com



2021 NOMAC Monthly Meetings and Events

January 18	NOMAC Meeting
February 15	NOMAC Meeting
March 15	NOMAC Meeting
April 19	NOMAC Meeting
May 17	NOMAC Meeting
May 22	NOMAC Crawford Coffee & Cars
June 21	NOMAC Meeting
July 10	Amish Tour
TBD	Summer Picnic
July 19	NOMAC Meeting
August 16	NOMAC Meeting
September TBD	CVNP Tour and NOMAC Meeting
September TBD	National Model A Day
October 18	NOMAC Meeting
November 15	NOMAC Meeting & Elections
December 20	NOMAC Meeting & Dinner



Madden's Muffler – Puffing out Model A Thoughts

The April showers have brought the mail flowers, and pollen and dandelions! But the weather seems like we are good to go for awhile now! Spring is definitely my favorite season – so much anticipation of the summer to come and so many activities to plan for while the weather is nice. Hopefully you're enjoying the warmer weather and getting out and smelling those beautiful flowers!

May kicks off our first full month of NOMAC activities. Meeting, Crawford and Cars and maybe the Amish Tour. Hopefully your A is in running condition! Hopefully we can put a lot of miles on our cars this summer to make up for last year!

At last month's meeting, we had several new members and I would like to welcome them all to the club! In the midst of a pandemic, our club has not only remained strong, but it has grown! That is a testament to these cars we love and all of the individuals that make up this club. We really have some wonderful folks in the club, that I consider friends. The combined knowledge of the club is truly staggering. If you have a question or a problem, most likely, there is someone that has experienced it, has the remedy and probably the upgrade to keep it from happening again! Want to make a fine point car? We've got that! Want to make an 80hp Model A engine? We've got that! Want to just learn more about the cars? We surely have that! Let's keep it going! Invite folks you come across to a meeting, point them to our website: northernohiomodela.com or tell them about a tour we are doing. We are better together and the more folks we have, the better off we will be!

Don't forget we have a meeting this coming Monday. I hope to see you all there!

-Josh

P.S. Thanks to Skip Schweitzer and Bill Man for their contributions to this month's newsletter!

Fred Rambling "A" Round

First, I want to say, it was great to have such a large turnout at last month's meeting. With more members getting their vaccine things are starting to open up and people are getting out. As the days grow longer, there are more and more car events happening. I hope you have been able to get your car out for an early spring dust off. I have been wanting to, but too many appointments and projects to get out of the way first. Ken is planning an event on Saturday, May 22 at the Crawford Facility in Macedonia. He will have details at our meeting on Monday, May 17th. Jamie has been busy planning what sounds to be an eventful day on Saturday, July 10th. It will include a trip to Mary Yoder's Restaurant, a great place to eat in Middlefield. There will also be a stop at Antique Power and Horse Show. The show is located at the Middlefield Steam Engine & Railroad Historic Park. This looks to be a fun day of events and fellowship. Hopefully, many of you will show your support and attend these events. We are always looking for places and things to do. If you have someplace that may be of interest to the group, let us know so a trip can be planned. We will be doing something different at this month's meeting. We will be showing some DVD's on the Model A. If you have an idea for a theme, seminar or tech session for a meeting, let us know, so it can be scheduled.

"Don't just belong, get involved."

-Fred

NOMAC Member Spotlight

Meet new NOMAC Member: Jeff Gordon

Jeff Gordon is one of the newer members of NOMAC. He attended meetings for a few months, then missed for a year while taking an evening class at Cleveland State University. He officially joined last fall, even though he didn't own a car. "I knew I wanted a Model A," Jeff said, "but wanted to make an informed purchase. I watched just about every Model A-related video on YouTube, browsed through Les Andrews' book, and knew that being part of NOMAC would be a lot of fun and a helpful resource for a newbie."

With Ken Kovach's help, Jeff finally found a beautiful 1931 Deluxe Tudor that belonged to a David Goodman, a former member of NOMAC. He's still getting acquainted with his car, learning to double clutch on the downshift with varying success, and has made reservations to attend the Model A Day at the Gilmore Museum in September. "I went to the Gilmore museum last fall, and spent most of my time studying the Model A chassis they have on display to figure out how everything was connected." Jeff, 62, has been an ordained minister since 1988, and is preparing to semi-retire in June from his job as Associate Pastor and Church Administrator at First Baptist Church of Greater Cleveland in Shaker Heights, where he has served for the past 15 years. "Owning a Model A has been a key part of my retirement plan for quite a while" Jeff joked. "My wife said I'll need a hobby to keep me busy or she'll have to kill me. The Model A seems to need a lot of maintenance, so it fits the bill. I'm looking forward to attending car shows, putt-putting along country roads and being part of the gang at NOMAC."

Jeff is currently using his administrative experience to serve as NOMAC's treasurer. Jeff has been married to his wife Tammy for 36 years, and has two adult children

Welcome Jeff!

To be featured in the newsletter, please either contact Josh Madden, Jeff Gordon!

Upcoming Events

- May 17, 2021 – Monthly Meeting – Walton Hills Police Station
- May 22, 2021 – NOMAC Event - Crawford Coffee & Cars
 - 9:00 a.m. to 11:00 a.m. at 7950 Empire Pkwy, Macedonia.

On The Road With...

By Skip Schweitzer

What Has Happened to the Old Car World?

“Skip, did you see the latest Auto Round-up? It’s fatter than ever, more cars for sale than you can shake a stick at. And many of the prices are through the roof—double what they were a year ago. Who can really afford to get into the old car “hobby” now for \$20—40 K? What happened to \$5-15K? And have you seen Classic Cars magazine lately? Many of the old staff members are gone. There are some new, younger people writing now. Many of us either like it or hate it. Hemmings is a shadow of its former self and has undergone many changes in the editorial sections, not to mention the absolute dearth—minimum-- of car ads. What’s it all mean? What has happened to our old car hobby? And why haven’t you been writing much this past 6 months telling us about these things?”

These statements and questions are a pretty good sampling of what’s been thrown at me during the last six months of the pandemic. I think that they reflect the great uncertainty rampant in the old car circles and are the direct results of 13 months of lockdown. I’ll try to address these queries in order but would like to clue you in about the last question first. I have been besieged with health problems mostly due to joints and nerves wearing out—spinal stenosis, hip joint replacement and such. So, besides the pandemic lockdown and isolation, my mobility to get out and about this past year has been severely curtailed. Working on old cars has been pretty much impossible. As well, many of the old car clubs haven’t been able to meet much, if at all. Communication has become clandestine, and only for those that were/are not afraid to risk catching Covid. When you couple that to a sputtering economy grinding to a halt for the AVERAGE WORKER, who exactly can afford to play with their toys—old cars? Nobody I know on food stamps or unemployment is out buying carburetors or starters for their toys.

Yes, I’ve seen the big three auto magazines. I write for one of them. Auto Roundup IS definitely fatter than ever. I have to believe that many, many older, retired people have had the be-Jesus scared out of them due to the pandemic and layoffs, and are trying to somehow recoup their investment, get out of the hobby while the getting is good. But this is actually a misperception. Prices do not go up in a recession! The getting is indeed “not good”, which is why Auto Roundup is so fat. You’re not going to get \$30-40K out of your average antique car that was worth half that a year ago. You’ll be lucky to get \$15-20K out of that investment you made when you bought it. Are you believing all this hype that is thrown at us on the velocity channel? Get real. Nobody in our real world can afford to get their ‘65 Chevrolet remade on Fantom Works in Norfolk, Virginia for \$150,000. Don’t get me wrong; I love that show but nobody I know can afford them! Why is Auto Roundup fat? Because the ads are repetitious, month after month, this at either the customer’s, or the publisher’s request. It means that they are not selling!

Let’s talk about Hemmings Magazine and Classic Cars, both publications owned and operated by the same concern. What we are now seeing is due to simple economics. When the demand isn’t there, things have to get smaller and cheaper or disappear. Many of their publications did indeed disappear. As far as Hemmings goes probably 60% of their old car ads were placed by average people, working class people with working class old cars. These are the people who owned ‘55 Fords, 50-65 Oldsmobile’s, similar Chevies, Studebakers and other non-true classic cars. There used to be 5-10 pages each of Fords, Chevies, Model “A”s. There is not now even one page of listings for each of these makes of cars. Compared to Auto Roundup the Hemmings ad prices are considerably more expensive to place. You can place an ad in Auto Roundup with picture for \$25 or so. Hemmings will be up near a hundred. Why did all the old writers disappear? Older, more recognized, and distinguished writers cost more. As the circulation and ad income went way down, they got replaced with younger, cheaper writers. Simple economics.

What has happened to our old car hobby as we knew it and where are we headed? The telltale signs are there. We are headed for a much smaller collection of old car aficionados. That which is now considered a collectable “old car” is changing. There are at least three key factions that were not so recognizable before but are now coming into focus. One is obvious: only the rich and famous, the business owners, politicians, the upper crust can afford to attend the much publicized exorbitantly rich car auctions on TV—cars selling for hundreds of thousands, and millions. Those cars are absolutely perfect and investments. Don’t even think about starting their engines. That would instantly devalue them and the reason why they are pushed on and off stage. Most of the recognized full classics are in this group. These people have been around for years, are a tight knit group and basically keep their money and their cars within their circles. Because of their fame and notoriety, they are fodder for television specials. These TV auctions greatly exaggerate the monetary values and lead the average man to expect that their driven, not so perfect cars, are worth much more than they actually are. This leads to sad realizations and disappointments when it is time to sell.

Number 2 is the increasingly smaller but important group of retired people still active and interested in financially attainable old cars. This may well be the remnants, the residuals of what is left of the old car world as we knew it. The question is though, who is, in 5-10 years, going to be interested in our ’55 Studebakers, Fords and Chevies? Nobody wants a Model “T” anymore and you can pick one up cheap.

A third group I call the Nuevo Riche, are not quite as high on the food chain as the mill owners but they can afford to dabble with super high powered more modern stuff familiar to them as teenagers—big block Mustangs, Camaros, and Pontiacs. They also increasingly dabble in Porsches, Mercedes and such. These three groups make up the larger consortium of old car aficionados today.

I fear that the average man has been increasingly pushed out of the old car hobby and it remains to be seen what is left as this pandemic slowly grinds to a halt. Is this pandemic the death knell to the old car hobby as we knew it? What’s to become of the work-a-day souls working on their pride and joy \$10K Studebakers, Model “A”s, Chevies and Fords just so that they can drive them to the weekly car shows. Research tells us that the cars that appeal to us are the cars that were around when we were teenagers, particularly so for us baby boomers. Research also tells us that subsequent younger generations of people are not nearly so enamored with Old Cars. Cars are seen as a means of conveyance, a way to get you from point A to point B. Hence the lack of Japanese and European cars at car shows.

Yes, many of us baby boomers have been aging out, unable to continue to work on our cars. The interest in our preferred cars is waning as well. I’m 74 years old these days. Walking is limited and precarious. To be honest I haven’t been able to do old car restorations at all this past 8 years. I am not alone but actually representative of my age group. So, I am confined to show the cars that I have and be pretty much wholly dependent upon car shops to provide the fixes. Thank you for your ongoing interest in my columns. It makes me feel like I can still contribute to this old car love affair.

Health and Wellness

Please keep Bob Deeks, Rod Feldman, and Steve and Erv Lambert in your thoughts.

The Engine Wizard's Bag of Tricks

Bill Mann

Over the years Ken Kovach and I have talked about Ray the owner of Victory Engines and the fine work he does. He came thru again on an engine from a 1928 Phaeton that I worked on in December and January. A friend of mine purchased the car in Delaware and transported it back to another friends shop for a restoration refresh. The car was in very good condition with evidence that it had been restored in the late 1980's.

After removing the engine and getting the oil pan off I was pleasantly surprised to find a countered balanced crank and a lower end with babbitt bearings that were in very good condition. The excitement waned however after the head was removed and it was discovered that a head gasket leak had allowed water in the #3 cylinder for about the last 20 years. The result was a pitted cylinder wall.

With the engine already bored .100 and #3 cylinder already sleeved the repair options appeared limited to:

1. A new sleeve could be installed and bored to match the other cylinders at .100 over.
2. All 4 cylinders could be sleeved back to standard size.
3. The bore could be lightly honed and live with the remaining pits and extra piston clearance.

Both of the repair options carried large price tags between parts and shop time at \$120/hr. The do nothing approach was appealing when considering the owner is a man in his late 70's that will drive the car a few hundred miles per year but didn't sit well with any of us due to the risk of piston slap.

While discussing the options with Ray the owner of victory Engines and weighing the cost / benefit of each option Ray presented an "out of the box" option. He described how years ago racing teams avoided buying \$300 sets of pistons every time an engine was given a light hone job by "knurling" the pistons to make them a few thousandths bigger. He then proceeded to un-bury the knurling machine to show us how it works. The shop happened to have several "old timers" in it at the time of this discussion and they all weighed in that they did this on racing engines all the time. Ray pointed at a picture of a Mopar drag racing car on the wall and said "That car had knurled pistons put in years ago and still has them to this day".



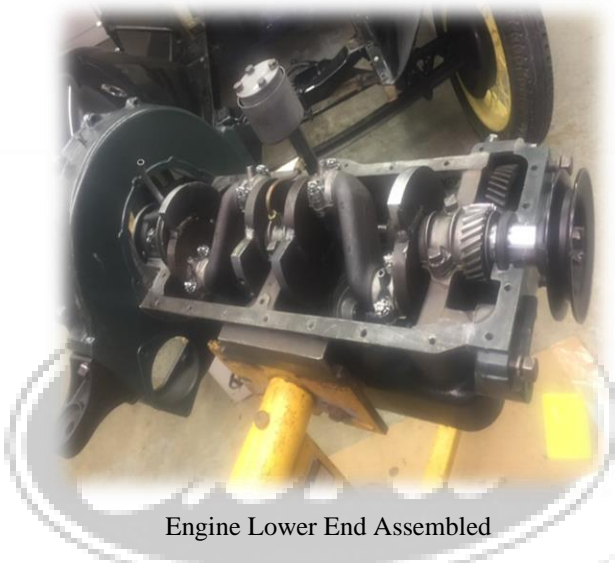
Piston in Knurling Machine



Ray Honing #3 Cylinder

I responded to Ray that he was genius! This could be a perfect solution to balance reliability vs cost. It was decided to hone #3 cylinder to see how it looked as it was honed. The cylinder cleaned up fast and was like new at .006 over its original size. After knurling the piston skirt, the piston was slightly large so Ray gently ran a file over the

knurled area to knock off the high spots and worked it to the correct fit. The engine was re-assembled and other than the ring gap for #3 cylinder being a few thousands over ideal everything else was right to spec.



Engine Lower End Assembled



1928 Phaeton with Engine Installed

The mini restoration of the car has been completed and the engine runs smooth and strong. The “Engine wizard” and his out of the box idea saved the owner of this car many hundreds of dollars and he will have a great running engine for as long as he has the car.

-Bill



Wesleyan Village in Elyria, with 11 Model “A’s” in attendance

Meeting Minutes

This month's newsletter has both March and April's Minutes.

3/15/21

- 15 Members present
- Fred thanked everyone for helping with the clutch in his car and Skip Schweitzer for the monthly articles in the newsletter

Club Business

- Safety/Tech Sessions
- Website updating
 - Pictures and Application
- Jeff Gordon to help with roster
- Dues are payable to Jeff
- Donation to Century Village for \$100 proposed by Skip Schweitzer, seconded by Jerry Siracki, all in attendance approved.
- Donation to Walton Hills Community Center proposed by Jerry Siracki, seconded by Josh Madden all in attendance approved.
- Spring Tours
 - Amish boiler/steam – 528 in Middlefield
 - CVNP
 - Templar Museum
- Tech session ideas needed/Show and Tell
- 4/30-5/2 – Canfield Swap Meet

4/19/21

- 17 Members present – 3 new members

Club Business

- Treasurer's Report
- Secretary's Report
 - Website and application have been fully updated
- Templar Museum potentially late May
- Coffee and Cars – 5/22 from 9-2:30
 - Meet @ 8:30
 - Crawford Auto Restoration in Macedonia
- No schedule yet for Century Village
- Amish Tour
 - Mary Yoders
 - July 10th
 - 11am Steam and Engine Show
- Tech Session
 - Brake session – stock/hydraulic

- Specialty Tools
 - Club could buy some
- May meeting will have a DVD video
- July will be a car walkaround
- Health and Wellness
 - Bob Deeks had triple bypass and is doing well
 - Rod Feldman is doing well
 - Keep Erv Lambert in your thoughts
- September 18th is Model A Day
- Apples and Autos will happen again this year



MAFCA IS LOOKING FOR YOU

Are you interested in the future of MAFCA? Yes you say! Then now is the time to consider being a candidate for the Board of Directors. As a member of the MAFCA board you will be able to put your organizational and operations skills to good use. MAFCA has four positions that will need to be filled and if you like to take on an assignment and get the job done, and enjoy working on a team of similarly minded people, please fill out the application found on page 20 of the March April issue of The Restorer and become a candidate.

Doug Linden
Membership Director

MODEL A SAFETY CHECK LIST

	Yes	No
Body		
1. Doors close and latch securely.		
2. Safety glass installed in all windows.		
3. Rear view mirror state approved.		
Engine		
1. Carburetor free of leaks.		
2. All gas lines free of leaks.		
3. Gas gauge free of leaks.		
4. Approved type gas lines installed.		
5. Wiring free of bare areas and properly routed.		
6. Fuse installed between starter connection and terminal box connection.		
7. Fan hub and blades free of defects.		
8. General condition of engine compartment neat and orderly.		
9. Air filter / spark arrestor installed on carburetor.		
10. Throttle linkage - no bends and returns freely.		
11. Exhaust system - no leaks.		
WHEELS		
1. All lug nuts properly tightened - 64 ft. lbs.		
2. Tire pressure - 34 lbs.		
3. Tire condition - acceptable tread, no breaks.		
4. All four (4) shocks installed and working.		
5. No front wheel shimmy		
LIGHTS		
1. High beam and low beam operational		
2. Taillights and stoplights operational (no burned out bulbs)		
3. Directional indicators operational (if installed)		
STEERING		
1. Tie-Rod correctly installed and tightened. No excessive wear and properly lubricated.		
2. Drag link correctly installed and tightened. No excessive wear and properly lubricated.		
3. No excessive play in steering wheel (2" maximum).		
BRAKES		
1. Properly adjusted on all four wheels.		
2. Emergency brake properly adjusted (Locks at 3rd notch).		
3. Brake pedal travel properly adjusted (See Service Adjustments)		
4. Brake rods and clevis pins correct with cotter pins.		
MISCELLANEOUS		
1. Registration and insurance papers in vehicle.		
2. Safety flares and first aid kit in vehicle.		
3. Horn and windshield wiper operational.		
4. Tool kit and flashlight in vehicle.		
5. Seat belts installed and functional.		
<div style="text-align: right;">_____</div> CAR OWNER		
<div style="text-align: right;">_____</div> CHIEF INSPECTOR		
Date Inspected _____		

Technical Reference

Jim's technical tip

by Jim Cannon,



We all have these electrical outlets in the garage, outside the home, in the bathroom, in the kitchen that cut off the power (Interrupt the Current) if they detect a bad electrical connection in something (a Ground Fault). So they call them Ground Fault Current Interrupt, or GFCI, outlets and they help keep you from getting electrocuted.

We were in our house in Houston for almost 30 years and I never gave them much thought. We had a bunch of them, and I assumed they worked... Boy, was I wrong!

As it turns out, you need to TEST them about once a year or so. They go bad with time, especially those exposed to the elements. They have a TEST button built right into them that you press, to see it trip (and a Reset button to turn them back on after a trip).

[insert picture of front face of GFCI here]

I was doing a lot of work around the house a couple of years ago when we were preparing to sell it. Holly and I pressure washed the floor of the garage and I vacuumed up the water with an electric shop vac as we went. It turns out, that tingling feeling I was getting while running the shop vac was not from my True Love working right next to me. I had a bad electrical connection (extension cord) in that water and the GFCI never tripped!

I was lucky I was not hurt. I never, in over 25 years, tested a GFCI. Don't push your luck like I did. Please go test the ones you have that you rely on, and replace any that fail.

Stay safe, and "Have a Model A Day!" Jim



Sharpening Your Accessory Knowledge

Diann Eason
Model A Ford Club of Colorado



On your travels in your Model A, stopping at antique shops can be a treasure hunt looking for those accessories for your era fashion ensembles. You may be surprised how easy it is to add smaller fashion accessories to your Model A back seat or package deck. Check out the full website article on pocket knives for men and women, *Sharpening Your Accessory Knowledge* at

https://www.mafca.com/ef_articles.html.



A few of the productive manufacturers during 1928-1931 were: 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.

Look for the name of the knife and/or manufacturer on one of the blades near the hub of the knife. This is referred to as the **tang stamp**. The knife could have any number of blades located at one hub, at opposite ends of the knife, or a combination.



The knives varied in length from two- and- one half inches up to seven- and- three fourth inches. Various materials were used for the handles; wood, ivory, polished steel, pearl, brass, celluloid, silver, bone known as stag handles.

Men and women in era could carry a pocket knife for various ensembles and occupations. A well-dressed man could wear a pocket knife in a vest pocket with a chain similar to a watch fob. A golfer might have used a pocket knife to clean the dirt from the cleats of his shoes. A woman could have a small knife in her purse for personal protection or to make adjustments of the points on her Model A. Larger knives with a blunt blade would have been used as an utility knife.



Era pocket knives can add interesting information to the written description of your fashion ensembles, valuable points toward the final score, and a bit of spark to

the entrant's overall appearance.

NOMAC Tools Available to Members

1. Engine Number stamps
2. Cowl Light locator punch
3. Rear seal installer
4. Rear spring spreader
5. Wheel spinner for painting wheels
6. Brake shoe arcing machine
7. Pinion puller
8. Pinion nut wrench
9. Crank ratchet nut wrench
10. Hinge pin puller
11. Gas gauge tool
12. Cam nut wrench
13. Steering wheel puller
14. Spring compressor for the shift level keeper
15. K-R Wilson wheel puller

Rules for Tools

1. Pick up tool when work is ready to be performed.
2. Return tools promptly or bring to next meeting.
3. If another member needs the tools, he/she will be given your phone number/email and in turn will be requested to follow number 2.

Call Jerry Siracki at 440-636-3623.

NOMAC Classifieds

For Sale

1930 Ford Model A Coupe, complete running, driving car, needs wiring, top installed \$8000 obo Ken 216-509-4966

1931 Ford Model A Deluxe Roadster, rumble seat, new tires, recent brake work, excellent condition, turn key Dual side mounts Asking \$17k Contact Ken Ph 216-267-9733 lv msg rallykov@sbcglobal.net

1929 Ford Model A Roadster, rumble seat, original, with recent tune up, carb rebuild, brake work. Solid driver, top and side curtains Asking \$15k, negotiable Contact Ken Ph 216-267-9733 lv msg rallykov@sbcglobal.net

Many used parts, some rebuilt, for sale. Too many to list! – Jerry Siracki 440-636-3623 – No texts please

Services Offered

Need some work done on your Model "A"? Here is a list of businesses and/or people who are known entities and have been recommended by club members. These services are tried and true. Have you had good service?

Please add to the list so that we all know where to go!

PARTS

- John Holland 7208 West law Rd. Valley City Oh. 330-483-3896
 - Carburetors, Model "A" Parts
- Gene Brolund, 131 Singer Ave, P.O. Box 224, Grand River, Oh 440-352-8005
 - Steering boxes, carburetors, windshield wipers, others
- Paul Eippert, Model "A" Parts Mineral Ridge, OH 330-652-0038
- Snyder's Antique Auto Parts, 12925 Woodworth Rd 888-262-5712
New Springfield, Oh 44443
- Bratton's Antique Auto Parts, 1606 Back Acre Circle, 301-829-9880
Mount Airy, MD 21771
- Mac's Auto Parts, 6150 Donner Rd., PO Box 238 877-220-8230
Lockport, NY 14095

SALVAGE

- S & W Auto Salvage 10635 Shanks Rd, Garrettsville 330-307-3139
 - Specializes in 1920s, 30s, 40s, 50s automobiles and trucks
- Budds Auto and Truck 2350 SR 14 Deerfield, OH 44411 330-947-2002
 - Parts '59 and older whole cars and trucks

RESTORATION AND MECHANICAL WORK

- Don Davison, 11408 Wheeler Rd. Garrettsville, Oh 330-357-6290
 - All aspects of restoration body, engine rebuilding
- Zembur Enterprises Mechanical Work, N. Lima OH 330-549-3605
- Matlins Transmission, Aurora Ohio contact Matt 330-562-6734
- CAE-- Certified Auto Electric, 225 Northfield Rd., Bedford Ohio 440-439-1100
- Buckeye Auto Electric, Painesville, OH, Joe Mazzone 440-354-2060
 - Specializing in antique autos, Model "A"
- Integrity Auto Care, Akron, fixing horns Philip Evans 330-689-2100

UPHOLSTERY

- J's Upholstery, 6865 Tallmadge Rd., Rootstown, Ohio 44272 330-325-1610
- Sutton Upholstery Jim and Ike Sutton 3505 North Ridge Rd. Perry, Ohio 440-361-0049
 - Good quality, reasonable auto upholstery
- Portage Trim, 3097 Ohio 59, Ravenna, OH 44266 330-296-5511
- Sullivan Upholstery LLC, 12 TWP. Rd. 1281, New London, Oh, 44851 419-929-1400

PAINTING/PINSTRIPING

- Chip Judd, pin striping on cars. 4296 East River Rd. 440-258-1075
Sheffield Village, Ohio 44054
- Custom Paint and Detail, painting and Pin striping, Matt Smith 330-571-4595

SANDBLASTING/POWDER COATING

- Summit Powder Coaters, 619 S. Van Buren av. Barberton, OH 330-753-7040
- Diversified Maintenance—Sandblasting Michael Molnar 330-549-3605
N. Bloomfield, OH
- Custom Sandblasting and Priming (Summer only) Daniel Gingrich 330-565-2618
16640 Madison Rd. (SR 528) Middlefield, Ohio 44062 440 548-5866
- Backwoods Blasting and Powder Coating, Kent, OH 330-678-0048
Ask for Doug

INSURANCE

- Hagerty Insurance, Contact Jim Englert, Kim Todd 419-271-3835
419-271-0049

OTHER

- Ameriprint, Printing, copying and graphics, Olmstead Falls 440-235-6094
Contact Tony Caterino
- License plate restoration Joe Ledford, 3 Ledford Ln, P. O. Box 83 H 919 365-7176
Wendell, NC 27591-7207 jlaverne@bellsouth.net C 919-271-1197