

# “The Headliner”

## Newsletter of the Northern Ohio Regional Group #20 Early Ford V-8 Club of America



Volume 22 Number 10

October 2015

**Mission Statement:** “To preserve and authentically maintain vehicles manufactured by the Ford Motor Company for the model years 1932 through 1953 inclusive, and to serve as an accurate and technical source of information concerning these automobiles for the benefit of its members as well as the general public.”

Although the days are getting a little bit shorter and a bit cooler we still have some beautiful days left to enjoy the fresh air and sunshine. It will be sad to see some of our snowbirds members to getting ready to head South again.

I hope that many members of this great group took the advantage of the September lunchtime outing at the Tavern of Stow. Neil has been doing a great job organizing these outings. I personally regret not being able to attend. These are great little events to do just to break up the daily routine of daily chores and to keep our minds and V8s active and be able to enjoy one another.

Regis and Beth have come up with an idea for a wonderful day trip and outing on October 17th. A Fall Tour and Train Trip. This sounds like a really fun day and lots to do. I'm certainly looking forward to this fun filled day and seeing you guys will be a bonus.

I'm really enjoy reading those "How I found my V8 stories that you members have been sending in. Also our Website is an endless wealth of information. It seems like I find new things out all the time. This Website is second to none. Taking the time to visit It is priceless.

It's time to start thinking about elections of officers to keep this great group up and running. If your name comes up, don't make an excuse, make a difference and accept a position and help make us the best that we can be.

N joy A V8 B4 it's 2 L8.



### Officers & Board 2015

**President:** Jeep Iacobucci  
**Vice President:** Frank Posar  
**Secretary:** Virginia Herrmann  
**Treasurer:** Dan & Diane Francis

### Directors

Jack Bukszar  
Rich Jandrey  
Steve Kronen  
Earl Peters

**All Meetings are held at  
Stow Community Center  
3800 Graham Road  
Stow, OH**

“Kick Tires”: 7:00  
Meeting Begins: 7:30  
Ends: 10:00 or Sooner

### Website:

[www.norgov8club.org](http://www.norgov8club.org)

### Editor

Annette & Craig Gorris  
10160 Echo Hill Drive  
Brecksville OH 44141  
440-526-6138  
annette.gorris@gmail.com

*Jeep*



### October Program

The Program for October will be a speaker from the Cuyahoga Valley National Park. It should be a very informative evening.



## MINUTES OF SEPTEMBER 18, 2015 N.O.R.G. MEETING

The meeting was called to order by acting President, Frank Posar at 7:40 PM. Frank welcomed everyone to the meeting and the members introduced themselves and the cars they own. Frank mentioned Jeep Iacobucci is doing well and on the mend after his recent by-pass surgery. Frank offered thanks to Regis and Beth Schilling for the coffee and goodies for the evening.

PROGRAM CHAIRMAN - Rich Jandrey had an interesting video on the 1940 Ford which is the 75<sup>th</sup> anniversary for this car. The October meeting will have a speaker on the Cuyahoga National Park system.

SECRETARY – Virginia Herrmann read the minutes from the previous meeting. Diane Francis approved the minutes as read and seconded by Craig Gorris.

TREASURER - Diane and Dan Francis reported they found some money and thought it belonged to the club. Acting President Frank spoke about the August 15<sup>th</sup> picnic and benefit for down syndrome. The Board met and a proposal was made to donate to down syndrome. This was made into a motion and approved by Rich Jandrey and seconded by Foster Buchtel and the membership was in agreement and passed the motion.

MEMBERSHIP – Craig Gorris said no new members at the present time. The last new member joined two months ago and everything remains the same.

NEWSLETTER – Annette Gorris thanked Beth and Regis for their article in the September Headliner with their history on how they joined the club. Annette would like to add an article each month on a member from the club. She is reaching out to the membership for these monthly articles. Annette asked if you would think about an article for future editions of the Headliner. Annette thanked Dan Francis for volunteering for the October issue.

SUNSHINE – No report. A card was passed around for Jeep on his speedy recovery.

SEMA – No report

WEBSITE – Regis Schilling our website guru has everything up and running. Send him articles for this site.

V-8 CORRESPONDENT – Frank Posar sent an article into the V-8 times and the last edition did not print our article. He will send another article for the next issue.

HISTORIAN – No report

ACTIVITIES – Chairman Neal Garland reminded the club that a luncheon will be on Wednesday, September 23, 2015 at the Tavern of Stow. This will be a luncheon outing only.

NEW BUSINESS – Beth and Regis Schilling are planning a fall tour with a train ride through the valley. It was decided this will take place on October 17, 2015. A notice will be sent out with the details and information to contact the Schillings. Neal said there is a great ice cream stop only five minutes from the train. A nomination committee was made up of Neal Garland, Regis Schilling and Steve Kronen.

Neal Garland moved that the meeting be adjourned and seconded by Jack Bukszar. We adjourned at 8:45PM.

Respectfully Submitted,  
**Virginia Herrmann, Secretary**

## 2015 Activities At A Glance

- **Monday October 12<sup>th</sup> ~ 18<sup>th</sup>** :Ford Tri-Motor Airplane Rides  
*See page 11 for more information*
- **Friday October 16<sup>th</sup> 4:00 PM** Open House at Bob Jones Office Interiors *See page 7 for more information*
- **Friday October 16<sup>th</sup> 7:30 PM** Monthly Business Meeting at Stow City Center
- **Saturday October 17<sup>th</sup> 11:00 AM** Fall Tour and Train Ride on Cuyahoga Valley Railroad *For those who have purchased tickets* **See page 4 for more information**
- **Friday November 21<sup>st</sup> 7:30PM** Monthly Business Meeting at Stow City Center



## Cookie Bakers



|                  |                |
|------------------|----------------|
| October Meeting  | Annette Gorris |
| November Meeting | Rose Deyling   |

## More Pictures from NORG/NIRG Dayton Cruise





## "Fall Tour/Train Ride on the 17th of October

Our Club has planned a Fall Tour Train ride on Saturday October 17<sup>th</sup>.

The regular price of the tickets are \$19.00 for adults and \$14.00 for children.

***For those who have purchased tickets from the Schilling's, we will collect money from you on the train.***

We will be leaving from the village of Peninsula at 11:30 on October 17<sup>th</sup>, so we would like to meet at 11:00 at the Peninsula Station.

The National Park has two parking area's just a short walk from the station.



After the train ride we plan to go over to Fishers Restaurant at approximately at 1:30.

When we finish lunch, we can get back into our cars and go for a short tour to Country Maid Ice Cream.

***The village of Peninsula is located on Route 303 about 1.5 miles East of the 271/303 interchange.***

***The Railroad Station is located behind the Winking Lizard Saloon. Vehicle parking is behind the Station.***

***Fishers Café is located across the street from the Winking Lizard Saloon.***

***Country Maid Ice Cream is about 2 miles west from Fishers Café on Route 303***



## MY LOVE AFFAIR WITH BIG RED

My love affair with Big Red started very innocently, as most affairs do. I was an Airman Recruit, stationed at the Naval Air Station Sanford Florida in 1966. One duty of a sailor in Florida is to patrol the beaches so that no one with a two piece bathing suit gets too exposed to the sun. Seeing that Sanford was only 60 miles from Daytona Beach, it was of great importance to get to the beach at every available opportunity. Due to the fact that I was making a whopping \$88.00 every two weeks, money was tight to say the least. Trying to bum a ride, catch a bus, or ride my thumb was becoming a real pain, to put it mildly.



Much to my surprise, I ran across a sailor from Ohio that needed money fast and had to sell his car. This was my opportunity to be independent! He said he had to get \$50.00 dollars and needed it very soon. Seeing I was not in the best financial condition I called my future wife and girlfriend, Sharon, to see if she would lend me the \$50.00 (which to this day she swears I never paid her back, and I swear I did). I finally had my own transportation and what a gem it was! The car ran fairly well for a tired old flat head. Two of the tires were so thin I swear I could see the air rolling around inside, most of the glass was still intact and most of all the radio worked. This beauty really stood out in any crowd. The body was extremely aero dynamic, seeing that a lot of air passed through the rust holes in the body unrestricted. Another interesting quirk with this beauty was the fact that one could drop a complete six pack of empty beer cans through the hole in the right front floorboard. The car was painted the most God awful shade of pink and was artistically applied with a very course paint brush. I could have received an award from the Florida Health Dept. for keeping the insect population in check by the smoke I was emitting from the tail pipe. WHAT A BEAUTY!

On Big Red's madden voyage to Daytona Beach I only had to stop twice to find used tires. Seeing that central Florida is very hot in midsummer, we decided to drive this tank off the beach and into the ocean so we could dive off the roof. Needless to say we had a ball but really screwed up the top.

Seeing that was my only mode of transportation, some serious work needed to be done over the next year or so. I rebuilt the engine, went over the suspension, filled the holes with bondo and attempted my first full paint job. The car was painted Mustang Orange with a finish

Seeing that was my only mode of transportation, some serious work needed to be done over the next year or so. I rebuilt the engine, went over the suspension, filled the holes with bondo and attempted my first full paint job. The car was painted Mustang Orange with a finish that had so much orange peel that it looked as if I threw sand onto the wet paint. With much sanding and hand rubbing, the finish was somewhat respectable.

The car at this time served me well as I towed it to my next duty station in Lakehurst, NJ. I drove it back and forth to Cleveland a few times. Seeing my new wife had a year old Dodge at the time and my intention to come home every weekend, Sharon suggested I take her car and she would drive the '51. As you may realize I had to think about this for a while (a minute or two) before I realized she was right. Sharon drove this car for a year or so as her mode of transportation and had a ball with it. Her only problem was every so often the linkage would jam up and she would have to pull into a gas station and instruct the attendant to bring the linkage arms to neutral and she would be off again. Sharon even talked her father to take the car to work and enjoy cruising around town in it. Much to her surprise her dad told her "if you think I am going to drive this piece of junk, you're crazy!, little did he know what a gem it was.

Once out of the service I decided to keep the car and rebuild it the right way. I completely stripped the paint, did all of the body work, and applied the hand rubbed lacquer paint job that is still on the car. All the mechanical parts (engine, transmission, suspension) were rebuilt. All the glass, rubber seals, and glass runs were replaced. I rewired the car, freshened up the engine, and redid the interior. The hardest part of the job was working out the creases from the top where we were diving off of the car. I did all the work myself (except the chrome and machine work) over a number of years, as I had to do much side work to afford to get Big Red looking good again. In 1988 she was finished! Rebuilding my '51 Ford was a very long and involved project that I truly enjoyed.

Now it is 2015 and the old girl is starting to show her age again. It's time for some work and improvements, so this past year I rebuilt the engine, added power steering and touched up some of the chrome. I have put almost 60,000 miles on Big Red in the 48 years since we have owned her. Sharon and I have had a ball driving this car every chance we get. Seeing it has been 48 years it may be time to start to think of completely redoing her again. Although, until I am ready to lay her up for a long period of time we will just keep trucking her down the road for at least another season. Even though she may be getting older she is still the apple of my eye.

***Thank You Jack & Sharon Bukszar  
For This Interesting Story About Big Red***

**If You Would Like to Share a Story With N.O.R.G. Members  
Regarding Your Car, Please send it to the Editors**



# Jones Group Interiors

## Annual Car Show



Friday October 16<sup>th</sup>, 2015  
4:00 to ???

A collection of over 80 cars  
Appetizers and beverages provided

701 South Broadway St.  
Akron, OH 44311  
RSVP: To Jane (330)-253-9180 ext 202

**Parking Available ~ NO ROOM for Show Cars**

## 1942 – 1948 Ford Fan/Hub Assembly

When Ford decided to change the flathead V8 engine fan design for 1942, they developed a design that moved the fan to a mid-level location on the motor, it was felt that this provided the maximum air flow through the heart of the radiator, and over the engine itself. The fan design was simple enough, a steel shaft running through a machined casting on a film of oil. The shaft had a slinger-impeller on its forward end, which tossed the lubri-cant back over the bearing structure where holes in the casting of the spindle bearing allowed the oil to reach the rotating shaft.

The fan design worked well enough that Ford used it for a number of years. The following V8 vehicles used this fan:

1942 to 48 Ford and Mercury Passenger Cars

1942 to 52 Ford Trucks

1949 Mercury Passenger Cars

If there is one flaw in the fan, it is this. Over many years of service, plus the lack of service knowledge on them, future owners of such vehicles are not aware of the need of lubrication of this component. Owners manuals are often lost, and the maintenance tips were never passed on to the next owner. This happens whether the engine remained in a stock vehicle or if the motor was removed and installed in a hot rod.

So what happens if the fan is not lubricated? Eventually, one of two things will occur. Either the fan shaft runs dry and seizes in its spindle bearing, thus stopping the fan from rotating and burning up the fan belt. Or, in a worst case scenario, the shaft overheats and breaks while the engine is running. This allows the fan and its hub to separate from the mount, and causing untold damage to the radiator or other engine accessory components.

So what do you do? First make sure that you have this type fan on your flathead V8. They are easily identified by the eight bolts that attach the fan itself to the hub/carrier assembly. The hub is larger in diameter than any other Ford fan mounts, and the mounting bracket attaches to the front side of the generator mounting bracket. The pictures below will easily show what this unit looks like. Your next step (assuming your fan still spins freely) is to lubricate the hub. With a clean rag, wipe the hub in the area just behind the fan blade. You will see a small straight slotted screw. This is the filler AND the drain plug! Rotate your fan and hub until the filler plug is up (at the 12 o'clock position) and remove the screw. The actual oil capacity of the hub cavity is about 2 ounces. Ford originally recommended regular motor oil, but changed that later to 85-90 weight gear oil....the same stuff used in your transmission. Use a squirt bottle to add the gear oil into the small opening in the hub. Try to measure out at least 2 ounces and add this to the hub. Now, with a rag under the hub, rotate it until the filler opening is down (at the 6 o'clock position). Due to the internal design of the filler plug opening, the correct amount of oil will remain in the hub. The excess oil will drain out into the rag. If no oil comes out, try adding an additional ounce and repeat the procedure. After the filling is completed, rotate the hub back up and replace the filler plug screw. The original screw has a small rubber-like ring under the screw head. You can use a small washer or O ring from a carb kit if you need to replace this sealing ring.

The follow up to all this is just as important. Repeat the fill procedure with each engine oil change. You will probably only have to add perhaps an ounce of gear oil at the oil change intervals, but the idea is to slightly over-fill the hub and allow the excess to drain out. This will help assure many years of trouble-free operation of the fan assembly.



The Holidays are coming. What better a gift then a N.O.R.G. Shirt or Jacket. Frank Posar has found an excellent Vendor that delivers a quality product at a very competitive price.

Both men's and women's sizes are available

## NORG Early Ford V-8 Club Club Clothing Order Form

Member Name: \_\_\_\_\_

Member Telephone Number: \_\_\_\_\_

Name(s) to Embroidered on Clothing Article \_\_\_\_\_

Complete Form, return to Frank Posar with payment. *Note increased cost for 2XL & 3XL sizes*

| <u>Clothing Item</u>  | <u>Item Price</u>          | <u>Qty / Size</u> | <u>Price</u> |
|---|----------------------------|-------------------|--------------|
| Blue Nylon Jacket with <u>Club Logo on Back &amp; Name</u><br>Cost adder for 2XL & 3XL      | \$62.00<br>\$2.50 ~ \$5.00 |                   |              |
| <b>Long Sleeve</b> Denim Shirt with <u>Club Logo &amp; Name</u><br>Cost adder for 2XL & 3XL | \$34.00<br>\$2.50 ~ \$5.00 |                   |              |
| Short Sleeve Denim Shirt with <u>Club Logo &amp; Name</u><br>Cost adder for 2XL & 3XL       | \$34.00<br>\$2.50 ~ \$5.00 |                   |              |
| Knit Golf Shirt No Pocket with <u>Club Logo &amp; Name</u><br>Cost adder for 2XL & 3XL      | \$27.00<br>\$1.50 ~ \$3.00 |                   |              |
| Crew Neck Sweat Shirt with <u>Club Logo No Name</u><br>Cost adder for 2XL & 3XL             | \$24.00<br>\$2.50 ~ \$3.00 |                   |              |

Sub Total \_\_\_\_\_

Prices include tax \_\_\_\_\_

**Total Cost** \_\_\_\_\_

**Make Checks Payable to Frank Posar**



Polo Shirt



Long Sleeve Shirt



Sweat Shirt

Ford Tri Motor rides will be available at the Liberty Air Museum, 3515 E. State Road, Port Clinton Ohio (419) 732-0234 October 12<sup>th</sup> through October 18<sup>th</sup>.  
For more Information contact the Liberty Air Museum <http://www.libertyaviationmuseum.org/>



### **OCTOBER ACTIVITIES:**

Six NORG members gathered for lunch at the Tavern of Stow for the September lunchtime outing. We enjoyed a good meal, good service, and good companionship!

There will be no lunchtime restaurant activity for October. Instead, plan on enjoying a ride on the Cuyahoga Valley Scenic Railroad on Saturday, October 17, as is described on page 4 of this October Newsletter. A notice about this activity was sent out earlier.

Contact Regis or Beth Schilling for details if you have not already signed up. We will have lunch at Fisher's Restaurant in Peninsula, followed by a trip to the Country Maid Ice Cream shop after the train ride.

***Neal Garland, Activities Chair***





Early Ford V-8 Club of America  
Northern Ohio Regional Group #20  
P.O. Box 1074  
Cuyahoga Falls, Ohio 44223

## Happy October Birthday

- Tom Somsak 1
- Marie Royer, Linda Wolf 3
- Jean Rounds 4
- Barb Rooney 8
- Bill Soltis 10
- Don Meyers 17
- Jim Bates 29
- John Alvey 31



### The Headliner Deadline

1st Day of each month. Please e-mail articles, tech tips, outings, adds, club news and pictures to:

Annette Gorris  
annette.gorris@gmail.com

*Don't Forget to Check out our updated website :*

***[www.norgv8club.org](http://www.norgv8club.org)***

**October Meeting  
Friday,  
October 16<sup>th</sup>  
Stow City Center**