

NOMAC NEWS

Volume 8, Issue 1

January 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 TBD	Amish Tour
May 17	NOMAC Meeting
June 21	NOMAC Meeting
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

**NOMAC APPLICATION
and DUES for 2021 can
be submitted now!**



Madden's Muffler – Puffing out Model A Thoughts

Well, it's a new year. The youngest of our cars is now 90 years old! I wonder if Edsel would have imagined we would still be messing around with his cars 90 years later? Hard to believe that cars made out of wood would still be sought after to restore and modify. I think it just goes to show how timeless the Model A is for people. Hoping we can stretch another 90+ years out of our As!

As you probably saw, Fred is hosting a tech session on installing a clutch, at his home on February 13th. If you are interested in attending, please RSVP with him. In my personal opinion this is the perfect opportunity to take your valentine out somewhere special! The glow of fluorescent light and hum of a torpedo heater are definitely romantic 😊. In all honesty, I look forward to attending and helping get Fred's Town Sedan all buttoned up!

This month and next month's meetings will be a lot of planning, I hope that if you attend, you bring some ideas with you. If you are unable to attend, please email any ideas you have around tours, get togethers, etc. to Fred or myself and we can pass them on.

2021 also entails a welcoming and a goodbye. Jeff Gordon has stepped up to become our club's Treasurer this year. Jeff joined our club last year after attending a few meetings over the past year and a half. I'm thankful he raised his hand to help our club. With that being said, the goodbye is for Jon Peterson, who stepped down as Treasurer after serving our club ably for many, many years. I want to personally thank Jon for his service, and I hope you do as well the next time you see him!

-Josh

P.S. Thanks to Skip Schweitzer for another great article in this month's newsletter!



Fred Rambling “A” Round

I want to wish all of you and your families a happy and healthy New Year. Just a reminder of the tech session at my house is on Saturday, February 13 at 10:00 a.m. If you have any questions, please call me.

On a personal note, I have been diagnosed with appendix cancer that spread to my colon. This will entail extensive chemotherapy for the next 2 to 4 months and a possible surgery with a 7-to-10-day hospital stay. As it stands my chemo treatments are scheduled for the morning of our meeting days, with a follow up that Wednesday after the meeting. With that said, I do not know how well I can perform as your president. I do feel that it would be in the best interest of the club to have someone else step in my place. This is something we can discuss at the January meeting. I will make sure that the hall is set up for the meetings. Joanne or I will make sure the door is open prior to the meeting. If I am able to attend the meeting, I will be there

“Don’t just belong, get involved.”

-Fred

Upcoming Events

- Monthly Meeting January 18, 2021 – Walton Hills Police Station
- Tech Session – Installing a clutch – February 13, 2021 – Fred Obreza’s home
- Monthly Meeting February 15, 2021 – Walton Hills Police Station

On The Road With...

By Skip Schweitzer

FORECASTING THIS YEAR’S ANTIQUE CAR SCENE

January, 2021

Every year, beginning in the winter or early spring I attempt to re-establish my handle on the current state of the old car/antique car world and try to forecast what is to come as far as popularity and values. During the first week of January with a trip to the Medina parts show, I traditionally see what is being offered, what cars are for sale, and the prices tendered. Unfortunately, courtesy of COVID-19, there is no parts show this year. In normal times the car scene does actually change from year to year. Certain trends tend to ebb and flow. The Model “A” prices have remained fairly consistent over the past 25 years with the high range prices in the low twenties and the cost of a good running but needing work car in the lower range of 7 to 10 K. The 1950s cars seem to have lost a bit in value and appeal over the past 10 years. 55-57 Chevies remain the golden child though they too have slipped a bit in value. I emphasize that I’m talking averages here. There are always exceptions, number one restored cars, highly desirable models and such. For example, a restored 1955 Ford Crown Victoria will always be worth more than a 1955 two door post Fairlane, and a four-door car will be worth less than a 2-door car etc., etc., etc. But I note that even the Crown Victoria’s seem to have lost some appeal and therefore now bring lower prices. What I can’t help but notice is the sudden sky-high values of 64-75 Mustangs, Porsches, BMWs and Mercedes. The asking prices are astronomical. I believe that these cars are being catered to a higher class of people, not us worker bees. But I’m getting ahead of myself.

This year the corona virus pandemic has altered things radically bringing the old car market for the average Joe to a near halt. Any activity where people gather in relatively close quarters has been shut down. We certainly haven’t been able to go to any car shows to see what is popular now. We can’t scan the local want ads looking at cars for sale and the prices tendered because there are few if any. About the only bellwethers left to forecast by are the

couple of antique car magazines left still publishing. Yes, several of them have gone under. Honestly though, I am always leery of the asking prices in any publication because you know that the seller will take less.

I'm not prepared to say that the corona virus has dealt the old car hobby a death blow, but it has sure crippled it mightily at this time. Will things ever recover? Will there be any resemblance to what we are used to? This is open to conjecture. Let's examine some of the changes. During the past nine to ten months, we have seen the demise of many of the old car magazines. RE: the Hemmings family of magazines has shrunk very significantly. Some of their smaller scope magazines focusing on specialty cars have perished altogether and their European focused magazine has been combined with their Classic Car magazine—not a change that I'm fond of. Oh, the sports cars commonly imported to the USA are fine. We are all familiar with Austin Healys, Triumphs and MGs. But what common average Joe really cares about Mercedes, BMWs and unpronounceable hoity-toity Italian jobs that few have ever seen in this country?

These magazines have also lost several main writers. You may not have noticed these changes. But what you have had to notice, can't help noticing, is that the size—thickness—of their two mainstay publications has shrunk by more than half. The traditional Hemmings Magazine—the antique car Bible—is but a shadow of its former self. The volume of ads is way down. People are sitting on things—not advertising. Within the magazine there are at least two what I consider to be telltale categories that are directly related to the health of the old car hobby and they are the Model "A" Ford and 55-57-Chevy classified. Where there were, for years and years, 7-10 pages of monthly Model "A" listings and parts there is now but a page and a half maximum. Likewise, the 55-57 Chevrolets alone used to consume 4-9 pages. Today, in the January 2021 edition, they are down to 1 page, parts included. What does that tell you about the state of the old car hobby? I have not, since the inception of the Magazine in the mid-1950s seen it so sparse.

Have we "average guy old car people" now been eased out of the picture? Has the old car hobby now been relegated to the very rich who attend those big dollar TV auctions? Do you now have to afford a Porsche to be considered an old car enthusiast? By the way, damned few of us have cars worth more than 20-25K, and if we are not representative of the financial majority, we are by far the subscriber majority in this old car hobby.

I note that Auto Roundup magazine is continuing to publish and is just as large as ever. Admittedly, I do write for this publication and I mention this to possibly allay bias. I would tell you though that asking prices of a substantial number of cars is 25-50% higher than say a year ago. I would also tell you that there remain a great many lower priced cars in the average Joe range. I have no way of knowing what is actually selling and for what prices. I CAN tell you that I advertised a 1951 Studebaker in that magazine for about 4 months this past summer and ended up selling it on Craigslist for a good bit less than what I wanted, this because there were very few serious responses and I chose not to sit on it for another year.

Here is what I think based upon experience, feedback from local members of several car clubs, and dead reckoning:

- Sometime within the next 6-12 months the working class will get back to work and survive the COVID-19 thing. There will be deals to be had, parts to be bought and sold, and trophies to be sought after. We're all sitting tight. Right now, there are some fantastic bargain prices being offered by club members, friends of club members and acquaintances who know we are in various clubs. Marvelous cars can be had for 2/3 to 1/2 of what they have been going for. Some of the best deals have come to us via this route. Unfortunately, right now, few can afford them.
- The Average Joes will never be able to spend \$50-200K on an antique automobile. It is not gonna happen. None of our compatriots in various car clubs are going to go out and spend \$200K on anything but a house with a 30-year mortgage. Is what we're seeing in the Hemmings magazine right now an aberration based upon

the dire economic situation? Even in the great depression certain high rollers could afford to acquire certain Pierce Arrows, Packards, Lincolns, Cadillacs and such. This is who these modern counterparts are being advertised to. Only the very well-to-do can play right now.

- The class system will remain regarding old cars. The high rollers will attend the highly promoted TV auctions and those cars will remain within that small, tightly knit group of people. We average Joes will never be able to crack that gold ceiling. No, we will be content with our \$20K sheet metal ceiling.
- Are the major old car magazines going to change? Oh, I think so. The average work a day Joe doesn't want to hear much about Porsches, Lancias, BMWs, and Mercedes. They want to read about cars that are familiar to them: Fords, Chevrolets, Pontiacs, muscle cars and 1950s and 60s cars or they will cancel their subscriptions like many of us have already done. The 70s, 80s and 90s cars will be increasingly included because that is what the current younger readership is familiar with—again, not a change I'm fond of.

In conclusion, sit tight. Things will gradually improve.

New Members

A big welcome to John Menches!

Health and Wellness

Please keep Fred Obreza and Skip Schweitzer in your thoughts



Technical Reference

Jim's Tech Tip by Jim Cannon

Ford originally used a fine mesh brass screen at the top of the glass fuel strainer bowl that's mounted to the Model A firewall. The bowl gives a place for water to settle into (water is heavier than gasoline) and a place for dirt and rust particles to collect.

The screen also keeps these particles from traveling down to the carburetor (where you have another screen!). With all these screens, I think Ford knew that gasoline supplies at the time were prone to contamination (more than today).



Many people have started to install a small pleated paper filter element in the glass bowl instead of the brass screen.

I'm not so sure it's needed; I think the brass screen is enough. The Model A has no fuel pump, it relies only on gravity feed, and I'm concerned about adding another restriction to the fuel flow.

But IF you use one of these paper filters, you need to know that the rust, dirt, etc. is trapped **INSIDE** the paper element, not on the outside of it like you'd think. Therefore, you can be collecting a lot of junk inside the filter, plugging up the filter element on the inside, and not even know it. One day, you lose all your power and the engine really acts like it is starving for fuel. You thought you would see the rust and dirt collect on the outside of the filter... but you don't. Surprise! (I hate surprises!)

So, if you are going to use these pleated paper filters, get into the habit of replacing them regularly, maybe once a year, since you can't see how dirty they are inside. And carry a spare filter and gasket with you in the car. It's a pretty easy thing to swap out in a parking lot. Kind of messy, but it can be done without tools. Use some disposable gloves and you won't smell like gas for the rest of the day.

That's all for now. Keep driving, help each other out, and Have a Model A Day! Jim

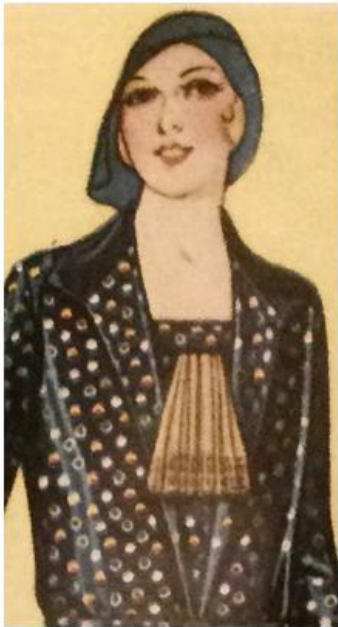


Fashion Article

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.



Do you have a fancy handkerchief just sitting in a drawer? Can you cut out and machine stitch a modern capelet pattern? Then you're on your way all ready.

Using examples of era fashions and tips included in this article, you might be able to short cut your way to a standout dress for your next Model A afternoon tea or banquet.

Read the full article on the MAFCA website at: http://www.mafca.com/ef_articles.html



TINY TIPS

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PAINING WHEELS

If you are painting your wheels and don't want to remove and reinstall the tires, here's a tip for masking the tires.

- deflate the tube
- break the tire beads from the wheels
- cut a "donut" from a sheet of heavy-duty plastic. The center of the donut is an 18" diameter circle and the outside of the donut is 32" (for 19" wheels). For 21" wheels, add 2 inches to these dimensions.
- Stretch the donut over the wheel allowing the plastic to drop down into the drop center of the wheel. The donut will cover the tire and can be taped in place with masking tape.
- Now, do the same thing with another plastic donut on the other side of the wheel.

ONE CAUTION: don't use the plastic donuts for priming and then for color coat painting (paint peels easily from the plastic and flaked paint will mess up your job). Make donuts for each paint procedure.

PREVENTING PAINT POPPING

If you have trouble with freshly painted wheels "popping the paint" when the lug nuts are tightened, "mask" the holes in the wheels with a set of lug nut spacers held in place with small strips of body caulking material. After the paint job, these spacers can be carefully removed. A light coating of lubricant on the tapered part of the lug nut will help prevent "popping the paint."

Submitted by Gene R. Bassage Palmyra, New York

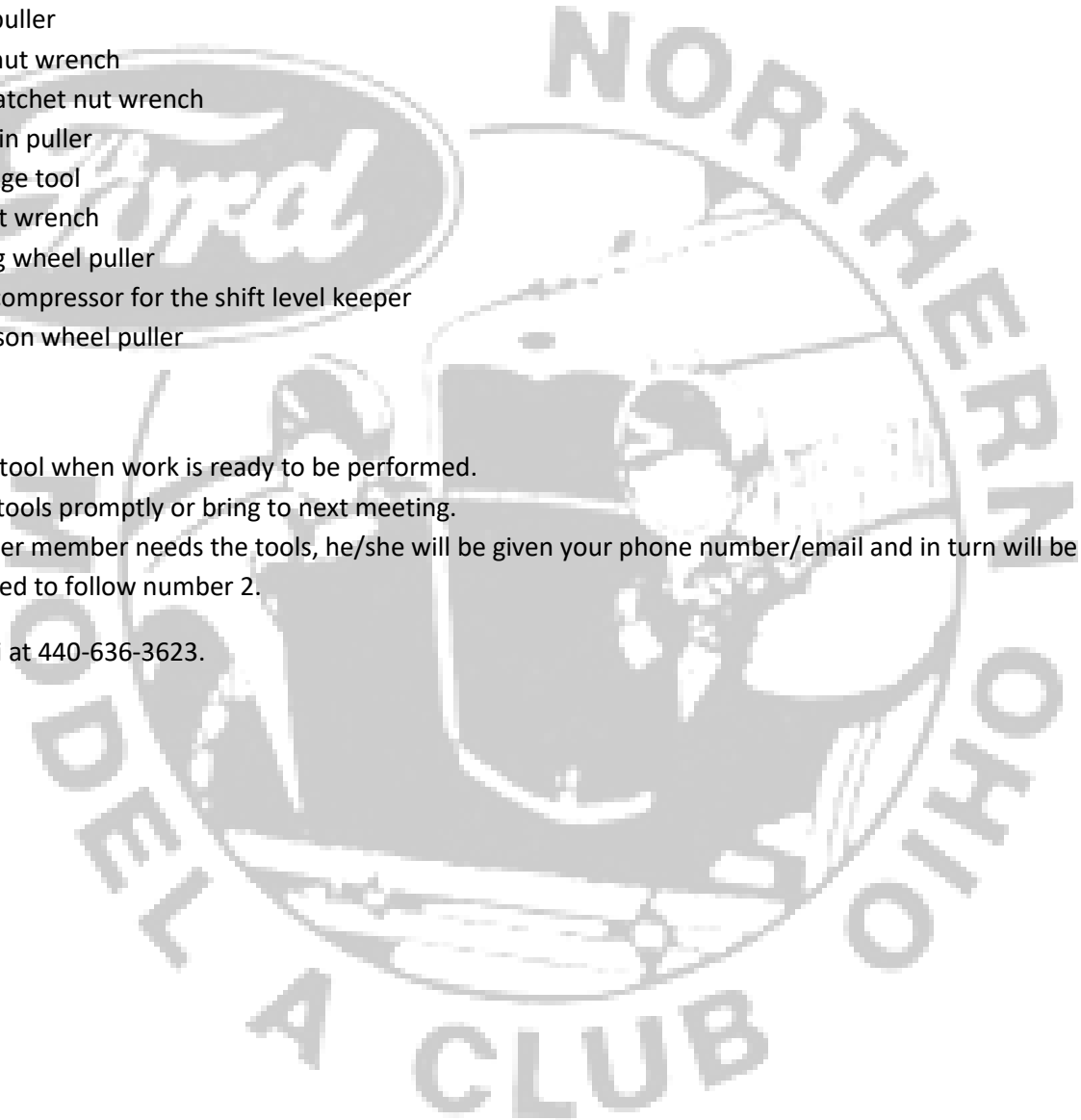
NOMAC Tools Available to Members

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

Wanted

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 tuneup, 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

1928 Firetruck – three way- chemical, hose, ladder. All options (ie lights, etc.) in good working condition. Fully restored. Hasn't been driven for 2 years, has one flat tire. Easy location to load from. You are welcome to come and start it. \$24-25,000. Contact George Quay – 440-543-3388



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