

# NOMAC NEWS

Volume 8, Issue 9

September 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](http://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
August 21	Packard Tour and Amish Dinner
August 29	Apples and Autos Car Show
September TBD	CVNP Tour and NOMAC Meeting
September 18	National Model A Day
October 10	Apple Butter Festival
October 18	NOMAC Meeting
November 15	NOMAC Meeting & Elections
December 20	NOMAC Meeting & Dinner



## Madden's Muffler – Puffing out Model A Thoughts

I have finally got the Vicky back on the road. My brake saga has finally been put to bed – at least for now! I will provide an overview of what I went through later in this newsletter. There is definitely not enough space in this column to tell the story! But the good thing is I have been able to get the car out and cruise around. It's definitely nice to be behind the wheel again – but now I'm getting a wobble around 35mph! NOW WHAT????

Thus is the story of owning a Model A. It's always something with these old cars. I do sometimes feel like I am in an abusive relationship though! In all seriousness, the normal motoring public fail to realize how much work it actually takes to keep these cars on the road – not to even mention how much to restore one. Regardless of brand/make, I respect anyone that can keep 40, 50+ year old cars on the road. They truly become labors of love.

Our last several meetings have been fantastic. August's meeting had more people than I believe we have had at a monthly meeting since I joined the club 6 years ago! Our club continues to grow, strengthen and gain new faces. I applaud Fred for being a catalyst for this, as well as Ken for being a valued technical resource for our club. I hope this trend continues and we continue to get "new blood" into our club. I would also challenge, much the same that Fred does, this new blood to be involved and active in the club. Elections are upcoming – all positions are available. If you have an interest, or skill that you can share with the club – marketing, finance, web services, etc., please step up. If you are afraid of hurting someone's feelings for running for a position, please do not be – I certainly know I would value if someone was interested in being Secretary and would gladly hand over the reins. Clubs like ours are most healthy when new ideas challenge status quo and push us forward. If you are willing and able, I CHALLENGE YOU to step up and help lead our club in 2022!

Don't forget we have a meeting on the 20<sup>th</sup>!

○ -Josh

P.S. Thanks again to Skip Schweitzer for his contribution to this month's newsletter!



## Upcoming Events

- September 18, 2021 – National Model A Day
- September 20, 2021 – Monthly Meeting – Walton Hills Police Station
- October 10, 2021 – Apple Butter Festival – Burton, OH
- October 18, 2021 – Monthly Meeting – Walton Hills Police Station
- November 15, 2021 – Monthly Meeting and **2022 Elections** – Walton Hills Police Station

## Health and Wellness

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

## On The Road With...

By Skip Schweitzer

**Ignoring the Elephant in the Room**

**August, 2021**

After reading the July and August summer editions of Classic Car Magazine and, as well, participating in a few good local car shows around town, it occurs to me that we, the average men-- lifeblood of the old car hobby-- perhaps need to demand from these magazines more emphasis on that which is actually affordable to us. Let's face it, if you believe all the hype and malarkey about the latest Mecum and Hemmings Auctions bringing astronomical prices to what are essentially average Joe cars, where does that leave us average Joes? Does this mean that Classic Car is now only catering to the upper echelon? And I throw this out to you the readers. Are these high-priced auctions (and the car publications who tout them) not rapidly putting themselves out of reach to us? Does that not also equivocate to therefore out of business to us average Joe car aficionados? To be really honest, I skip over the Auction sections and features of Classic Car magazine. To me it's like Hollywood Hyperbole-- not in my world and they never will be. Hemmings, I am putting you on notice. Your support of these auctions that drive up the prices sky high will at some point backfire on you just like your specialty car magazines did during the pandemic. This will likely end my continued association with you because you will have priced yourself out of my league. And by "my" I believe I represent thousands of your customers.



We average Joe, work-a-day car people need to re-focus on that which we drove once upon a time as daily drivers. These are affordable and familiar to us. Isn't this the same thing that people like us did in the 1970s, focusing on restoring 1950s Fords and Chevies—cars that people grew up, cut their teeth on. You know, the elephant in the room, the daily drivers that we have depended upon for so many years, but now in our fantasy want more, bigger better. These are usually medium to low priced people movers that get the job done in not-so-lavish fashion. We could afford them then. Let's for a moment forget about the feature cars in the glitzy car magazines—the Triumph TR3s, the MGTDs and the Austin Healey's all so very desirable, but so very much out of our reach. C'mon, how many of us really did own any of those. Only in my wildest dreams was that possible. Dreams, yes, but possible not so much. When I got out of the Navy, I had the where-with-all to actually go out and buy an MG. Admittedly I had spent much time dreaming about doing just that. I dreamed about driving it cross country. How delicious would that be, driving through Nevada, Colorado, Kansas, with the top down, wind in my face. I spent hours and hours thinking about that while passing time on the ship in the Tonkin Gulf. I also heard about and remembered the experiences of the other shipmates who owned an MG or Triumph and how they were constantly beset with mechanical problems the likes of which our Fords and Chevies never had. Quality issues I wondered??? When it actually came to get out, I was intent on going back to college, and getting on with my life. What did I do? I bought a two-year-old 1966 Mustang, a car that was known to me, a trustworthy Ford, and much more practical. Make no mistake, Mustangs were not then the glamorous high-priced cars that they are now. No, it was initially pretty much an average Joe, work-a-day car, a reworked Ford Falcon then marketed to the younger generation.

I look back at my 50 plus years of owning and, dare I say occasionally buying, a collector car. I would have to admit that most, if not all, would have to be considered average Joe, low budget automobiles the likes of Model "A"s, Volkswagens, Fords, Jeeps, Studebakers, with an occasional 1939 Buick, thrown in. I never could, or would, spend the money for a high-priced Muscle Car, a pricey import or a true classic car. It just wasn't in me. What I drove daily and worked on were Fords and Volkswagens--probably at least a dozen of them. Meanwhile what I coveted—dreamed about back then was maybe owning a Karmann Ghia—a racier version of a Volkswagen Beetle, or perhaps a Model "A" Ford. Model "A"s were something that loomed large in my family history from grandfather to father, now to me. Model "A"s are not big buck cars. These days they are in the 8-20K range. Even 30 years ago you could get one for these prices and the prices are still holding. These cars were not underpowered; they were just not overpowered. Who of us really went out on back roads and spun the tires of our hopped-up cars till there was no tread left? Who of us could really afford to do that? Not me; I might have been able to occasionally squeak the tires on my 1955 Fords but that was dangerous and could be really costly if the automatic transmission gave out. Who could afford to fix that on summertime wages? Not me. Volkswagens are pretty much doing the same—lor priced but holding a constant value. Oh, you could surely spend more than 20k for a super nice one but a reasonably good condition average collector vehicle can be had for 12-15K Back to my Classic Car magazine. (By the way, while I'm critical of it I intently read it.) As expected, the Classic Car articles for August featured the MGs, pricey Austin Healey's, and Jaguars, all with their glitzy photo layouts. It is all fodder for reading and of course, admittedly I did so. But what caught my eye, made a big impression on me was a feature on 1962 Rambler convertibles. That's right, the then average run of the mill people movers that my friend's Dad might have bought or that my buddy drove more often than not because his brother's hopped-up GTO was not available or running well enough to be dependable. The Rambler article really made me think that this could actually be about me because this is what I really drove-- old run of the mill cars in very good condition. Now-a-days I find myself driving them, preserving them because they impart such great memories!

The article went on to highlight an average John Doe who lived and worked in Podunk, (could also be Mantua, Ohio) Pennsylvania, Over the years he acquired three 1963 Rambler convertibles, one of which he bought new, one



that he restored to concours condition, and another one to “knock about”. I thought to myself, isn’t this interesting—this is more like me than I would like to think. Maybe this is where it is really at. None of us average guys can afford to own a 50 K sports car, or a classic Packard, or overpowered 80K hot Mustang or Camaro. But we have our 10-15K Studebakers, Volkswagens and everyday drivers. They are comfortable, cozy and most familiar to me. Just maybe, this is where it is really at for us. This is the elephant in the room. Let’s embrace it. I recall a time when I got a ride in a 1960s Rolls Royce. My Uncle’s neighbor owned one and thought that this might be an endearing event that I could take back to the ship and offer up to the boys. What I remember most about the ride was all the brown leather surrounding me in the back seat. Other than that, it rode just like my 1955 Fords and was just as noisy. I wasn’t impressed. But I didn’t tell him that. I just said thank you.

I have a 1930 Model “A” Sedan, a 1955 Studebaker President, and likely soon to be 1970 Volkswagen Beetle convertible for a “knock about”. These are not glitzy expensive collector cars. But they are comfortable, dependable rides that I can easily take to any local car show and be proud of. People gnom over them because they identify with them. More and more they are showing up at the local old car scenes and maybe this is where it’s at for us average Joes. I can only speculate about the future of things, but this is our here and now..

-Skip

## NOMAC Tours/Shows



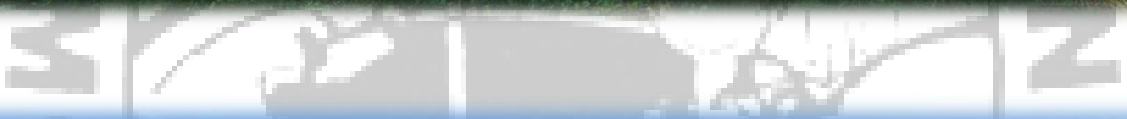














# Meeting Minutes

## NOMAC Meeting

### Walton Hills Police Station

8/16/21

- 25 members in attendance
  - Including 3 guests

#### Club Business

- Treasurer's Report
  - \$4270.95
  - Proposed motion to move money from low interest-bearing CD to Money Market Account or Savings account to either make more money or have readily available access.
  - Bill Mann proposed the move. Jerry Siracki seconded it.
  - Unanimous decision to approve
- Secretary's Report
  - Notes printed in newsletter – nothing new to add

#### Tours/Shows

- Piston and Steam Show – 9 cars and 18 members present and went to dinner at Mary Yoder's
- Century Village – new leadership has not been helpful
  - Jerry proposed to not provide donation to them going forward
- Peach Festival – 8/14 – 3 member cars present
- Amish Dinner – 8/21 – 24 people signed up
  - Will leave Jerry's house at 2pm and head to Packard Museum for tour, then head back to Jerry's to eat at 5pm.
- Blue Suede Cruise – 8/21 – 2000+ cars present. Ken and west siders will be in attendance
- Rocky River Cruise – 4 member cars present
- Frost Road Village – 2 member cars present
- Apples and Autos – 8/29 – Patterson Fruit Farm
- Model A Day – 9/18 – Let Ken know if you're interested in going
- Clam Bake – 10/9 at Fred's house
  - \$22/person – BYOB
- Christmas Party – 12/20
  - Location TBD

#### New Business

- Tech Session Question – was the session at Fred's worthwhile?
  - Resounding yes. Would like other sessions
  - Front end alignment, head light alignment, wiring discussion, brakes, etc.
  - Show and tell with horns, brakes, generators
- Upcoming elections
  - Elections are in November
  - All positions and trustees are open and available

- If you are interested, please reach out to Fred, Josh or anyone else on the Board to ensure you are added to the October ballot.
- Club Funds
  - What should the club do with money it has in bank?
    - Membership Program
      - Ads/flyers
    - Buy tools
    - Attendance awards
    - Business cards
      - Ken to talk to Tony
  - Committee needs to be formed to create budget to work with

## Give me a BRAKE!

By Josh Madden

**“So, you would like to be able to stop?”**

**September, 2021**

First and foremost, let me tell you something. Get the “red” Les Andrews book from Snyder’s. If you don’t have it – IT IS A MUST. Seriously. I’m not joking. Get it. Ok, I’ll get off my soap box now. It’s fairly universal for those of us that have cars that go, would also like to be able to stop. I certainly would and I will work under the assumption that everyone reading this would also like to be able to stop once they propel themselves down the road.

Towards the end of last year my car wasn’t stop nearly as effective as it used to. Something was up. Fortunately, I was able to run down the clock and the driving season ended. “Why do today, what I can put off until the Spring?” Well eventually Spring comes and I now have to face the beast. Pull drums and the front passenger isn’t actuating. Strike one. Shoes are fairly worn elsewhere. Strike two. Drums are down (and you should NEVER turn Model A drums). Strike three. “Ok, let’s replace it all.” Might as well have said poor man walkin’.

Model A brakes aren’t cheap. Ken has told me, aside from rebuilding an engine, this is your most expensive part. Sweet – exactly what I wanted to hear. But when your life is literally on the line, you don’t want to take short cuts and cheap out – at least I don’t. So, I started looking at parts lists. For those that haven’t torn into your brakes, there are a lot of parts. And I mean a lot. Wedges, pins and clevises – oh my! Lots of parts starts adding up to a long bill. Plus, once you get these parts, some assembly is required.

Swedging and arcing are needed. Hmm. Not sure I have the time, tools or patience for that. Fortunately, we leave relatively close to the largest Model A parts distributors in the world!





Snyder's is a family run company that has customer service second only to your dear old moms. They also offering rebuilding services and this I took them up on. I took my front and rear brakes including backing plates, shoes and drums (not the E-brake system) down to them to have them rebuild. It's not cheap, but the brakes come back as a rebuilt backing plate and shoes as well as new pins, wedges, roller tracks, drums, etc. Hubs are reused if able. Rear wheel rebuild is \$410/wheel and the front rebuild is \$380. \$1580 for new brakes. Ken's words were echoing in my mind. Don Snyder II said he would get these sent out and they would be done in 7-10 days. Three days later I got a call they were done and ready for pickup! Sweet – now I can get them installed and be on the road by the weekend..... well, that was the plan at least.  
TO BE CONTINUED NEXT MONTH!



## Classifieds

### **For Sale**

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

## NOMAC Tools Available to Members

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

### **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.

## 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