

NOMAC NEWS

Volume 7, Issue 11

November 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



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

Halloween is now in the rear-view mirror and we are staring down Thanksgiving. I feel like I say it in every newsletter article, but where does the time go? Assuming most of you have your cars put up for the winter by the now and if you don't, you're one of the hearty souls that drives till snow flies. Bless your heart!

Now is the time of year to start thinking about what projects you need to work on to be prepared for the driving season. What do you have planned? Engine overhaul? Rewiring? Paint? I'd love to hear what you what have planned! I want to go through my brakes before I drive the Vicky again. Maybe in the Spring we can have a technical session where we work on the brakes of my car??? 😊 Fred has offered his garage as a workspace for us! We have a lot of folks that are not only new members of NOMAC, but new to Model As in general. These types of hands on sessions could be extremely helpful so that folks can learn more how to properly maintain their vehicles.

The big to-do at this month's meeting is elections. Hopefully we will be able to count the votes in a reasonably concise manner and declare a winner that night! The ballot is included later in the newsletter. If you will not be present at the meeting and would still like to vote, please email myself and Fred so that your vote is counted.

Also, the end of the year brings up the time to renew memberships – NOMAC, MAFCA, MARC, etc. Please get your dues paid for NOMAC by the end of the year, it makes for getting the roster together so much easier on my end! Thanks!

-Josh

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



Fred Rambling “A” Round

As another year is quickly coming to an end, we look forward to a better year ahead. November is our annual election. Hope everyone can come to the meeting or send Josh your election votes. I would like to thank one of our new members, Jeff Gordon, for stepping into the Treasurer position. Also, I would like to thank Jon Peterson for his years of serving as Treasurer. I would like to thank Ken Kovach for stepping forward to do the refreshment job, adding to the many jobs he already does to help the club.

There will not be a meeting in December, instead of the meeting we are planning a dinner at Harry's Steak House on December 21, our normal meeting date. Please contact me if you plan to attend. Deadline is December 14. We will be following the CDC guidelines. As the new year begins, so many of the events that the club participated in have been canceled or changed. As you know our major event, the Piston Powered Show has been canceled. To promote and grow our club, we must find a new event/events and ways to do this. Hopefully, as many members feel safe, we will attend and participate in events that are planned. If you have an event you would like to promote, please let Josh or myself know, so we can get the information out to the membership. Hope everyone has a safe and healthy Thanksgiving.

“Don't just belong, get involved.”

-Fred

Upcoming Events

- November 16 – NOMAC Meeting and Elections – Walton Hills Community Center
- December 21 – NOMAC Dinner – Harry's Steak House (RSVP by 12/14)

Welcome New Members

Welcome to NOMAC, Alex Johnston! Alex joins us from Seville. Welcome to the club – look forward to seeing you on a tour or at a meeting as your schedule permits!

On The Road With...

By Skip Schweitzer

The Latest Studebaker

What is it with me and Studebakers? It is not like they were a part of my life growing up. I doubt that my father would have ever in his wildest dreams considered buying a Studebaker. He and my grandfather were strictly Ford men, at least until the later years when alcohol had taken its toll on Dad. By that point anything cheap was viable, mostly old AMC products. My life as I know and fondly remember it began when I was 17 and went to college, the Navy, and got married.

My wife came from a Studebaker family. Her father was a trained Studebaker mechanic. When I met her at about age 19, she was driving the family's 1950 Bullet-nosed Studebaker. I got to drive that car several times. Her grandparents and relatives drove Studebakers, likely because father John could be counted on to fix them. Barb always liked them and fondly remembered them. Being an old car family, I have subsequently restored a couple of Studebakers over the years, including a 1951 Bullet-nosed Champion that we drove for several years on the old car circuit, and later a 1959 Silver Hawk. In retrospect I wish that I had either of them still. But when we were younger, the grass always seemed greener, the next conquest always knocking. Now in my older years, things are different. I have had to let go of many things that were important to me. Fishing and boating have become very difficult for me because of my leg and feet problems. Old cars though, not that they were ever out of focus, have gained ever more importance!

Now the emphasis is not the working on them; rather, I enjoy driving them and participating in the old car show and club circuit. I really needed to find a nicely restored Studebaker to fulfill the bill. Studebakers are not common. You infrequently encounter them at shows. In fact, many people younger than 40 have never heard of Studebakers because they ceased production in 1966. "Who made Studebakers?" This is a frequently asked question posed to us by younger people. They were produced before the Muscle Car era—those cars now in vogue in the collectable car world. They are not considered highly sought-after cars and therefore do not command high prices or attention unless they are top of the line examples. The old car hobby is like that—unpredictable and very subjective. Certain cars are seen as highly desirable—Fords, Chevrolets, any 70s Muscle cars—while many other cars are seen as just mildly interesting, so-so, or not at all interesting. Pre-1965 Chrysler products and any AMC vehicles are not regarded as particularly collectable. But some of the car marques like Studebakers for instance, have devoted followers and thus a parts and support network has built up around them. Willys jeeps enjoy a similar phenomenon; Hudsons and Packards to a lesser extent. These are all known as "orphan" cars, that is, marques that went out of business and are long out of production. The increasing age of the devotees is a big factor driving down the marketability because younger people have no attachment to these cars, so are not interested in them. Thus, the market place for Studebakers becomes ever smaller. I've had my eye out for a pristine Studebaker for the past couple years. I picked up a '51 bullet nosed Landcruiser a few years ago. It was nice looking and had possibilities but it became increasingly clear that it was a money pit with no end in sight. So, with this type of project you just tinker with it until you find what you really want. I have belonged to the Studebaker Club for many years, though not necessarily consecutively. It is an inclusive group of people. I cannot say this about some of the other auto clubs that I have belonged to. I watch their newsletters for prospects and the National Studebaker Club Magazine Turning Wheels. I watch the Hemmings Magazine and the Auto Round-up Magazine. Of course, I didn't want just any Studebaker. What I was looking for was a 1953-55 Studebaker Loewy Coupe in absolutely pristine, near high point judging condition or an Avanti in similar condition. Yes, this is highly specific and very particularized, but I can't do much of my own work anymore and this car is on my bucket list. (Raymond Loewy was a famous designer responsible for the streamlined look of all Studebaker cars, various locomotives and trains, and the streamlined movement in general). Most car makers market Plain Janes—stripped down, low priced versions--along with their super deluxe versions. In the 1950s these Plain Janes far outsold the deluxe models because they cost so much less, resulting in a raft of very basic cars out there and an absolute minimum of deluxe models. I like the 53-55 Loewy-designed coupes. I concede that they are low to the ground and harder to get into (for me). But they are very good looking. My '59 Hawk had the Loewy body but was saddled with an ungodly heavy and ugly grill attached to the hood that made lifting the whole thing a major undertaking requiring two people. If it ever fell on you, it would likely kill you. Studebaker, in its infinite wisdom (read money scrimping) decided not to add probably \$15 helper springs to assist in the hood raising. The 59-64 Lark Convertibles have possibilities-- I concede that they are very nice cars. The Avantis are most desirable. So, I narrowed it down to just certain models, certain years, and deluxe cars. I like my accoutrements—automatic transmission, power steering, radio, clocks, nice upholstery, radial tires, extra brightwork. And I like the two-door, coupes. Of course, that further narrows the field of potential cars out there. Fortunately, automatic transmissions were available, though not plentiful, since 1950. Power steering was not available until 1955. I have not found standard drum brakes all that objectionable at this point. I ran across a 1955 Commander Loewy coupe in Toledo. It was said to be in very nice shape, a good solid West Coast car. We went and looked. It wasn't. In fact, it was fodder for one of my articles on wild goose chases. In January just before the Covid thing hit, a 1955 Studebaker president (Loewy Coupe) in showroom condition was advertised in turning wheels. This was a top of the line automobile. That magazine is exclusive to the Studebaker community and these people tend to try to keep really good cars within the community and look out for one another. The price was higher, but about what I expected it to be. I contacted the person who was selling due to illness. He seemed sincere, sent me more pictures, described it as in

very, very nice condition and could take less due to shipping costs (and rapidly developing Covid thing). I agonized. Florida was too far to go to check it out myself. I talked to one of my friends in the AACA club who has asked me for opinions on Model "A"s before he appraised one. He hooked me up with a fellow AACA member and judge in northern Florida who arranged for one of their appraisers to assess the car. I had never done this before—paying an assessor/appraiser is, well it isn't inexpensive. But I did it and am glad that I did so because I got a very thorough assessment. They recommended, buy the car. I bought the car, had it shipped here, and the Covid bomb hit. All the car shows were cancelled. It's been eight months now. I've driven it maybe 500 miles, and I'm so very glad that I paid the assessor—best money I've ever spent. The car is a very beautiful example of the Loewy design. It turns heads! I'm quite happy with the car. I've done some upgrading of it. I had new suspension all around installed. It's in the electrical shop right now having some dashboard issues corrected and a period tachometer installed. Not that I'd ever be likely to race it, but it fits my vision of what the car should look like. I shoulda done this years ago!!



Technical Reference



Jim's Tech Tip by Jim Cannon

Removing Rear Wheel Hub/Drum

The rear hubs and drums are bolted on to the tapered axel shafts quite tightly. It is not always easy to get them off when you need to inspect the brakes or check the rear wheel bearings. Don't let this put you off.

You can buy a special "hub puller" that is designed to help get the hub off of the axel. It uses a large bolt that you screw in to press against the axle, and the puller pulls on the hub.

Some Model A hubs were made with a ridge that sticks up, away from the hub body. The puller connects with that ridge. Other hubs were made with a groove machined down into the hub. The puller goes down into that groove and pulls as you tighten the bolt.



Some pullers are specific to the style hub you have (ridge up or groove down) so before getting a tool, you should remove a wheel to see what kind of hub you have to be sure to get the right puller. Other pullers are designed to work with either style hub, which is handy — so you might want to look for one of them.

When using the puller, it is hard to keep the drum from turning as you tighten the bolt on the puller. Put a wheel lug nut on the drum temporarily and put a 13/16" box-end wrench on it. Press down on that wrench while you lift up on (tighten) the big bolt in the puller. The wrench will jam against the hub and stop the drum from turning as you tighten the bolt.

[insert photo here]

When using the puller, tighten the big bolt, then tap the head of the bolt with a hammer. Tighten the bolt again, then tap with a hammer again. Repeat this until the hub pops free of the tapered axle.

Removing the rear drums is a pretty common task for servicing a Model A, so it is worth investing in a hub puller tool. It makes the job easier and helps you get back on the road quickly to Have a Model A Day!

Jim



Henry Said:

"One of the greatest discoveries a person makes, one of their great surprises, is to find they can do what they were afraid they couldn't do."

PAINTING WHEELS

If you are painting your wheels and don't want to remove and reinstall the tires, here's a tip for masking the tires.

- deflate the tube
- break the tire beads from the wheels
- cut a "donut" from a sheet of heavy-duty plastic. The center of the donut is an 18" diameter circle and the outside of the donut is 32" (for 19" wheels). For 21" wheels, add 2 inches to these dimensions.
- Stretch the donut over the wheel allowing the plastic to drop down into the drop center of the wheel. The donut will cover the tire and can be taped in place with masking tape.
- Now, do the same thing with another plastic donut on the other side of the wheel.

ONE CAUTION: don't use the plastic donuts for priming and then for color coat painting (paint peels easily from the plastic and flaked paint will mess up your job). Make donuts for each paint procedure.

PREVENTING PAINT POPPING

If you have trouble with freshly painted wheels "popping the paint" when the lug nuts are tightened, "mask" the holes in the wheels with a set of lug nut spacers held in place with small strips of body caulking material. After the paint job, these spacers can be carefully removed. A light coating of lubricant on the tapered part of the lug nut will help prevent "popping the paint."

Submitted by Gene R. Bassage Palmyra, New York

NOMAC Meeting Minutes

October 19, 2020

Walton Hills Police Station

10 Members – 1 new member Alex Johnston

New Business

- Treasurer Update
- Secretary Update
- Tours – thanks to Ken and Chris for hosting tours
- NOMAC Application needs to be updated with new Treasurer and dues information
- Election Slate
 - President – Fred Obreza
 - Vice President – Jamie Holzheimer
 - Treasurer – Jeff Gordon
 - Secretary – Josh Madden
 - Trustees:
 - Ken Kovach
 - Jerry Siracki
 - Grant Krueger
 - Steve Lambert
 - Bill Mann
- Refreshments Person
 - Ken will bring refreshments to meetings
- December meeting
 - No formal December meeting
 - Dinner at Harry's Steakhouse instead
 - RSVP with Fred
- New Year's Tour
 - Ken would like to have a New Year's tour with snow on the ground for pictures
 - More information to come
- Health and Wellness
 - Keep John Toth and Erv Lambert in your thoughts
- Meeting concluded



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

NOMAC Classifieds

Wanted

For Sale

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 (440-636-3624 – 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

A large advertisement for 'Model A Christmas' cards. The background is dark green. At the top, the text 'Holiday Greetings' is written in large, red, serif font. Below it, in a smaller green font, is 'Wish your family and friends a Model A Christmas'. On the left, there is a white card with a wreath border and a vintage car. The text on the card reads 'Wishing You A Merry Christmas And A Happy New Year'. On the right, there is a vintage car in a snowy winter scene with people. Below this, the text 'We Wish You A Merry Christmas' is written in a green, cursive font. At the bottom, it says 'just \$14⁹⁵ for box of 10' and 'to order call 866-379-3619 or visit mafca.com'. In the center, there is a large illustration of Santa Claus holding a sign that says 'MAFCA' and a vintage car on a trailer.

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