

NOMAC NEWS

Volume 8, Issue 4

April 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
May 22	NOMAC Crawford Coffee & Cars
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



Madden's Muffler – Puffing out Model A Thoughts

Spring has sprung. Showers and flowers are popping up more daily and warmer temps have been following. Hopefully many of you have had your cars out and have been enjoying these warmer and longer days. I know we have a few new members with new cars, I'm sure they have been out and about! Please send pics of your escapades to me so I can include in the newsletter!

My Vicky is still in its storage bubble. In the next few weeks, I will be getting the Mustang out, which will make way to get the A out. Until then, I'll start to get my list together of things to work on this spring. Hopefully it will be ready come time for our tours! Fingers crossed.

We have had some real progress with our club over the last several years. Many new members (Welcome!) have joined, new cars and we have done a darn good job of weathering the pandemic. Not all clubs that I am a part of have been as strong as we have throughout the COVID pandemic and for that I tip my hat to all of you. This year looks like we will have more tours, car shows and fun to have together. If you are interested and able to, please consider hosting a tour.

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

-Josh

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

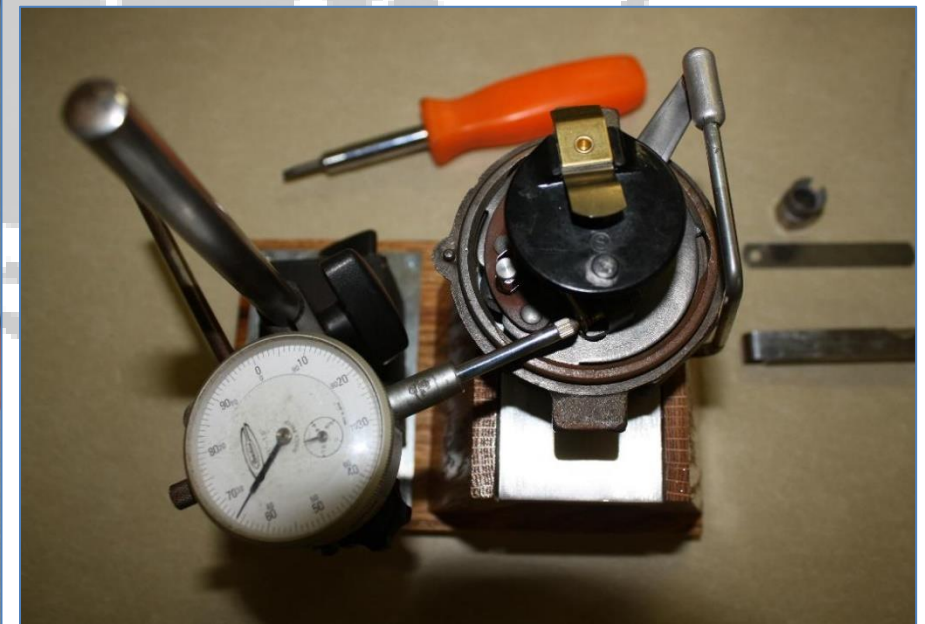


Fred Rambling "A" Round

I hope all had an enjoyable holiday with family and friends. It was great to see some old and new members at last month's meeting. As things slowly open up and members get vaccinated, I hope to see more members continue to come to the meeting. We had an interesting tech session at last month's meeting. Ken and a new member, Bryan Mackin built a distributor test fixture that was described in the March/April Restorer magazine. Several members tested their skill in trying to set the points. As the summer driving season quickly approaches, there were several great ideas for tours and possible museum trips. Don't be afraid to step up and put something together for a drive, maybe a favorite cruise or local event. Let me know, I will be glad to send something out to let the group know. Try to give a least a week or two notice. Ken has already put something together for May 22, Crawford Coffee & Cars from 9:00 a.m. to 11:00 a.m. at 7950 Empire Pkwy, Macedonia. Ken would like you to arrive around 8:30 a.m., so we can park together. On a side note, many of you have been asking, it looks like my wife, Joanne and John Golias from the AACA Cuyahoga Region will be having the 11th Annual Apples & Autos car show on Sunday, August 29th.

"Don't just belong, get involved."

-Fred





NOMAC Member Spotlight

Meet new NOMAC Member: Bryan Mackin

One of the newest members of NOMAC is Bryan Mackin. Bryan's dad has been a Model A enthusiast for many years, currently owns a '31 Deluxe Roadster, and owned a '29 Tudor that floated around the family and sat un-driven for more than 10 years until Bryan finally managed to lay claim to it. He had the car hauled to his garage in Cleveland last summer. It wasn't problem-free, though – Bryan says the distributor drive shaft was broken, the rebuilt engine had a cracked block and old family lore said it was prone to badly overheating.

Since last summer, Bryan has been busy rebuilding the essential components. His new engine will have a high compression head, a new camshaft, insert bearings and .60 bored pistons. He just finished rebuilding the rear brakes, and has installed a Randy Gross F100 Steering box. It will dramatically enhance the driving experience with much easier steering. With help from Ken Kovach, Bryan intends to have his car ready to roll in time for NOMAC's spring tour. When he's not working on his car, Bryan, 50, is a corporate fitness instructor and personal trainer. He's currently on leave from his work due to COVID-related cutbacks, but works on the side as an estimator for a home insulation company. He enjoys woodworking and home improvement projects in his spare time. As a relative newcomer to the Model A game, Bryan wants you to know that "all advice is welcome," since this is his first Model A and there's definitely a learning curve for new owners. He's looking forward to being a part of NOMAC and working with the more experienced members.

Welcome Bryan!

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



Upcoming Events

- April 19, 2021 – Monthly Meeting – Walton Hills Police Station
- 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 Pkway, Macedonia.

On The Road With...

By Skip Schweitzer

How Much Is My Antique Vehicle Worth Really>

{Here is a column that I wrote in 2011. While some of the values seem, a bit dated they are proportionally still on the money compared to today's asking prices. Which is another way of saying, due to inflation everything remains basically the same. Next month we are going to talk about the changing nature of the old car hobby.}

Annie Bowker, from Mantua Township posed a humdinger of a question, one that I've heard over and over, and to this day cannot give an answer that I am comfortable with. And that is: "What is our _____ (fill in the blank) in this case a 1959 Karmann Ghia worth in today's dollars?" You can change the name of the car to whatever you happen to own but the rest of the question is still the same..."What's it really worth? I really want to sell it.... So, what can I realistically expect to ask for it and actually get?"

There are many issues relative to old cars and their values including actual condition of the car, desirability of that model, rarity of same, and the financial situation of the current sales market. I'm sure that there are many more. We'll use the Karmann Ghia as our example.

The Karmann Ghia was purchased about 5 years ago and the current owner paid about \$8,000 for it—a then reasonable price for the car. It was in solid #3 condition meaning that (according to the NADA Bluebook) "this vehicle would be considered in good condition overall. It could be an older restoration or a well-maintained original vehicle that is completely operable. The exterior paint, trim and mechanics are presentable and serviceable inside and out." Mechanically it ran but needed a strong tune-up, which they performed. There were no rust problems on the body, the original type paint was good, and the paint scheme was appropriate and accurate to the car of that year. The interior was clean, but the car obviously showed it's 50 years of age. The current owners have kept it in at least the condition that they received it, and did some improvements by re-carpeting the floors with period correct carpeting.

Let's look at some of the factors relative to today's value. First and most importantly it is a Volkswagen product. Though the old car values are admittedly arbitrary, Volkswagen products do not command as much as, say a Ford, Chevrolet, or Chrysler product of similar year or condition. I like to think of them as a workingman's classic car, an affordable "sort of" classic for us working stiffs. If you consult the NADA Price Guides you will find that they recommend the average value for this 1959 Ghia at \$14,300. The Old Car Price Guide is a bit less at \$12,300. Now I declare that I haven't a clue where these people get their values, or how they get the nerve to actually post these values on the Internet, but in my real world I know that the actual value of this car is more around \$4000--\$8000. I know this because I constantly watch the cars for sale on E-Bay on the Internet and various old car magazines including Hemming's and Auto Round-up. I have bought cars from all of these venues. I see what they are asking and I watch how the cars tend to stay for sale for weeks and weeks, months and months, even years. They don't sell at, or even near, the asking price!! You can ask \$14000 for a 1959 Karmann Ghia, but chances are good that you'll die with it and the widow/widower will sell it off for whatever it will bring at estate sale—likely quite a bit less than \$4000. "Oh", but you say, " put it in one of the auctions on TV". Riiiiiiiiight! You don't realize that those auctions won't touch a car that

isn't in absolutely pristine, near perfect, show room condition, the underside of the car had better look just as good as the top-side (remember and consider that this is the Midwest—snow, ice, salt, etc. Go look under your five-year-old daily driver). If you did succeed in placing a car in one of those auctions you would also pay at least a 10% auction fee not to mention the transportation costs to get it to Las Vegas, or California, wherever the glitzy auction is held. I guarantee it won't be held in glitzy Garrettsville or Mantua. Transportation—shipping the car-- to Las Vegas, will be about \$800--\$1200.

Let's talk about desirability and rarity of this Karmann Ghia. Among VW aficionados I must admit that a 1959 Karmann Ghia is generally seen as a more desirable vehicle. It is known as a "low light" meaning that the headlights sit lower to the ground than vehicles produced after 1959. Some in this old car community see this as attractive. Karmann Ghias are stylishly attractive and sporty particularly as compared to VW Beetles.

Is it a rare car? Karmann Ghias were rust magnets even when new. Due to the way they were constructed—many additional body joints to allow conformation to the basic VW Beetle chassis-- they attracted rust like a drop of honey attracts ants on an anthill. Consequently, there are very few of them left in reasonable condition, and those tend to come from the dry conditions of Arizona and California. They are rare from attrition, not because so few were made. Personally, I happen to like them but their being low to ground presents many problems for me in getting into and out of them.

A certain peculiarity relative to VW products and not so much other cars is that the upgrading of engines, replacement with later, more powerful engines, is most often seen as desirable. This definitely not the case with most other antique vehicles whose original engines and preservation of originality are paramount. I am sure that this is related to the fact that early VW products were extremely underpowered and barely able to get out of their own way back then. Now it is extremely valuable to be able to enter and exit the freeway, for example. This car has an upgraded 40 HP engine from a 1965 VW in it rather than the original 36 HP engine. Is that a plus or a minus? I don't know. It depends on the buyer because there are some collectors who do value strict adherence to originality.

As we are all aware, the bottom has dropped out of the resale market. Houses have lost major value. Inflation has taken a great toll on our expendable income. The market for extras is small. Old Cars are hobbies, definitely not prerequisite for living. The reality is that, excepting for the actual true classic cars like prewar Packard's, Duesenberg's, Cords and such, antique car values are probably roughly half what they were before the financial collapse. This means that the 1959 Karmann Ghia that you bought 5 years ago for \$8000 before the Wall Street collapse will now bring about \$4000 or so IF you can find a buyer!

Now I know that there are many people bristling at me for making this assessment. They are the owners of old cars and are not happy with the current state of affairs. They certainly don't want to hear about this devaluation. "I'll die with my cars before I sell 'em for that", they say. Please do feel free to disagree with me. Prove me wrong! Let's talk about it. But as the home plate umpire said, "I calls 'em as I see's em!"

Health and Wellness

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

Technical Reference

Jim's technical tip

by Jim Cannon,

Installing the Starter "Bendix Drive"



The small Bendix Drive gear that's bolted to the starter motor puts up with a lot of use (and abuse when you forget to retard the spark before starting). Eventually you will be working on yours and I have a tip for you about installing it back on the starter shaft.

The Bendix is bolted to the shaft with 2 special bolts and lock washers, as shown in the photo below. One bolt has a specially-shaped end that goes down into a hole in the starter shaft. This is critical, to lock the Bendix to the shaft; do not substitute a plain bolt for this.



The other bolt is "special" only because it is only 11/16" long. This allows the bolt to lock the spring in place, without having the bolt actually touch the starter shaft. Don't be tempted to use a 3/4" long bolt instead of the correct shorter one. See the comparison photo of a 3/4" bolt and the correct bolt.



When this longer bolt is used, it presses against the starter shaft when tight and it messes up the Bendix operation.

Don't forget to install the half-moon shaped Woodruff key in the shaft before slipping the drive on the shaft. You may also use 2 spring clips (optional). Be sure to lock the bolts down tight by bending the ear of the special lock washer up against the bolt head. If you don't, these bolts will work loose and fly out of the starter drive.

I carry a spare Bendix spring (they are known to break) and a set of these special bolts and lock washers with me in my parts kit on tours. If I don't need them, someone traveling with us might. This will help quickly get them back on the road to Have a Model A Day! Jim

Tiny Tips

WATER PUMP FIXES

If the water pump shaft travels forward too much in service, resulting in the fan touching the radiator or excessive wear on the fan belt and pulleys, here's a quick fix without removing the radiator, pump, etc.

Get a 2" piece of alloy or plastic pipe with an inside diameter slightly smaller than the pump shaft outside diameter. Saw the pipe lengthwise and fit the halves around the shaft. Secure with two hose clamps of shortest possible length, with the fan position pushed toward the block. Line with inner tube rubber if too loose. The halves keep the shaft from travelling.

If the water pump works too well, throwing water out the overflow, a quick fix can be made by slipping a piece of rubber tubing over the tube, just clearing the cap. Insert a wood screw loosely in the tube to allow some water or steam to escape.

Submitted by Robert Scoon, Arcadia, Calif.



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