

NOMAC NEWS

Volume 8, Issue 2

February 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

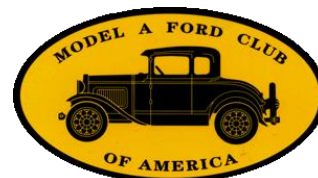
Grant Krueger	440-503-0331
Steve Lambert	440-236-5981
Ken Kovach	216-267-9733
Jerry Siracki	440-636-3623
Bill Mann	440-653-7052

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

This is the time of year I really am drained of energy. Haven't been able to work in the garage in a few months, the allure of Christmas has worn off, I'm sick with sinus/ear infection and it's downright cold. At least the days are getting a little bit longer!

How are you all managing through this time? Working on anything? I know Ken has turned into the go-to builder in Northeast Ohio for engine rebuilds – so he is probably busy enough for all of us! Fred is installing a clutch, others have to be doing something as well! Let us know, take some pictures and send them to me. You can email, text, send them in the mail. I'll make sure they get in the newsletter!

Hopefully we will be able to tour this year. Whether you have been a member of the club for years, or just joined this year, I would challenge you to be involved with our club this year. Host a tour, step up for a leadership position, host the club for a working session at your garage, etc. These are the things that separate our club from others and make us special. As we look forward to a year NOT like last year, please scope out potential tour routes, events, or projects that we can do as a club.

-Josh

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



Fred Rambling “A” Round

As the snow and cold continues, I can only think that the days are getting longer, as we are homebound. With that said, spring is on the way. Hopefully, with the vaccine, people will start feeling better about going out. Some National and local events are being scheduled, but unfortunately some are still being cancelled.

I am asking the membership to let me know of any events that might interest us. Send me a note, you can either email me, text or just call with the information. I will get an email blast out to the membership with the information. This could be a trip to a museum, a local event, car cruise or show. Hopefully, we will be able to get in some tours this spring and summer. I am counting on our membership to step up and make this happen. I know the past year this has been difficult, let's work together and try to make some of these things happen.

Just want to add a thanks to Skip for another very interesting article in last month's newsletter. Don't forget Josh is always looking for a story or pictures. Take a minute and send something, let's try to make a great newsletter even greater.

“Don't just belong, get involved.”

-Fred

Upcoming Events

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

On The Road With...

By Skip Schweitzer

Allen Frederickson's Packard

February, 2021

If you are a regular denizen of the Garrettsville car cruises you likely have noticed an occasional Packard or two at the various car shows—but not many more than a couple. Packards are fairly scarce in these parts and at most other cruise-ins. Generally, the pre-1940 Packards are seen in exclusive, high point judging venues with words like “True Classic” attached to them. If you enter the Packard world you quickly become familiar with other important words to that culture like, Junior and Senior cars, 110 series and 120 Series, 6 cylinder and straight 8 cylinders. You read The Packard Cormorant, an expensively printed quarterly magazine for the Packard flock that features almost exclusively senior cars. You become aware of a definite caste system—some cars are automatically worthier and valued more than other Packards. Such are the nuances and mystique of the Packard world. However, to many of us work-a-day common people, a Packard is a Packard, is a Packard and we don't know about all the extra adjectives. They are simply distinctive, nice looking cars.

Allen Frederickson, who lives diagonally across from the Dairy Queen in G-ville, has two Packards. One is a 1951, with typical shoe boxy, flat sided styling that Packard and Ford went to in 1950. All other car makers eventually followed suit leaving the fat-fendered, bulging style of the 1930s and 40s behind, ushering in the new post-war era. I'm sure you have seen this car over the years at the shows in various states of repair and restoration. Allen has a way of presenting his cars initially “as found”, and then, in ensuing years, upgrading them in the public eye. Ten years ago, I remember it as a neat, rusty old automobile probably pulled out of a barn yard but now being driven to the G-ville Cruise-in. Gradually, as we saw it in ensuing shows over the years, he worked on it, restored and improved it to the point where it became a respectable cruiser. Classic Car magazine features these cars monthly in a popular feature as

“Drivable Dreams” and they are quite in contrast to the spotless, high point restorations usually characterized in the rest of the pages. Allen states that, at this time, the ‘51 is in the body shop being treated to a professional body remake, complete with bumpers and grill re-chroming.

Allen has recently acquired a 1940, bubble fendered Packard sedan that he is now starting the restoration process on. And, of course there is a story to go along with it. As usual he is showing it to us in all it’s unfettered, unrestored, lumpy, flakey, upholstery worn glory. It is truly a drivable dream. You’ll just have to close your eyes and imagine where it will be next year and the years after that. This car is a solid base for restoration and all Allen’s cars are ongoing projects.

Historically, the Packard Motorcar Corporation was founded in 1899 in Warren, Ohio and moved to Detroit in 1901. Through the tens, teens and twenties Packard was the maker of opulent, very expensive cars destined mostly for the rich and famous. They were typically extremely well apportioned within, and their mechanicals were state of the art, including powerful for the times V-12 cylinder and large straight 8 engines. After the great depression hit in 1929, and by 1932, that market essentially disappeared. To survive Packard had to begin to compete with the likes of Ford, General Motors, and Chrysler. By 1935 they had firmly entered the lower priced market, only maintaining the high-end limos and deluxe models on a very small scale. But Packard always maintained their elitist attitude evident in their advertising that touted “Ask the man who owns one”.

Packard’s efforts at entering the lower priced market were rocky at best. After the depression, the remaining more exclusive buyers were put off at the much cheaper models offered. Those cheaper models weren’t all that cheap either, being directed at competing with the likes of Oldsmobile, Cadillac, Lincoln rather than Fords and Chevrolets. The V-12 and straight 8 engines of yore were replaced by 6 cylinder and smaller 8-cylinder engines though they continued with the comparatively long wheelbases thus very large looking cars. Packard confused the buying public further by maintaining their previous labels of 110 and 120 series but reassigning the values so that it really wasn’t clear if you were getting an upscale higher priced car or an economy, lower priced car. Some of their attempts at styling were viewed as “cut off and dumpy” by the buying public, and other attempts as large, ungainly and stodgy. Others were seen as quite underpowered, and not deserving of the Packard name. To this day there is dissention in the ranks of Packard owners over what is to be considered as senior, true classics or junior classic cars. It seems that only certain Packards with V-12 and large V-8 engines are counted as true classics and all the 6 cylinders are considered junior cars. Depending on who you talk to or what you read, this can be very discriminatory and disconcerting. Generally, Packards were bought by upper middle-class businessmen and doctors. It was not a working-class car. At any rate, the 40s Cadillacs leaped to the top of the high-priced field and have basically stayed there ever since. Packard’s slow downward spiral, though it slowed down through the middle 30s and forties, ultimately ended in the Studebaker-Packard merger in 1954 and the total demise of Packard in 1956.

So, I say to Frederickson, “What’s the fascination with Packards?” “Well”, he said, “when I was young my uncle in Connecticut had three Packards—a 6 cylinder I don’t know what year, a 37 Chauffer driven car and a 39-40 Woodie. I got to ride in them. I think maybe later I got to drive one or two of them.”

Frederickson is a consummate wood worker, cabinet maker who specializes in restoring century houses. This man can recreate any Victorian woodwork. The inside of his Victorian house is full of antiques that rivals some of the finest turn of the century museums in this country. But, that’s a whole ‘nother story for another time!

Allen found the 40 Packard on Craigslist in San Diego. It took some dealing, dueling, and bidding to win the bid. He is the second owner of the car. The original owner drove it until he was 98 years old; He lived to be 102. The car has 68K miles on it. Getting it shipped back to G-ville was something of an ordeal. The shipper’s truck blew an engine en-route and was tied up in an engine shop for nearly a month. Consequently, the Packard sat outside on an open car

hauler, in the Montana elements covered in snow and below zero cold. As a result, the original paint began to flake off.

Having had the car for 2 years now Allen has put about 5k miles on it and has shaken out major problems that need to be repaired and replaced. It needs an overdrive transmission to be able to keep up with modern traffic on the freeways. It needs re-wired and all new rubber components. But the plan is to restore it as he goes along, having fun with it.

Allen has been to some national meets with it. He says that the other Senior Packard owners have been very accepting of him and have not really displayed any condescension. Likewise, the Studebaker club is extremely supportive of him.



Health and Wellness

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



CIVIL WAR VETERANS POSE WITH A 1928 FORD

Tiny Tips

POP-OUT SWITCH LUBRICATION

Original pop-out switches grow sticky with age due to gum and electrolysis. Before junking the switch or waiting until the key breaks off, try this solution: Turn the key until switch pops out. Under the first "F" in the word "Off" drill a 1/16" hole carefully through the brass shell. Now the cylinder can be loosened with WD-40 using the plastic tube.



Technical Reference

Jim's Tech Tip by Jim Cannon

Towing Your Model A on a Trailer



There will be times when you need to transport your Model A on a trailer. Here's a tip on trailer loading to help you tow safely.

When the car is loaded on the trailer, the tongue weight of the trailer on the trailer hitch (on the back of your car or truck) should be between 10-15% of the total weight of the combined "trailer+Model A". If you load the trailer with less than 10% of the weight on the hitch, the trailer will sway as the speed increases, which is very dangerous. Over 15% can put too much unnecessary load on the back of your tow vehicle, which can take weight off of your front wheels (needed for steering and braking) – which is also not good.

How do you know the weight of your "trailer+Model A"? I took my car on the trailer to my local feed store where they have a scale. Many truck stops also have scales. I parked the loaded trailer on the scale, disconnected my truck, and moved the truck off the scale. They charge a small fee to give you the weight. Once I had that total weight, it was easy to calculate 10% and 15% of that. For example, if your "trailer+Model A" is 4,200 pounds, your Target Tongue Weight is 420 to 630 pounds, call it 525.

Once you know the Target Tongue Weight that you are shooting for, how do you know what the actual tongue weight is when you put the Model A on the trailer? You can figure it out with a ruler or tape measure. Go to a building supply store (like Home Depot) with your tow vehicle and no trailer. Measure and record the distance between the bottom of the trailer hitch and the ground. Now start loading 80# bags of dry concrete mix into your car trunk or truck bed until you have loaded your Target Tongue Weight. (I had a helpful young guy at HD load them in for me.) The exact load is not critical, but it must be above your 10% number. Now measure and record the distance between the bottom of the trailer hitch and the ground again. Once you have those 2 numbers, you can ask the helpful lad at the store to unload all those bags and put them back! Thankfully, you only have to do this exercise one time.

With these 2 measurements, before and after the load was added, you can quickly figure out the change in height above the ground when you have your Target Tongue Weight on the back of your tow vehicle. This CHANGE in the height of your trailer hitch is the HITCH DROP that you need to get when you load your Model A on the trailer. Before attaching the trailer to your tow vehicle in the future, measure the height of the trailer hitch above the ground. Now attach the trailer and load your Model A on it. Pull the Model A forward on the trailer until your trailer hitch has dropped by your Target Hitch Drop. You can roll the Model A forward and backward a bit on the trailer to get the amount of drop that you are shooting for. Now tie the Model A down in this position on the trailer and be confident that you have enough, but not too much, tongue weight on your trailer hitch.

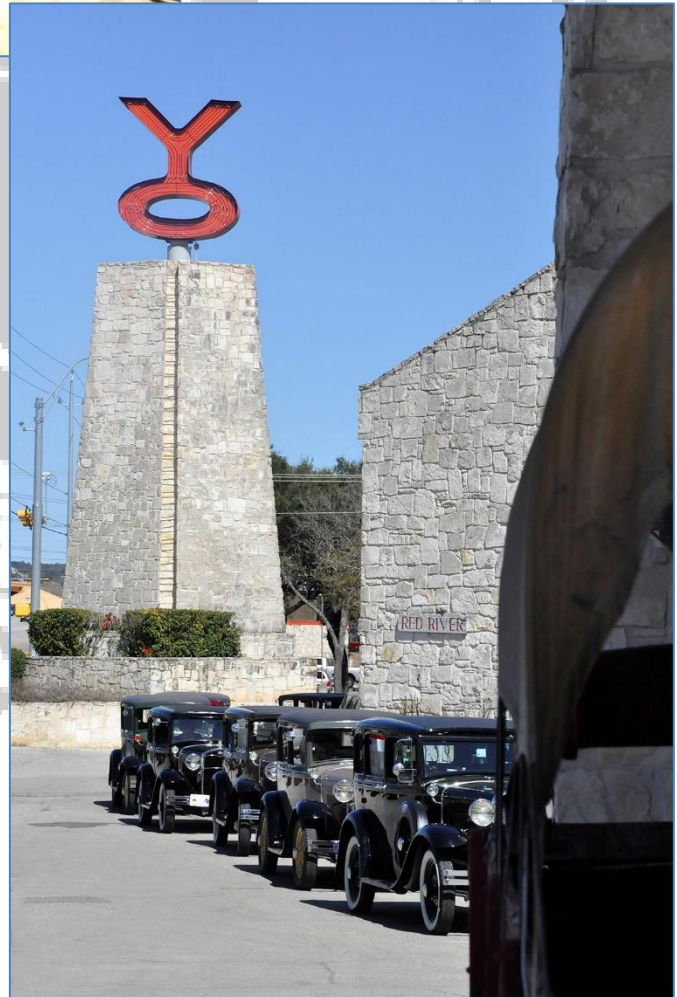
I have marked on my trailer the best spot to load a Model A to get the target tongue weight and hitch drop. When I put them on the mark, the tongue weight is correct.

For more tips on safe towing, check out the following web site: <https://www.curtmfg.com/towing-safety>

Let's be careful out there, and Have a Model A Day!
Jim Cannon

Fashion Article

Located at the end of the newsletter



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