

NOMAC NEWS

Volume 10, Issue 9

September 2023

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 2023

President	Dan Gress	440-539-1579
Vice President	Jamie Holzheimer	440-321-1156
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Treasurer	Jeff Gordon	216-798-8041

NOMAC Trustees

Scott Berhent	216-3467141
Chris Sawicki	216-409-4155
Ken Kovach	216-267-9733
Jerry Siracki	440-636-3623
Bill Mann	440-653-7052

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Good and Welfare	Josh Madden	
Senior Club Advisor	Jon Peterson	330-653-6710
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MARC Director	Ken Kovach	
MAFCA Director	Josh Madden	
Swap Meet	Jerry Siracki	440-636-3623
Tool Steward	Jerry Siracki	440-636-3623
Merchandise	Tom Robejsek	
Librarian	Chris Wolf	440-254-3479

NOMAC Website:

www.northernohiomodela.com



2023 NOMAC Monthly Meetings and Events

January 16	NOMAC Meeting
February 20	NOMAC Meeting
March 20	NOMAC Meeting
March 31 – April 2	Piston Powered Show – IX Center
April 17	NOMAC Meeting
May 15	NOMAC Meeting
May 20	Amish Tour and Dinner
June 19	NOMAC Meeting
July 17	NOMAC Meeting
July 22	NOMAC Summer Tour
August 21	NOMAC Meeting
August 26	Snyder’s Tour
August 27	Apples and Autos Show
September 16	National Model A Day
September 18	NOMAC Meeting
October 7	Second Mile Car Show
October 16	NOMAC Meeting
November 20	NOMAC Meeting & Elections
December 18	NOMAC Dinner – 6PM



Madden’s Muffler – Puffing out Model A Thoughts

As summer's warmth begins to wane, and the days grow shorter, there's a unique charm that descends upon the world – the magic of autumn. It's a season defined by its signature blend of cool, crisp mornings and vibrant foliage painting the world in shades of red, orange, and gold. Amidst this seasonal symphony, there's no better way to indulge one's senses than by taking to the open road in a Model A Ford.

Crisp Mornings and Cozy Rides:

Fall mornings are marked by a refreshing chill that invigorates the soul. The air is laden with the earthy scent of fallen leaves and the promise of a new day. Model As, with their timeless designs and the put-put pattering of their engines, make for the perfect companions during these moments. Spartan interiors take you back in time on a journey through the crisp, dew-kissed landscapes.

A Palette of Colors:

The autumnal foliage is nature's grand spectacle, and our Model As offer an unparalleled front-row seat. Driving beneath a canopy of crimson and gold leaves is a sensory delight. The sound of leaves crunching under the tires and the sight of sunlight filtering through the foliage create an ambiance that modern cars can't quite replicate.

Model A Fords and fall's splendor make for an unforgettable combination. As the world transforms into a tapestry of autumnal colors, our classic vehicles help us connect with the past, while savoring the beauty of the present. So, this fall, don your driving gloves, crank up your classic car, and immerse yourself in the symphony of crisp mornings and falling leaves, embarking on a journey that's as much about the destination as it is about the ride.

Hope to see you Monday!

-Josh

Dan's World - Some Assembly Required

I heard a movie studio is going to make a film called "Clocks". Personally, I think it's about time... Speaking of time, that seems to be a precious commodity because the hours and days are flying by. As Willy Wonka would say, "So much time and so little to do. Wait a minute. Strike that. Reverse it." It has been another busy month!

We had a great turnout for Henry Ford night at the Solon cruise on Aug 22. There were 7 "A's" lined up and we created a lot of spectator interest and we had fun together.

The following Saturday we had excellent tours of the Snyders and TP Tools museums. Both collections are filled with a wide variety of cars. It was wonderful! Credit to Garrett and Cliff for working together to set up the tours. At Snyders, our host was Mr. Snyder himself, the patriarch of the business. I was surprised to learn he owns several lightweight factory drag cars including 5 Ford Thunderbolts, 2 Mercury Comets and 2 lightweight Pontiacs. Further warming my heart were several Mopar's including a 1971 Cuda his shop mechanics were fitting out with a Hellcat engine. There were plenty of Model "T" and "A" cars in the collection too. It was great to see members bringing along family and friends.



The TP Tools Museum was loaded with a wide variety of cars as well. They created several interesting displays for the cars, often including mannequins. We even saw Elvis enjoying a burger in the diner.

I started this letter with a comment about time flying by. It has been another month just filled with car events. Along with NOMAC excursions, August 29th was Mopar night at the Solon cruise where my son debuted his 1972 Challenger. It is still far from “done” so we spent plenty of hours over the Labor Day weekend installing trim and interior pieces and vanquishing a few more mechanical gremlins.



As if there are never enough car activities in my family, on September 7th my son took me to Nelson Ledges racetrack to drive a few hot laps in a Nissan GT-R. Why the 565HP GT-R you ask? It was by far the least expensive to rent. Other options included Lamborghini Huracan, Ferrari 296 and 488 GTB's, Porsche 911 GT3 RS and 718 CAYMAN GT4, C8 Corvette to name a few. My son managed to break 115mph on the straights. I lagged behind but might have topped triple digits on the final lap. After that we got a ride along in a 707HP Hellcat Charger with a professional driver. He both humbled us and scrambled our brains. What a ride!

This weekend I am taking him to the Model “A” Days at the Gilmore Museum in Hickory Corners, MI. You can never have enough car events.

Please be sure to join us for the next NOMAC meeting at the Walton Hills location on Monday, September 18th. Jeff Gordon has asked us to bring our collective wisdom on painting a Model “A”. He wants to tackle a repaint of his fenders. I also want to paint the upper half of my car so we are interested in the type and brand of paint and primer, which gun to use, prepping tips. EVERYTHING you can tell us.

Remember, to run for an office in the November election cycle. We need new ideas, fresh energy and experience to keep the club interesting and fun. Or you could be like me in the beginning. No running car, knowing nothing and still get elected.

- Dan



Upcoming Events

****Club meetings every 3rd Monday of the month at 7pm****

Walton Hills Village Hall – 7595 Walton Road

- **Sep 15-16, 2023 – Model “A” Days @ Gilmore Museum** - Ken has rooms reserved
6865 W Hickory Rd. Hickory Corners, MI
- **Sep 23, 2023 – Country Mower/John’s Country Nursery Classic Car Show** (Pre-1972)
15808 Old State Rd. Middlefield, OH www.johnscountry.net
- **Sep 30-Oct 1, 2023 – Country Mower Vintage Power Show & Flea Market**
15808 Old State Rd. Middlefield, OH www.johnscountry.net
- **Oct 7, 2023 – Second Mile Outreach Car Show** (Charity run by Rory’s daughter)
1480 W. Bagley Rd. Berea, OH (Food trucks/raffle/free admission)
- **Nov 20, 2023 – NOMAC Elections** + regular club meeting.
P-P-P-PLEASE consider taking a leadership role in our club and allow others to take a break
- **Dec 18, 2023 – NOMAC Christmas Dinner at Harry’s Steakhouse**
5664 Brecksville Rd, Independence, OH
- **April 5-7, 2024 - Piston Power Show** – Cleveland IX Center

Health and Wellness

- Lou Holt battling cancer (previous member from Medina)
- Jim Ireland is having a medical procedure on September 7th

NOMAC Merchandise

Merchandise is in and ready to pick up! Please bring your money to the meeting this Monday so you can pay for what you ordered!



The Model A Museum Needs Your Help

As many of you know, Model A Days at the Gilmore is the Model A Museum's big annual fundraiser. It is a great day to visit friends, see the Museum and buy a few things at our Swap Meet. MAFFI always sells donated parts to help raise money at the Swap Meet. This year, we are in need of more donated parts to sell. If you have any Model A parts you need to get rid of or don't need anymore, why not consider donating them to MAFFI? You can bring your donated parts on Model A Days or contact Ed Herrick at eherrick4@msn.com to discuss getting them to The Museum.

Technical Tip

Engine Problem

Question: I have a 1931 Model A and I have a problem that is driving me crazy. I had not run the car in a few years and just started to get it running again. I bought new points, condenser, coil and even a new carburetor. My problem is the car starts fine when cool and runs for about 45 seconds to a minute and then just stops. It will not restart until it cools after about 10 minutes and then starts again runs fine and quits after the same amount of time. I have searched the internet for help, to no avail. What am I missing? I have proper voltage at the coil and places it needs to be. Where do I need to look, as when it is running it runs great but only for a short time?

Answer: Your problem sure sounds like it is either fuel or an electrical not flowing properly. First ... Fuel: An obstruction in the fuel tank, filter, or valve will provide enough fuel to fill the carburetor but not enough fuel to keep the engine running very long. Remove the fuel like from the carburetor and with the fuel valve open, make sure the fuel will flow strong and continuously. Catch the fuel in a container to be safe. Second Electrical: Electricity flows through a conductor similar to water flowing through a pipe. If there is a restriction in the flow for electricity, heat can develop quickly causing it to expand. A poor or loose electrical connection can reduce or completely stop the flow of electricity as it becomes hot and the engine will die. Upon cooling the connection can resume the flow of electricity and the engine will re-start. Check all the electrical connections in your car from the battery to the fuse (if installed) to the key switch, to the coil and to the distributor especially the connections inside the distributor on the top and bottom plates. Your problem could be in other areas, but try these first.

-David Bockman, 2016 Technical Director posted 05/10/16

MAFFI Minute

September MAFFI Minute

MAFFI Model A Days, September 15-16, 2023: The planning is complete for this years' Model A Days. The theme for this year is "Open Cars". There will be a special gate access to Model A parking. A two-day swap meet is planned. You will be able to "Ride-the-A" around the Gilmore campus in a Model A car, AA stake bed truck and/or maybe even a Model A school bus. There will be a Model A driving school for those who have registered for this activity. A catered

dinner with a tour of the Kellogg Bird Sanctuary as well as a tour of the Kellogg Manor House is planned, (these require registration). Seminars will include a fashion seminar; a technical seminar-The ABC's of the Model A Engine; a touring seminar-Road-Trip 101; and a special guest speaking on the Great Race. There will again be a MAFFI sales table. (It is requested shirts be pre-ordered to be sure your shirt in your size is available.) The Henry Ford Heritage Association will be in attendance. A Jazz Band will perform. Some special rate rooms may still be available, although they are filling up. All of this is happening at Hickory Corners, Michigan. For more information and registration procedures, visit the MAFFI web page. Come visit, what a way for Model A folks to end the summer season for 2023!

Happy motoring,
Mike DuBreuil
MAFFI Board of Trustees

Meeting Minutes

August 21, 2023

- 23 members present
- Treasurer's Report
- Old News
 - Discussed NOMAC cars at the Walton Hills Youth Camp – Supported by Rick Wolf, Dave Williams, Jeff Gordon and Dan Gress. Approximately 40 youth at the camp.
 - NOMAC Summer cruise – 4 cars and 10 members and spouses
 - Historical Engine Society show at LakeFarm Park – Attended by 2 cars and 3 members
 - MARC National Meet in Cincinnati area. Mike McAlister attended. Approximately 100 Model A's were at the event.
 - Video Screen update. The Village is planning to install an 84 inch TV at Village expense. They did not want NOMAC to donate the TV or contribute towards the cost. New News
- New Business
 - Expecting 6 to attend Henry Ford Night at the Solon Cruise on Tuesday Aug 22.
 - Expecting 3 NOMAC members will bring their cars to the Walton Hills Community Concert Wed Aug 23.
 - 5-6 will be at the AACA show at Patterson Fruit Farm
 - Garrett McMurray and Cliff Evans updated the members on the NOMAC tour of the Snyders Museum and the TP Tools museum scheduled for Saturday, Aug 26.
 - Ken gave an update on the Piston Power Show. Members who are exhibiting cars: Ken Kovach, Rory O'Malley, Dave Williams, Jeff Gordon, Scott Berhent, Charlie Yapp
 - Ken wants to add a NOMAC event – October 7th – A fund raiser for the charity Rory's daughter runs. Ken will provide location and time information before the next meeting.
 - Jerry informed members of a Classic Car Show being sponsored by Country Mower and John's Nursery on Saturday Sept 23 (10am-3pm). Free entry and free parking. 15808 Old State Road. Middlefield, OH
 - Reviewed the club finances as published by Jeff Gordon.
 - There were 3 of 5 trustees in attendance so we approved a motion to purchase a short-term CD (6 months) for up to \$6,000 to take advantage of the higher interest rates. Member approval was unanimous. Jeff Gordon will acquire the CD.
 - Dan encouraged the members to run for office in the November election.
 - Those in attendance agreed we should keep the tradition of a Christmas Dinner in lieu of a December meeting. Expecting the venue to be Harry's Steakhouse as in the past.
- Technical Session

Fashion Article

Spring 1931—It's Lines, Not Styles!

Advice for Men from one of New York's Oldest Tailor Houses

By Peggy Gill, Sacramento Capitol A's

“The wary male has reached that utopian state where the less he thinks about style per se the better dressed he is likely to be.”

—Dorothy Budd, *Women's Home Companion*, March 1931

Spring is just around the corner. Snow may be melting and sprigs of new growth are beginning to burst out all around us...everything is looking fresh! Your wardrobe may need refreshing too, so let's break out from the dreary winter and shed that cocoon into a new you! Many women get this...and are off to their favorite shops to brighten up their wardrobe as the weather warms and we begin to spend more time outdoors or gathering with friends. Each new season brings to light new styles, new fabrics, or new colors in the world of women's fashion, but for men, the changes are not so obvious. In the Spring of 1931, it was all about lines—not styles.

Unlike women's fashions that seem to change with each season, men's fashions tend to stay basically the same year in and year out. In an article found in the March 1931 issue of *Women's Home Companion*, author Dorothy Budd states that “the stark truth about men's styles for spring seems to boil down to just this—there aren't any.” She based her startling declaration on an interview with a representative from Wetzel, which was one of the oldest men's tailor houses in New York at the time. The Wetzel representative went on to clarify, “Every five years or so you can note a *subtle* difference in the cut of a jacket or the roll of a lapel—a difference that will hold its own for the next five years and then give way to another” slight change. For the average man, those fashion changes are not worth the trouble to upgrade their wardrobe. In fact, it was suggested that a man would be better suited “to find out which style of suit best sets off his figure then stick to it” regardless of the “minor permutations” put out by the fashion houses.

What follows are suggestions from Wetzel's representative:



It's wise to choose a suit with the right lines for your figure.



For the man who is short and stout, “look for vertical effects wherever possible. A single-breasted jacket is better for him than a double-breasted one. The lapels should be long and narrow, the waist straight, and the shoulders well-fitted with no hint of padding. To give an added illusion of height and slenderness, the trousers might taper a bit from the calf in toward the ankle.”

When asked for suggestions for that long and lanky man, the reply was that “he must strive for lateral lines—a double breasted jacket rather than a single-breasted, a natural shoulder with the chest well worked out (full chests are always more effective than padded shoulders), a slight fit at the waistline, and a trouser leg sufficiently wide at the bottom to break the long line of the shoe.” It should be noted that the “lateral lines” mentioned above refer to style lines,

not lines of color or pinstripes in the fabric.

It is also important to consider the fabric texture of the suit. For the thin man, “those fabrics with a surface nap—cheviots and home-spun—give a becoming suggestion of bulk.” For the stout man, smooth clear-finished worsteds are best—fabrics that do not stretch easily and give no impression of width.”

Not to be ignored, color also plays a part in the overall effect in menswear. An overweight man should “stay away from patterned materials.” For him, according to Wetzel, “plain dark fabrics are the only practical choice.” The one exception is for the short stout man—“he may wear a conservative stripe” because this adds an illusion of height to his overall look. On the other hand, we are told the tall thin man should *always* avoid stripes, but when it





comes to color, both lighter and darker shades are fine.

If you are not short and stout, or long and lanky, what style works for you? According to Wetzel's representative, the "well-proportioned man" has the option of virtually any style and color he chooses. His main concern is to keep away from extremes. "Patterns that are not too marked, suits unobtrusively cut, plain shirts, conservative socks and ties—these are the only style essentials for a man." As to color, it was suggested that "men keep to the combinations nature has used."

You may be asking yourself where you fall in your quest for that new suit you have been thinking about. If you don't fit the 1931 ideal of "the well-proportioned man" noted above, this basic table may help sum it up:

	Short & Stout	Long & Lanky	Overweight
Suit Jacket	Single breasted jacket Long and narrow lapels Shoulders well fitted No hint of shoulder padding Straight waist	Double breasted jacket Narrow lapels Natural shoulder Padded chest to make it look fuller Slight fit at the waistline	
Pant Leg Style	Tapered slightly from calf to ankle	Wider trouser leg to break the line of the shoe	
Fabric	Smooth finish	Fabric with texture or a surface nap	
Things to Avoid	Stretchy fabrics	Stripes	Patterns
Things to Consider	Conservative vertical stripe	Lighter shades as well as darker colors	Plain dark colors

The last bit of advice offered by Wetzel's Tailor House is as valid today as it was in 1931. Basically, men should buy smart and consider lines appropriate for their shape, not necessarily the latest style of the day.

Sources:

Budd, Dorothy. "Lines, Not Styles." *Women's Home Companion*, March 1931, p. 114.

MAFCA "Stepping Out in Style," CD. *Bond Street Styles*, Spring/Summer 1930, pp. 15, 28, 30.

“I NEED A CHRISTMAS TREE TRUCK”

By Skip Schweitzer

August, 2023

“Could you fellas find me an old truck, actually maybe two or three of them, to put on my Christmas tree farm? They don’t have to run at all. I want to create an old time atmosphere and experience for my customers. I’ll have Wintergreen Tree Farm stenciled on the sides. I want things to look rustic and old so my customers can take pictures with them when they are buying their trees. Even an old junker truck from the 60s-80s would due but they’re not really old enough to create an antique atmosphere. We all drove those trucks everyday in our younger days. We’re not really that old, are we? 1950s and older would be much better. Money and budget are always a factor in business. I don’t want to have to spend large amounts on old relics just for the sake of atmosphere. This is not Hollywood. I’ve been watching Hemmings (old car magazine) and I know you can’t touch a 1920s-50s truck for less than big money no matter what condition it is in. They’re asking ten to twenty thousand for them. Do you have any ideas?” So asked Bob Stehli, my neighbor and good friend about a year ago.

We’ve been keeping an eye out for trucks since then. In our wanderings looking for Model “A”s we very often encounter old trucks parked behind the barn, squirreled away in sheds, or just rusting away in a field or woodland. They were left there most often because that is where they gasped their last breath and stopped. Some of the vehicles we discover in sheds or barns were put there because the farmer possibly recognized that it would some day have some antique value, or maybe one day he would restore it. Or more likely it was just too much trouble to haul it to the junkyard. We know how that goes. We regularly drag old Model “A”s out of barns that were put there long ago by a now deceased family member most likely for parts for the next used truck he was running. The family is subsequently often faced with a major clean-up of the property and would just as soon call the junk man.

Just about a month ago we got a call from nearby Bainbridge to go look at some Model “A” parts. The elder family member had become incapacitated and a much younger son or grandson had taken over the property. He had decided that, like Grandpa, he would be a “Hot Rodder” and that he would hot rod Grandpa’s 1929 Ford Coupe. Thus, he had no use for any of the 90-year-old mechanicals and would like to sell them reasoning that “old means more money” albeit rusted into unusable hunks of metal. Surely they should be worth substantially more than modern parts. The car was in worse shape than most of what we drag out of the woods and had very long ago been rudimentarily chopped and channeled. To us that means “No touch—pass on this one”. We declined his offer, told him what the actual value was, and proceeded to go on our way. What caught my eye though was what was sitting behind the Ford coupe..... which was a forlorn and rusted 1947 Studebaker pickup and a 1930s Dodge sedan. I wondered aloud if they were for sale. The answer was a resounding NO! He had big hot rod plans for those because they were worth “lots of money.....”, the constant theme of his. Oh, I was that young and naïve once too, I thought. Eventually you do learn from experience, but in retrospect that was a fun time in my life, wishing, hoping, planning. We wished him well. So it goes. I wished, though, that I could have gotten that Studebaker for Bob.

Bob Stehli needs an old truck for pictures and atmosphere. It will never leave the farm. His customers would love it. As it happens Jerry and I had bought a mysterious pile of totally disassembled Model “A” parts last fall. I don’t know why they do this—totally disassemble parts into a pile of scrap. Admittedly they were a mixed bag of various year Model “A” parts just piled on top of a frame—no title, no paperwork, no identification. One part did resemble a tell-tale back cab panel of a 1929 Model “A” pickup but there were Model “T” parts mixed in as well, an Essex bumper and

who knows what else. We bought the whole thing cheap since it was a hodge podge and stuck it in the corner of Jerry's barn until we could sort out the Model "A" parts.

About the time that the first snow falls in Geauga County Jerry gets the itch to stoke up the wood stove and work on something in the garage. Jerry simply cannot resist poking around a pile of parts. What could it be? Just like a kid who has dumped a thousand-piece jigsaw puzzle onto the kitchen table he cannot turn away. He is captivated—loses sleep over it. Well, the arm bone's connected to the hand bone—you know the old song. It's not long before there is a rolling chassis assembled and soon enough an engine is sputtering to life. Now what? The mechanicals are the easy part. Rusted, twisted, missing body parts, oh boy!!

One thing to know about Model "A" Ford parts: Model "A"s were produced from 1928 through 1931. Though they seem to look alike or at least similar, each year is distinctly different. Thus, sheet metal is peculiar to each separate year and often will not fit another model year or body style without major alterations, often not at all. Mechanically though, the parts were all very similar and can usually be used interchangeably from year to year.

Not having a title for this vehicle definitely limits what we could get for it. Thus, we can't really put much money into this Frankenstein. A rolling chassis might bring around \$1200 but Jerry sees enough parts to piece together a cab. Oh, this puzzle is missing plenty. Mind you, we are in no way properly restoring the vehicle which purportedly might be a truck. We are just reassembling it into a recognizable vehicle using the rusted out, rusted through, twisted, just plain gnarled panels and parts, regularly improvising what could, might fit together. Henry Ford originally assembled all his cars with square head bolts and slot head screws—what was available 90 years ago. What we put back together is held together with modern hex head bolts and Phillips screws. Anybody who bought this thing for an actual restoration would have to change all that and also replace the many ill-fitting, improvised, hodge podge panels with the actual panels that fit properly. As we worked it became obvious that we had what resembled an extremely rustic, rusted 28-29 pickup. What to do? The most we could get out of it without a title is about 5K. Jerry already has way too many hours into it plus a near thousand dollars in various parts—batteries, tires, glass, seals, bed wood. The original bed was simply too far gone to use or rebuild.

Bob Stehli pops into my mind; a rustic OLD truck for a reasonable price. It will never leave the farm. What we have here is quite literally made to order and within budget. I bring him over to Jerry's garage. He is delighted with what he sees. He says, "It's perfect for what I want. Sold. I want it". I say, "Hold on Bob, give us a month to finish assembling it and get it running consistently and we'll bring it over. And do note that the mechanical brakes, as with any Model "A" in this shape, are poor to non-existent."

So, on it goes. Perhaps we will find another truck that can be procured within budget. But I think that Jerry is leery of any further 1000 piece jig saw puzzles. "Quit poking in the piles Jerry!"



Classifieds

For Sale

Model A wheels, blasted and primed, \$65 each. Dropped front axle, approx. 3" drop, \$100. – Jerry Siracki 440-636-3623 – No texts please

1929 Tudor – All Steel, runs great, 12 volt, 10 year old restoration. Asking \$17,000 – Cliff 330-720-5060

1929 Tudor – Not running, possibly coil issue. Asking \$12,500 – Ed 443-789-7044

NOMAC Tools Available to Members

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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.

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
- R & D Auto Salvage 2350 St. Rt. 14, Deerfield 330-947-2002
 - Vintage, classic trucks and cars, pre 1970

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
- 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

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