

# NOMAC NEWS

Volume 7, Issue 12

December 2020

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 2020

President	Fred Obreza	216-587-4419
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

## 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)



## 2020 NOMAC Monthly Meetings and Events

January 20	NOMAC Meeting
February 17	NOMAC Meeting
March	Piston and Powered Show
March	NOMAC Meeting
April	NOMAC Meeting
May TBD	Amish Tour
May 10	Ruple Ford Museum Tour
May 18	NOMAC Meeting
June 15	NOMAC Meeting
TBD	Summer Picnic
July 20	NOMAC Meeting
August 17	NOMAC Meeting
August	Apples and Autos Show
September 19	CVNP Tour and NOMAC Meeting
September 19	National Model A Day
October 10	Emerald Necklace Tour
October 19	NOMAC Meeting
TBD	Fall Clam Bake
November 16	NOMAC Meeting & Elections
December 21	NOMAC Dinner

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



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

By the time you read this, you'll most likely be looking at snow on your grass and your A tucked warmly away for the winter. The holidays are upon us, that time of year where we hope car parts are delivered daily to our door step!

As you all know, we had to cancel the November and December meetings due to COVID. We shall see what the new year brings us, but please be understanding and flexible – and make sure to check your email before heading out for a meeting. I will send any cancellation emails as soon as I can.

While 2020 wasn't a year any of us planned for or wanted to have occur, I do like to think that our club made it through the year strong. We have gained many new members -some completely new to the Model A world, others seasoned vets. But regardless, we have welcomed them into the club and have made some new friends as a result! The club hosted or participated in several tours and cruises and when we were able to have meetings, they were valuable and nice to see old friends in person. While we have tried to limit swapping germs, we have swapped tools, parts and knowledge this year and that's the point of this club – and for that, I thank you all. Nobody knows what 2021 will bring, I surely am not Nostradamus, but one thing I do know will be consistent is how great this club and it's members are at helping one another out!

Take care and Merry Christmas, Happy Hanukkah and Happy New Years!  
-Josh

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





## Fred Rambling “A” Round

As you already know our December holiday party has been canceled. Our next meeting is scheduled for January 18, 2021, hopefully, things will be improving by then. At that time our new board will finally be able to be installed. I would like to Thank Jeff Gordan for stepping up to fill the open Treasurer position. I would like to Thank Jon Peterson for his long years of service. He has done a spectacular job for NOMAC.

January is time to renew your dues. Please get them sent in as soon as possible, please include your present address, phone number and email address. If you need an application, let Josh know and he will send out one to you. Josh is always looking for pictures or articles for the newsletter. I am sure there are some stories and pictures that you can share with the membership. Well as 2020 is coming to an end, I want to wish all of you a safe and happy Holiday Season

“Don’t just belong, get involved.”

-Fred

### Upcoming Events

- December Meeting Cancelled
- Monthly Meeting January 18, 2021 – Walton Hills Police Station



## On The Road With...

By Skip Schweitzer

### Less Than Pretty Nashes

“1950s Nashes were ugly. My father had Nashes. We’d get ‘em real cheap when they were a few years old and drive ‘em a while until something major went wrong. Nashes didn’t hold their values even in the 50s. They were always odd looking. Then we’d get another one. I have had Nashes—later American Motors automobiles—pretty much all my life including Javelins, AMXs, and Gremlins. The Pacers of the 1980s, they were really ugly!” So says Tim Cummings of Freedom who was spotted with his 1954 Nash Ambassador at the G-ville car cruise-in this past October. Typically, there was a crowd around it. It was the only Nash for miles around. Many people didn’t know what it was, and it certainly is not your typical primped and polished show car. Tim says, “I wanted a 1951 Nash but they’re really scarce, impossible to find. Because of the unibody construction they all rusted out beyond saving. I went to look at one that was advertised near Pittsburg. It was so far gone that it was barely a parts car. The seller wanted to practically give it to me. I turned it down. It was junk. My wife found this 1954 on the internet. It was advertised as blue, everything works. I looked at it. Most of the important things sort of worked, all but the steering. You could turn that steering wheel endlessly and nothing would happen. My wife wanted a blue car. And it was blue! The guy who was selling it also had several other old Nash cars. One of them still had a useable steering box and column. So, I persuaded him to put that in the deal. It now runs, stops and steers. I have to carry a fire extinguisher though because the wiring is so bad. Things spark. There is a radio delete and a clock delete—plates that cover the holes where these things should be. You don’t see these delete panels much anymore because the base packages on new cars include such amenities.”



The Nash motorcar company was founded in 1916 and featured an overhead valve engine with 9 main bearings—highly advanced for the time and way ahead of the competition—Ford. After the stock market crash in 1929 Nash merged with Kelvinator appliance company and shortly thereafter became profitable again. Many early 30s Nashes were sumptuous, beautifully styled with numerous special features. But they also sold low priced cars with much cheaper, ordinary side valve six engines—their bread and butter. Well into the sixties AMC was known for offering absolutely stripped-down versions of their cars. In about 1960, when I would have been about 14, a neighbor’s dad bought a new AMC Rambler. At that time, we were driving a 1959 Mercury with the usual amenities. I got to ride in the Rambler and was amazed and aghast at the absolute basic-ness of that car. There were little more than seats and a steering wheel. No radio, no clock, cheap, ill-fitting vinyl floor mats, a bare minimum speedometer with a couple idiot lights. But no matter what your opinion of the styling or lack of accoutrements, Nash was known for reliability and economy.

Generally, the Nash philosophy was to offer a lot for the money, with innovations such as cowl ventilation, twin ignition eights (two sets of spark plugs for each cylinder), dashboard starter buttons, down draft carburetors,

gearshifts on the dash, and aircraft style instruments. They did so in their upscale models. But they continued to specialize in base price, cheap cars. Throughout the 30s Nash continued to experiment with cheaper automobiles using the inexpensive side valve engines, introducing the La Fayette model billed as a depression-beater in the later 30s. It only lasted a few years because the depression ended as WW II developed. In 1941 Nash went to unit construction or unibody for all their cars. This was not a new concept. Chrysler had introduced it in the early thirties with their Airflow models though they retained the traditional frame and body concept with all their other models. Nash produced all their cars with unibody construction and typically cost \$805 less than comparable Ford models. The 50s saw the continued development of the unibody and the trend toward smaller, cheaper cars, thus the focus on Ramblers and Metropolitans (made in England). They still offered the larger Ambassadors and Airflytes at least through 1957 but the focus increasingly was on the smaller cars and the short-lived Nash Healy sports cars.

In 1949, Nash introduced, an all-new and controversial streamlined body style that unaffectionately became known as the inverted, or upside down, bathtub. It was definitely distinctive and you either loved it or hated it. Also, to minimize drag coefficients, the wheel wells were minimized so that only the bottom third of the wheels could be seen. This further set them apart from all other cars. Lois Lane of the Superman Comics fame drove an odd-looking convertible Rambler wherein the doorframes and side windows remained up and in place with the top folded down. These are so rare that they command a fair price today if you can find one. Superman was frequently depicted in a bathtub Nash. Unibody construction had no frame under them. The body was constructed so that it was essentially the frame and support, which was all well and good for the first, say ten years. When these early unibody cars began to rust out, the hidden parts rusted equally as badly, and the cars would collapse and subsequently got scrapped. Also, because they were considered a low dollar, used automobile, people did not repair the bodies but simply discarded the cars. Consequently, fifty and sixty years down the line, there are not many of them left.

Cumming's Nash is in every sense of the word a Drivable Dream. "It is a nice old beat up car. Half of the gauges do not work; the car needs a new wiring harness. The car has rust bubbling through here and there over previous body work. The interior is worn and not beautiful, but it is functional. The chrome is pitted, the paint scored and scratched. The overdrive is broken so 50 mph is as fast as it will go, he says." But this is one of his show cars. Since retiring he also has redone a 1967 Plymouth Roadrunner. The plan for the Nash is to fix some of the wiring and get the overdrive repaired, but otherwise leave it as is. People seem to flock to it. Probably the most unusual aspect of this car is the hood ornament which came right from the factory and is attributed to some famous sculptor. Actually, these hood ornaments are now in demand and are often worth more than the cars. It is an all chrome, voluptuous, naked, winged goddess that is sure to catch the eye of passersby. One elderly lady who noticed it remarked that it was obscene, and he should promptly remove it. Another built in feature that Nashes are known for is the front seats that fold back into a double bed. In the 1930s, 1940s and 50s this was a popular feature for travelers when motels were not nearly as numerous as today but there were tourist cabins which were little more than a double bed. Nash advertised it as great for the hunter and fishing crowd. Comedians of the day added it depended on what you were hunting. But it became even more popular with the young dating crowd who often proclaimed Nashes were the best @\$%\*& cars in America. A frequently heard mother's mantra of the day went something like "good girls don't date boys with Nashes".



## 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

## GASOLINE SEDIMENT BOWL

Have you ever installed a new glass sediment bowl assembly or removed the glass bowl to clean out the sediment and found that it leaked after you put it back together, even though you used a new cork gasket? This is not an uncommon experience. The problem lies in the fact that the cork gaskets sold today are porous and the gasoline filters right through them. I recently encountered this problem on a customer's brand new assembly.

By removing the glass bowl and doing the following I was able to stop the leak.

Sit the glass bowl upright on a level surface; then fit the filter screen in the recess of the bowl. Using a little adhesive like silicone cement will help to keep it in place.

Now apply silicone adhesive either blue or clear to all surfaces of the cork gasket. Place the gasket on top of the glass bowl containing the filter screen. Wait a minute or two, then carefully install the assembly in the correct place in the filter. Adjust the bale and tighten.

## Patent Cures



**Red E. Power**

## 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.

### If you haven't yet

Many MAFCA members have already renewed for 2021 - thank you to all who've done so!

Membership brings many benefits as we all know, and our dues are the main source of the income that enables them. If you haven't yet renewed your membership, this is the time to make that happen! And thank you.



**Renew your 2021 membership today**

**Call 866-379-3619**

**or visit**

**[www.mafca.com](http://www.mafca.com)**

## 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](mailto: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](mailto: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