

NOMAC NEWS

Volume 6, Issue 7

July 2019

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 2019

President	Bill Mann	440-653-7052
Vice President	Jamie Holzheimer	440-321-1156
Secretary	Josh Madden	330-283-1623
Treasurer	Jon Peterson	330-653-6710
Librarian	Chris Wolf	440-254-3479

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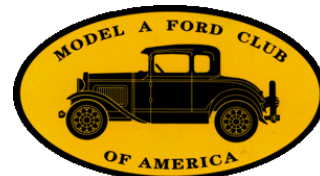
Grant Krueger	440-237-6696
Steve Lambert	440-236-5981
Ken Kovach	216-267-9733
Jerry Siracki	440-636-3623
Chris Wolf	440-254-3479

People to Contact

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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

NOMAC Website:

www.northernohiomodela.com



Technical Sessions Scheduled

January	Electrical
March	Travel Toolbox
TBD	Brakes
TBD	Rear End

2019 NOMAC Monthly Meetings and Events

January 21	NOMAC Meeting
February 16	Crawford Auto Museum Tour
February 18	NOMAC Meeting
March 14-17	Piston and Power Show
March 18	NOMAC Meeting
April 15	NOMAC Meeting
May 18	Amish Tour
May 20	NOMAC Meeting
June 15	Weiss Field Car Show
June 18	NOMAC Meeting
June 22	Wings and Wheels
July 6	Cheese and Wine Show
July 13	Summer Picnic
July 15	NOMAC Meeting
July 21	Hale Farm Tour/Show
August 19	NOMAC Meeting
TBD	National Model A Day
September 16	NOMAC Meeting
October 21	NOMAC Meeting
November 18	NOMAC Meeting
December 16	NOMAC Meeting



Madden's Muffler – Puffing out Model A Thoughts

Ok, I think it's safe to say that summer is officially here! Hot weather is upon us and so are the summertime storms! Hopefully you haven't found out that your car leaks while stuck in a storm! I have noticed that this Saturday's picnic looks like it will have perfect weather (fingers crossed I didn't just jinx it!). I have attached the flyer at the end of the newsletter. I really hope you're able to attend the tour and the picnic. Please, please, please note that even if your A, Packard, Studebaker, etc. is not currently operational, you are still welcome to attend! We just want to see your smiling faces!

Hopefully you were able to enjoy the 4th of July with your family and your cars! I had quite the week when it comes to my oldies! First, the Mercury, which was struggling on the Amish Tour, finally left me completely stranded. Initially we thought the problems from the tour were because of a bad coil, but alas, the fuel pump (electric) was intermittently dying and finally gave up after I filled up at the gas station. One AAA ride and fuel pump later and she's back on the road!

Secondly, I have been fighting the Vicky for weeks – it would run and idle smoothly, but when given throttle, it would die out. This led to swapping carbs multiple times, checking/re-checking float levels, new coil, spark leads, spark plugs, points (checked and rechecked), condenser, rotor, cap, timed/re-timed, new fuel lines, new filter in the tank, new glass fuel bowl with filter.....still would idle smoothly and die when given throttle. Compression test came back good, all cylinders within 5lbs of each other. I checked my manifold and the intake port was recessed from the exhaust port by about .008. This led me to decide to try a different manifold combination and presto – major exhaust leak, but would run! I've since put some new gaskets in and drove the car last night and she performed flawlessly! So nice to have my car finally put together – until something else breaks, but thus is the life of a Model Aer.

Two weeks ago, Dad and I went to Hamburg, NY and he brought home a '62 T-Bird. Slightly larger than an A, but another fun car that is now a part of our club! As you meet and talk to people at car shows, let them know that they are welcome to join our club no matter what they have – even if they don't have a classic car, as long as they are interested in them, we would love to have them join!

Hope to see you Saturday!

"A" thought from Bill

Last Fall while attending an annual Avon Lake Power Plant Retirement party I ran into a former co-worker who has a Model T Huckster and had just acquired a 1931 Sport Coupe. As we talked, he described how the engine in the Model A had recently "locked up" and he was unable to turn it with the starter or with a great amount of force on the hand crank. I told him that I would be happy to help when he wanted to remove the engine and look at it. Several weeks ago, we crossed paths and he updated me on the car and informed me that he purchased a rebuilt engine to replace the locked up one. I offered to transport the car to my house and do an engine swap for him.

For me, the worst part of changing a Model A engine is getting the rear motor mount bolts out and usually having to spread the frame to slip the engine out. This car had Float-A-Motor mounts and I must say it made the swap much easier. I have since done "research" on Ford Barn regarding this motor mount style and learned some interesting opinions regarding using Float-A-Motors. The main negative thing repeated on the site is that the forward thrust of the rear axel is transmitted thru the torque tube, to the bell and spigot at the back of the transmission, and ultimately to the motor mounts to drive the car forward. The negative theory on the Float-A-Motor is that the rubber disks will flex forward and back during acceleration and deceleration. And secondly some feel that the bell housing and original motor mounts act as an additional frame cross member that is lost with a Float-A-Motor. It was obviously a Love / Hate relationship on the Ford Barn site regarding these motor mounts. I would like to have a conversation at a future meeting to get our members experience with these mounts.

Oh, and yes, the engine swap was a success and Mike's car is back on the road. We have not looked at the old engine yet but to our surprise when I went to loosen the first pressure plate bolt the engine turned backwards and then also turned fine forward as well. I did find a small bolt in the bell housing that had been sheared off. Is it possible for a broken Bendix spring bolt to find its way into the ring gear perhaps years after a starter failure? I wish I had tried to turn the engine prior to just blindly taking it out!

Looking at our calendar we have events to offer our members each of the next three weeks. The Summer picnic is just around the corner on July 13th. I anticipate a good showing of Model A's at the picnic and we will have a nice tour planned towards the Rocky River Reservation this year. Also, on July 14th there is a show at Nick Abrahams Ford in Elyria, the Hale Farm show and mini-tour on July 21st and the Power and Steam show in Burton July 27th.

I'm looking forward to seeing all of you at the picnic and the meeting on Monday!

-Bill

Upcoming Events

- July 13 – NOMAC Summer Picnic – Bob Deeks' House – Ken Kovach
- July 15 – NOMAC Meeting – Walton Hills Community Center
- July 21 – Hale Farm and Village Tour and Show

Fashion Article

This month's fashion article is located at the end of the newsletter.

Website Update

Our website at www.northernohiomodela.com has been completely updated. Please go check it out and let Josh or Bill know what you think! If you have any ideas or suggestions, please don't hesitate to let us know. Please submit pictures to Josh and he will post them ASAP!

June NOMAC Meeting Minutes

Notes were not ready for distribution in this month's newsletter and will be emailed prior to this month's meeting.

Pictures



Tom Madden's 1962 Thunderbird Convertible





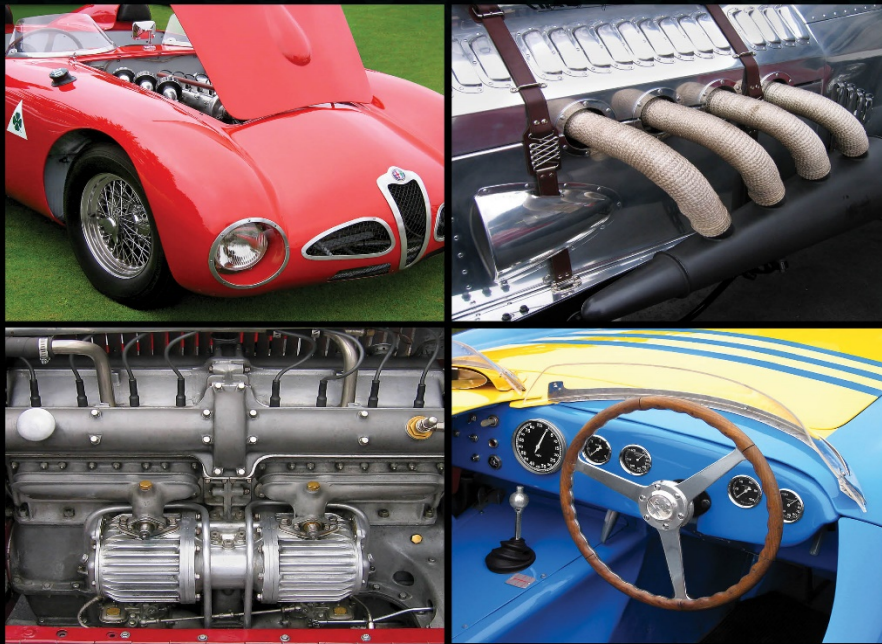
John Boy and the family gather around the A



THE CAR MEET

RETURNS TO HALE FARM AND VILLAGE

JULY 21, 2019
SUNDAY, 10 AM - 2 PM



Join fellow enthusiasts, collectors and car clubs for a day of celebrating all things automobile! Hale Farm and Village resembles a quaint 19th Century New England town, and all cars will be prominently displayed on the Village Green. The **MEET** is co-sponsored by the Crawford Auto and Aviation Museum, and significant cars from the collection will be attending. Advance registration is required.

OPEN REGISTRATION: \$10.00/VEHICLE
ADMISSION: \$10.00 ADULTS / \$5.00 YOUTH
WRHS MEMBERS FREE

Polish up your favorite ride and experience a memorable day of cars, camaraderie, and fun for the entire family. Refreshments will be available, and Hale Farm and Village will be open to all participants. Please visit www.halefarm.org or call 330-666-3711 x1713 to register.

hale farm & village

a museum of WESTERN RESERVE HISTORICAL SOCIETY

**CRAWFORD
AUTO-AVIATION
MUSEUM**

at the CLEVELAND HISTORY CENTER

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SUMMIT
RACING EQUIPMENT

The safety of
the fully-enclosed

Six-Brake System

is an outstanding

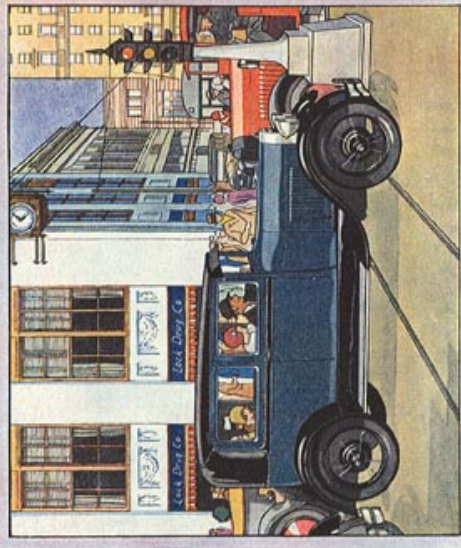
feature of the New Ford

One of the first things you will notice when you drive the new Ford is the quick, effective, silent action of its six-brake system.

This system gives you the highest degree of safety and reliability because the four-wheel service brakes and the separate emergency or parking brakes are all of the mechanical, internal expanding type, with braking surfaces fully enclosed for protection against mud, water, sand and grease.

The many advantages of this type of braking system have long been recognized. They are brought to you in the new Ford through a series of mechanical improvements embodying much that is new in design and manufacture.

There is perhaps no single feature of the new Ford which represents such a decided step forward in automobile engineering as the unique yet simple way by which a special



Especially in traffic you will appreciate the safety of the Ford six-brake system. Ease of steering and the smooth action of clutch and gear shift are also important features.

drum has been constructed to permit the use of two separate sets of internal brakes on the rear wheels. The brake construction on the front wheels also is unusual. Here the brakes are fully enclosed without the necessity of a leather boot or sliding joint to protect the linkage between the brake rods and the mechanism on the brake plate. Such simplicity of design helps to insure reliability and long life.

A further improvement in braking performance is effected by the self-centering feature of the four-wheel brakes—an exclusive Ford feature.

This construction brings the entire surface of the shoe in contact



The new Ford Six-brake is so carefully and beautifully finished and so reliably appointed that it has the appearance of a custom built car. You will be delighted, too, with the generous room provided for all four passengers and the comfortable ride of the deeply-cushioned, spring seats.

FEATURES OF THE NEW FORD CAR

Beautiful low lines

Choice of colors

55 to 65 miles an hour

40-horse-power engine

Remarkable acceleration

Fully-enclosed six-brake system

New transverse springs

Houdaille hydraulic shock absorbers

20 to 30 miles per gallon of gasoline

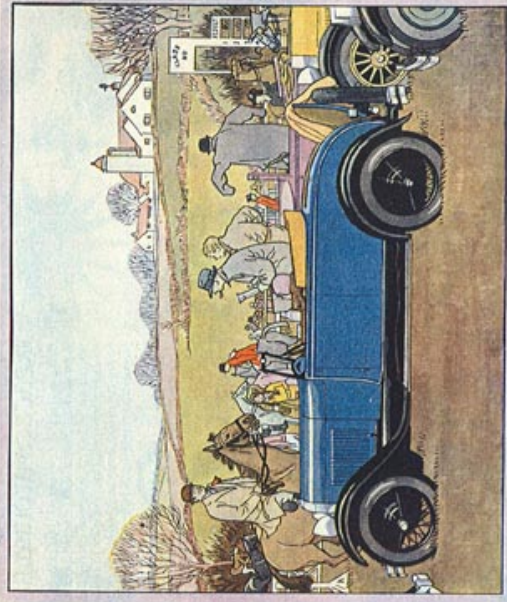
Triplex shatter-proof glass windshield

Reliability and low upkeep cost

mounted are of cold spun steel. All working parts are cadmium plated to prevent rusting.

There are definite reasons, therefore, for the safety and reliability of the new Ford brakes—for their quick ease of operation—for the smooth yet commanding way they take hold at a slight pressure on the brake pedal or hand lever. This comforting assurance that your brakes are fully equal to every need or emergency means a great deal to your peace of mind and adds immeasurably to the joy of motoring.

Another feature of the brakes on the new Ford is the ease of making



Alert and powerful is the new Ford Roadster—over that part a new top in winter. Finished in a choice of colors, as are all the new Ford cars. Equipped with rubber seat at slight additional cost.

adjustments without special tools and without removing a single part.

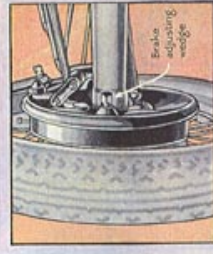
The four-wheel brakes are adjusted by turning a regulating wedge or screw conveniently located on the outside of each brake plate. This screw is so notched that all four brakes can be set alike simply by listening to the "clicks."

The emergency or parking brakes on the new Ford require little attention. However, should they need adjustment at any



FORD MOTOR COMPANY

Detroit, Michigan



Brake adjusting wedge

NOMAC Classifieds

Wanted

Model A to make a speedster – contact Josh Madden at 330-283-1623

For Sale

1952 F2 – complete truck, disassembled – with title and flathead. \$2,000. Located in Milwaukee Contact Jan 920-655-4839

1929 Model A Roadster – The odometer shows 946 miles since restoration. \$17,000 Contact Ron Moskowitz 440 247-5662



Did You Know?

MAFCA offers a special membership for students?

Get the information at:
mafca.com/membership.html



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MAFCA's 2020 Convention
In the Beautiful Texas Hill County

June 21-26, 2020

Host Hotel
The World Famous
YO Ranch Hotel and Conference Center

Put it on your calendar now!

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 888-597-8278
- 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

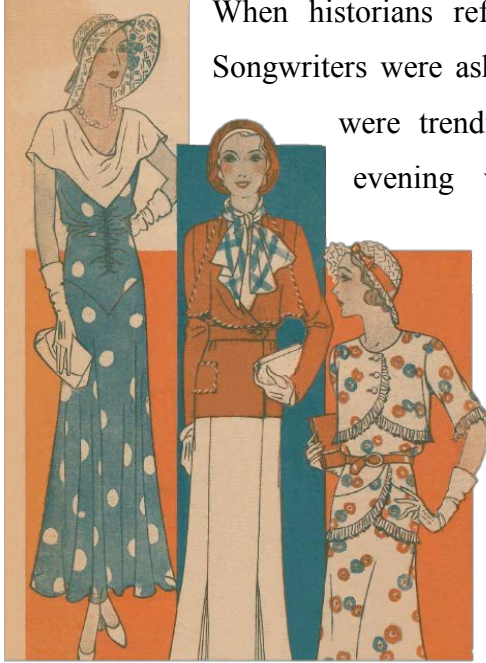
OTHER

- 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

Looking One's Loveliest in 1931

A Pictorial Summary of Model 'A' Fashions

By Jill Barrett, Santa Clara Valley Chapter, California



When historians refer to the 1930's, we read about 'the great depression'. Songwriters were asking, "Brother can you spare a dime?" But fashion dictators were trending feminine hairstyles, wider shoulders, narrow hips and evening wear with a new emphasis on the back. In 1931, dresses were charming, graceful, slenderizing and exuded femininity.

The dropped waist was gone. The waistline was worn higher at the natural line and belts were worn tighter. Hemlines were one to two inches longer than the previous year falling at the mid-calf and for the most part were straight although uneven hems were seen on "Sunday Supper", semi-formal and other formal afternoon fashions.

Sleeveless dresses had matching jackets or boleros. Dresses with short sleeves were here to stay. Semi-formal dresses had capped sleeves, short elbow length sleeves or a shallow cape attached.

Dresses were seen in black, shades of dark brown, wine, maroon, rose and a variety of dark greens. Black or navy blue were combined with white, pastels or bright colors and were important spring and summer colors. Shades of tan and brown were mixed with colors in a print or as an accent. Ornamental bows and flowers of earlier years weren't as common but were seen on semi-formal and formal dresses.





Felt and straw cloches had close fitting brims with shallow cap-like crowns for daytime wear. For afternoon wear, straw and horse hair hats tended to have larger brims. In general, hats were worn up off the face, pulled down on one side to expose a woman's graceful waves of hair. Her hat was matched with her accessories instead of her dress or coat as in previous years. Fur scarves were still popular and a sign of discriminating taste. Shawls and scarves were practical and available during all years. Colored stone jewelry was almost entirely relegated to sport and morning outings. Pearls are seen more with fluttering afternoon frocks and colored crystals

were popular for afternoons and evenings.

Purses were still a major accessory, usually made from leather, but fabric purses were also found with needlework or petit point. Late afternoon and evening bags were smaller than daytime bags. Course mesh, fine mesh and enameled mesh were popular with art deco designs and shapes. Glass beaded purses with colorful designs were popular for evening outings.



Seamed hose and shoe styles did not change in 1931. Shoes with round, square and pointed toes were common throughout 1931. The heel height was determined by the purpose of the shoe. Evening shoes had graceful, slender heels.

The new lines were nothing if they weren't slenderizing. Women were encouraged to select dresses with small prints, soft flattering collars and surprise closings. The sophisticated, elegant look and fashions of 1931 were meant to uplift women and help them forget the bleak years and the shapeless day wear when the stock market crashed.



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2019 NOMAC

(Northern Ohio Model A Club)

Summer Tour & Picnic

July 13, 2019

Tour: 10:00am

Dinner: 3:00pm

Both events will be at Bob Deeks' residence
33218 Lake Road
Avon Lake, Ohio

→ You're invited – NO CHARGE ←

**Please drive your vintage/collector car –
plenty of lawn parking!**

**All makes and models
welcome!!**

**Please RSVP to Ken Kovach by
July 6th**

216-267-9733

216-509-4966

rallykov@sbcglobal.net

