

# “The Headliner”

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



Volume 23 Number 1

January 2016

**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.”

### Message From Our President

It sure is tempting to take the ole Merc out for a spin. That would be something to brag about in times to come.

Another year of Tours, National Meets, Outings and a bunch of other activities are in the making or already chiseled in stone. I foresee many good times and things to do and enjoy. Knowing we can't all do everything, but it sure is fun trying. I think the hardest part is keeping your V8 in good, safe running condition. I find myself constantly checking things over and over, trying to eliminate problems on the road. Checking this and that often can save a lot of grief.

We will continue our meetings again in February and try to get the ball rolling. In the meantime we will have our first Board Meeting and iron out all the little wrinkles. We have a great bunch of folks on the board to handle those little wrinkles.

In the meantime, take a little time to think of something you would like to do or even volunteer for an activity. I'm hoping to see you all in February with bright eyes and bushy tails, and all ready to take on another fun packed summer.

N joy ur V8 B4 it's 2 L8

*Jeep*



### Officers & Board 2016

**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



### January Program

There is no meeting in January. Next meeting  
will be Friday, February 18, 2016



## 2016 Activities At A Glance

- **Sunday, January 31<sup>st</sup>** Nifty Fifties Swap Meet Auto Nation Ford, Westlake Oh. *See page 10 for more information*
- **Friday, February 18<sup>th</sup> 7:30 PM** Monthly Business Meeting at Stow City Center




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### Reminder...2016 NORG Dues Are Due

Members your 2016 NORG Dues are due. The dues are \$30.00 per year. This is still the best \$30.00 you will spend this year. There is a membership form on the following page. Please complete the form on the following page and return it to Craig Gorris with your check.



### N.O.R.G. Cookie Bakers



February Meeting	Ginger Posar
March Meeting	Virginia Herrmann
April Meeting	Georgene Iacobucci
May Meeting	Diane Francis
June Meeting	Stow Community Room Closed Need Alternate Location
July Meeting	Sharon Bukszar
August Meeting	Momoe Garland
September Meeting	Bruce Lewicki
October Meeting	Annette Gorris
November Meeting	Barb Rooney

Northern Ohio Regional Group 20  
Early Ford V8 Club of America  
Membership Form  
Annual Dues \$30.00

Year  
2016

Date: \_\_\_\_\_ National Number: \_\_\_\_\_

Name \_\_\_\_\_ Spouse \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone Number \_\_\_\_\_ Cell Phone Number \_\_\_\_\_

E Mail Address \_\_\_\_\_ Newsletter by E Mail Y \_\_\_ N \_\_\_

Fax \_\_\_\_\_

BIRTHDAY, MONTH & DAY: Self \_\_\_\_\_ Spouse \_\_\_\_\_

Winter Address \_\_\_\_\_ From \_\_\_\_\_ To \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone Number \_\_\_\_\_ Newsletter sent to: winter address or E Mail? Circle One.

List all Early Fords you own from 1932 to 1953 and Highest Award won at a National Meet:

YEAR	MAKE	MODEL	AWARD
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Make Check Payable to: N.O.R.G.

MAIL TO:

Craig Gorris

10160 Echo Hill Dr.

Brecksville, OH 44141



## Report From Our National Director

Early Ford V8 Club of America  
Michael Driskell, Central Director  
3233 Short Mountain Rd. McMinnville, TN 37110  
615-293-9985 driskellracing@gmail.com

December 3, 2015

The National Board of Directors and Staff members had their quarterly Board meeting via Conference call November 14th, 2015. Highlights are as follows:

The Club's book sales have continued on pace throughout the year. The introduction of the Amazon.com sales for the Club's books nearly a year ago is still showing a steady increase. PLEASE note the club will be running another limited on time only sale available to regional groups only. This sale is for the Golden Jubilee book that is a great informative book on the history of the club. The sale cost will be \$5.00 each for the purchase of 10 or more books plus shipping.

The 1949-51 Mercury book has is continually making progress, and will be nearing the point of going to the printers soon. It will be a fabulous book. The 1940 Book, and the Flathead Engine book are still in undergoing progress.

There will be two National meets in 2016 and Three national driving tours. As of yet there will be no Western meet in 2016. These national tours were recently approved by the board.

Dave Rehor (Treasurer) presented the Club's Financials, and report the club is in good standing.

2016 Will be the 75th anniversary of the 1941 Ford. We encourage anyone to forward photos of their 41's to Jerry Windle or their National Director material for the V-8 Times.

As you may have noticed in the most recent V-8 times, we are now publishing a Youth Article focusing on the younger members of the Club. If your regional group has someone whom would qualify you may forward pictures and information to me for a future article.

The Club's website will be undergoing some changes in 2016. It will be more interactive and compatible with today's smart phones and tablets. In, addition to the Website, the Club has a Facebook page with over 1,000 followers.

In closing, I want to mention it is my pleasure to serve as your National Director, and gladly would love to hear any complaints or suggestions you may have. You may contact me with the contact information above. I sincerely hope everyone has a Merry Christmas!!

**New National Officers & Directors:** **President:**, Ken Bounds; **Vice President:** Phil Hall, Secretary: Bruce Nelson. **Northwest Director:** Joe Regger, **Mid Atlantic Director:** Dave Collette

Respectfully, Michael Driskell  
Central National Director

**Although these are not Ford V-8's, it is an interesting Article written by fellow V-8 Member Arel Brown who lives in upstate New York**

Wonderful garage finds: Look at the vast differences in only six years ('39 on the left, '33 on the right).



# Survivors Among Us

## They Are Still Out There

*Article and Photos by Arel Brown, VCCA #46289, Lowville, New York*

*Editor's note: Lowville ("Low-" rhymes with "now"), New York is a very small town on the Tug Hill Plateau on the western side of the Adirondack Mountains in northern New York. It is the county seat of sparsely populated Lewis County, about 80 miles northeast of Syracuse. It is a place where change comes very slowly, and is located in what you might call "off the beaten path". In the early 1980s, I worked there briefly, documenting and doing a National Register of Historic Places nomination of the 1870s Bateman Hotel, which was still in use as a rooming house at that time. One of the largest buildings in town, the hotel was an absolute time warp, with original doors, flooring, fixtures, and knob & tube electrical wiring still in daily use. It does not surprise me at all that these two unrestored 1930s Chevrolets were recently discovered in Lewis County.*

**L**ittle did I know that in May of 2010 I was on the threshold of becoming the owner of two very original and desirable vintage Chevrolets. These two survivors, a 1933 town sedan and a 1939 Master deluxe coupe were parked in a garage in 1959 and 1962 respectively. Together they had resided in this habitat for 50 years under the ownership of Charles Christiansen. I would like to back up and describe the circumstances

and events that formed the history of these two vehicles, how they ended up garage mates for 50 years and how I became their caretaker. Lowville, New York is a small rural town in northern New York. Mr. Christiansen's father, Chris, was an auto mechanic who owned a small repair shop during the 1930s and into the 1950s in the village. He may have sold Essex and other orphan makes during the 1930s. In addition to mechanics work, he owned a

tow truck and was operating a towing business. He had serviced this 1933 Chevrolet town sedan for an elderly neighbor lady, Mrs. Pietre, for a number of years and purchased the car when she was no longer able to drive. In 1959 he signed the car over to his son Charles Christiansen. Then in 1961 or 1962 Charles Christiansen learned of an elderly gentleman who lived less than a block away and was interested in selling his black 1939 Chevrolet Master Deluxe coupe with 70,000 miles on it. Charles purchased this and parked it in his father's garage beside the 1933 sedan. Charles had a management position with the telephone company and retired in the 1970s. He passed away in December 2009 at the age of 92. Charles Christiansen was married to Winifred who was my mother's cousin. Many people knew the cars were stored in the garage and many had tried to purchase them over the years. I knew there were two old Chevrolets and one was a coupe

but had not really seen them except through dirty windows. They had become storage shelves and were buried under years of clutter. I had suggested to Charles that he ought to get the cars out, have them evaluated by John Mumford who is a local antique car mechanic, and get them prepared for sale. He agreed with the idea, but never picked up the phone to make the suggestion a reality.

When Mr. Christiansen passed, his wife, Winifred Christiansen inherited the task of settling the estate which included Mr. Christiansen's parents' deteriorating home, the garage where the cars were stored, and the personal property including the cars and the contents of the garage. The property bordered the local school and the school had tried to purchase the property from Mr. Christiansen, so Mrs. Christiansen re-entered into negotiations with the school district and an agreement was reached. Part of the arrangement was that the automobiles and contents had to be removed and time was of the essence. Mrs. Christiansen contacted me to remove the cars from the property and help find buyers for the cars.

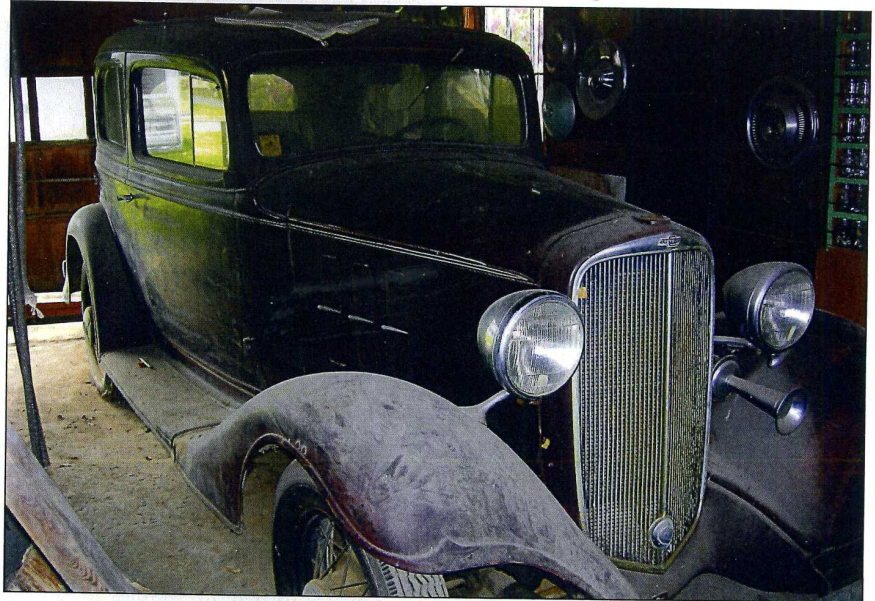
As I entered the garage and viewed the vehicles close up for the first time, the cars immediately seized my interest. I began uncovering the cars and investigating their condition. The clutter was removed, the tires blown up and the interiors inspected. The paint was original but deteriorating on both, no rust spots or parts missing. The interiors of both cars were in excellent condition. The mohair showed very little wear and there was no apparent mouse damage. I was amazed at how well these two cars had survived. I explained to Winifred that it would be best to remove the cars, evaluate them, get the engines running, make minor repairs and then advertise them for sale. She was in a hurry to transfer the property to the school and get the cars out of there. We looked up the value of the cars in the price guide and at that point I expressed an interest in them. We agreed on a price and the two cars came into my possession and my responsibility was to remove them and clean out the garage.

I contacted my car friends John Mumford and Al LaChausse who has a

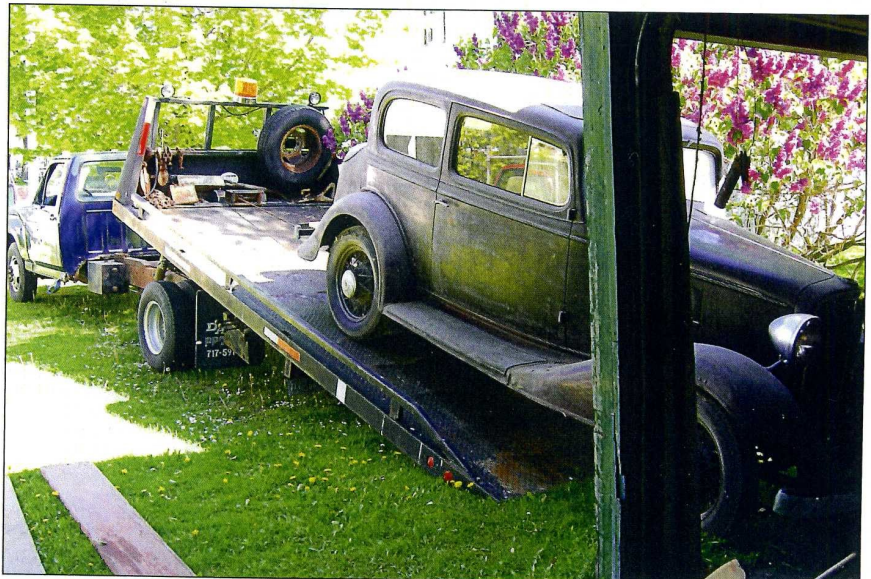
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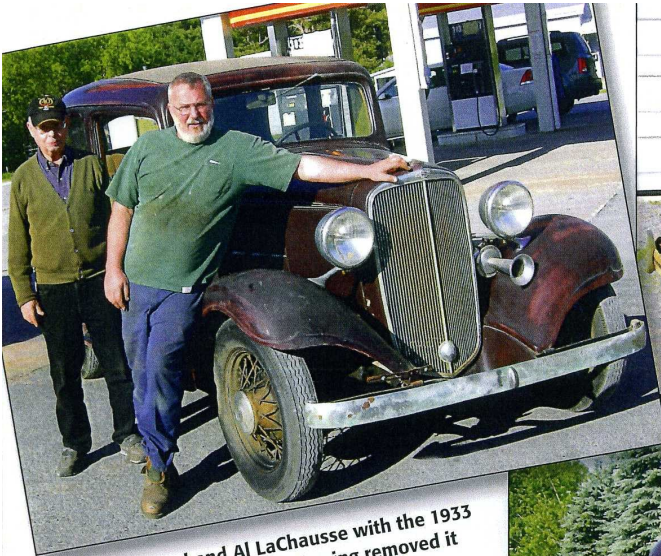
**The 1939 Master Deluxe coupe under cover, as found in storage.**



**1933 Town Sedan as stored since 1959.**



**Moving the '33 into fresh air and sunshine after 50 years.**

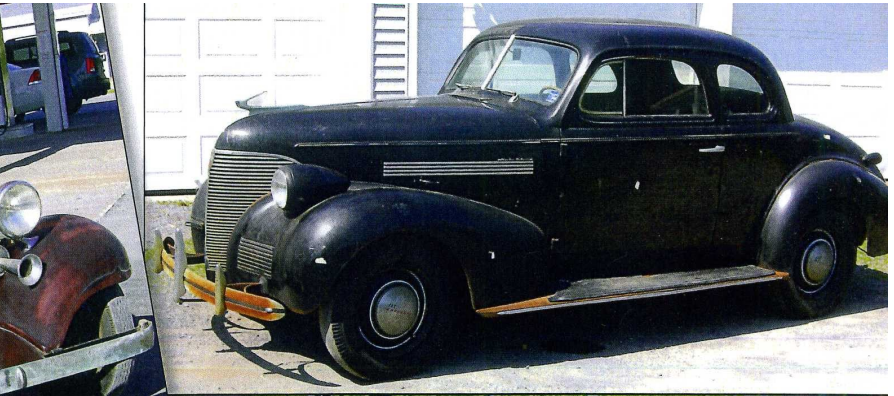


**John Mumford and Al LaChausse with the 1933 Chevrolet, four hours after having removed it from 50 years of storage.**

*Continued from page 33*

roll-back and does restorations. We met at the garage where the cars were stored on a Sunday morning. By noon we had removed both cars and taken them to my house. We had lunch and Al indicated he didn't have anything planned for the afternoon, so we started by checking the valve train on the 1939 coupe first; there were no stuck valves—everything was free. Then we adjusted the points, checked the coil for spark, lubricated the cylinders, cleaned the plugs, dumped some gas in the carburetor and cranked it over. It fired right up! We were all grinning like Cheshire cats. Then we ran a fuel line into a gallon can. The fuel pump was disassembled; the check valves and diaphragm freed up and much to our surprise it idled smoothly and the engine sounded good.

We then turned our attentions to the 1933, where the same routine was followed. One valve was stuck which was freed up. We experienced the same difficulty with this fuel pump. It was disassembled and reassembled several times before the car would run using the fuel pump. The car idled so smoothly and sounded so good you would have thought it was parked in the garage yesterday. The radiator was filled; the old hoses leaked a little and we celebrated our success by driving it around the yard and next door to the local quick stop for an ice cream cone.



I then joined the VCCA and contacted the advisors for those particular years. Both Ted Holtz and Dave Sylvain were very helpful and replied promptly to my inquiries. I also contacted VCCA club president, Don Williams, who was extremely helpful. We have corresponded several times about the state of the hobby and he encouraged me write this article.

The black 1939 is a Master Deluxe coupe and featured some very desirable options. These include rear jump seats, a deluxe steering wheel, town and country horns, a heater and a new option the automatic vacuum shift. Over the next several months the exterior and interior were freshened up and the 1939 coupe received a new fuel pump, wheel cylinders, hoses, a brand new gas tank and a New York State inspection. This was all done thanks to the efforts of Jack Allen, a vintage Chevrolet enthusiast and VCCA member. In the fall I advertised the car in the Generator and Distributor and then at the Hershey, Pennsylvania



**Top photo shows the unrestored 1939 Master Deluxe coupe after being liberated from storage. The 1933 Town sedan is shown in middle photo, after some cleaning and detailing. This model has a shorter body to allow for the built-in trunk. The amazing original interior of the '33 is shown in the bottom photo.**

AACA fall meet it found a new caretaker and home.

# NORTH CENTRAL OHIO'S LARGEST MEET!

## 51st Annual Swap Meet 2016

Sunday, May 15, 2016 - Erie County Fairgrounds  
3110 Columbus Avenue, Sandusky, Ohio 44870

**All Makes Car & Truck Parts - All Years!**

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includes admission for 2 people

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Vendor gate open at 6:00 am

Buyers welcome from 8am - 3pm

Food & Refreshments Available!

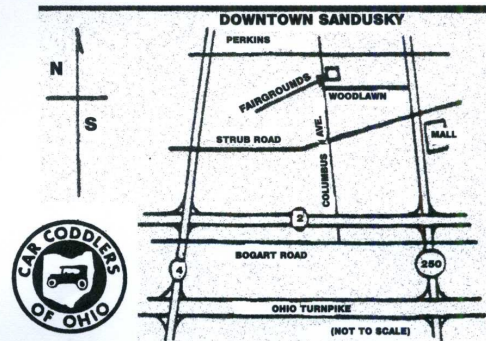
**Inside Spaces/Pre-Registration  
Flea Market/Arts & Crafts Call:  
Joe Milas - 440-935-4574**

**INFORMATION CALL:**

**Rod Litz - 419-626-5046**

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# CAR CODDLERS OF OHIO, INC.

CarCoddlers of Ohio and its Officers and Members are not responsible for any injury or personal property loss that may arise. No food or beverage to be sold by vendors.



## Hoffman or Sterkenburger and the Lincoln Zephyr

*At our July 2014 Meeting, Guest Speaker, Lyn Smith discussed the Hoffman automobile, a one-of-a-kind rear engine Ford V-8 powered vehicle. Because there was very little information on it, much of the car was a mystery. We found information from the V-8 folks in Norway of a similar looking vehicle designed by a Norwegian named Joop Tjaarda van Sterkenburg, who emigrated to America and changed his name to John Tjaarda and who worked for Briggs Body. Could this have been the inspiration for the Hoffman?*

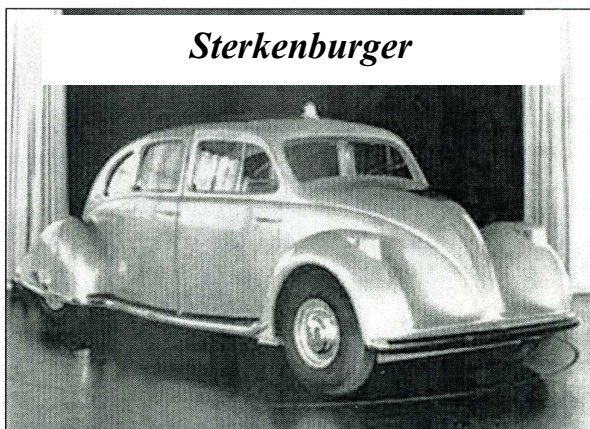
**The following article was written by Ole Mork a member of the Early Ford V-8 Club in Norway.**

Ole says that one of the reasons that the Zephyr was built as it was, was because of Joop Tjaarda van Sterkenburg. His interest in aerodynamics brought him to England, where he studied car design,...and aerodynamics. In 1924 he emigrated to the USA, where he changed his name to John Tjaarda. He worked for several car companies, among others for Pierce-Arrow, Duesenberg and GM. Ever since he studied in England, he had worked with a series of passenger cars and commercial vehicles, called "the Sterkenburger Series". These vehicles had several things in common: Unibody construction, Independent suspension of all axles and rear-mounted engines. And of course, the bodies of the vehicles were of aerodynamic design! "The Sterkenburger Series" only existed on paper, because no manufacturer had shown any interest in the series of cars.

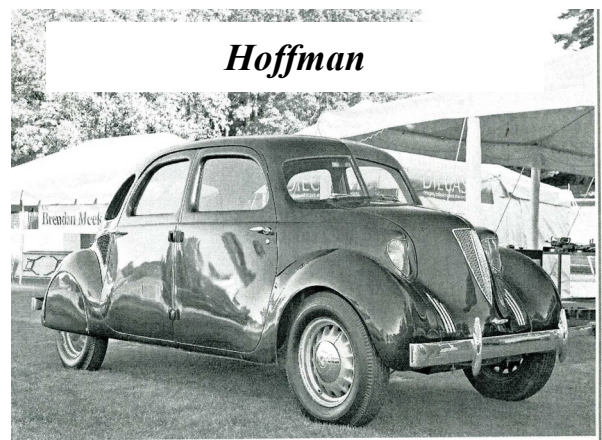
In 1932 John Tjaarda was hired by the Briggs Company as Chief designer. Here he was given the opportunity to make a prototype of a 4-door Sterkenburger. Briggs tried to sell the design to Edsel Ford, but he was not interested. (Especially since the car had a rear mounted engine) So Briggs showed the car on the Century of Progress-exhibition in, 1933, as the "Briggs Dream Car."

In the '30s, USA (and the rest of the world) was in the middle of a bad financial crisis. Edsel saw that Ford had to launch a smaller and less expensive Lincoln than the K-series. Edsel Ford had visited the Briggs design Studio many, many times, partly because he was interested in car design and partly because he wanted to get away from his dominant father.

Maybe the design of the Sterkenburger prototype was something to look at after all? Edsel desperately needed a new design for the Lincoln, so he, Walter Briggs and "Bob" Gregorie started to design a new Lincoln car based upon the Sterkenburger prototype. Because of Henry, who did not like big cars, this had to be a secret project. The new Lincoln was a greatly redesigned Sterkenburger prototype. It was designed with a front mounted engine. The plan was to use an aluminum V8 engine, but a V12 was designed for the new Lincoln. The front end was redesigned and the grill was like the 1937 Ford, in a V-shape and was equipped with traditional front and rear suspension. Edsel presented the car to old Henry and because the car was almost ready for production and the mechanical solutions were Ford-like, Henry said "OK".



*Over: Sterkenburger Dream Car prototype.*



*\* 1935 Hoffman X-8 Sedan \**

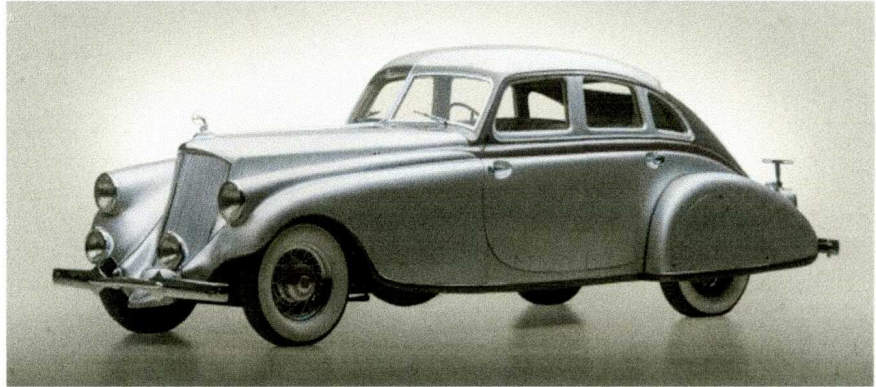
## '35 Ford designed by man who designed Silver Arrow

When Pierce-Arrow needed a halo car to draw affluent buyers into showrooms during the Great Depression, designer Phil Wright was directed to design a car that couldn't be ignored. He came up with the futuristic 1933 Silver Arrow.

Of interest to Early Ford V8 fans is the fact that Wright also designed the 1935 Ford and the Auburn boat-tailed speeder. Some of the styling themes of the speeder also showed up in the '35 Ford.

When the Silver Arrow made its debut at the 1933 New York Auto Show, Pierce-Arrow declared, "It gives you in 1933 the car of 1940." Five were built. Three remain.

Streamlined almost to an extreme, the Silver Arrow sported headlamps integrated into front fenders, spare tires hidden in compartments behind the front wheels, flush-mounted doors with handles recessed into pockets to cheat the wind, skirted rear fenders, and no running boards. Perhaps its most dramatic feature, however, was a single-piece fast-back roof that swept from the A-



*Pierce Arrow's 1933 Silver Arrow*

pillar to the rear bumper, broken only by narrow wedge-shaped rear windows and an integrated trunk. Visually, Wright had delivered exactly what Pierce-Arrow president Roy Faulkner had requested--a car that couldn't be ignored.

Beneath the skin, the Silver Arrow was even more remarkable. It had a step-down design and a V-12 engine mounted low in the chassis, to drop the car's center of gravity to improve handling. Stewart-Warner power assisted drum brakes improved stopping power and a three-speed gearbox incorporated an automatic clutch.

Original plans called for the car

to be rear-engine and rear drive, but the additional effort and expense to develop an entirely new platform was vetoed. Instead, the Silver Arrow rode on a 139-inch-wheelbase chassis, fitted with the 462-cu.in. V-12 rated at 175 horsepower, which combined with the car's wind-cheating shape, produced a top speed of 115 MPH.

Just five Silver Arrows were built by hand-selected workers, and each was priced at \$10,000. Looking to further capitalize on the name once it had become familiar, Pierce-Arrow also used "Silver Arrow" on a production car built from 1934-'35.

### WE NEED YOUR HELP !

Your Editors are still looking for stories on how members found, or acquired, or restored their personal V-8's. Why not share with others members of N.O.R.G. your story.

You do not need to be a William Shakespeare, Mark Twain or Charles Dickens. But provide us with your story in your own words.

### **Parts Wanted**

Wanted: Right and Left rear axle housings with good bearing surfaces for 1946-48 Ford/Mercury.

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**330-461-6630**

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All-Makes Cars & Trucks

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at

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Westlake

23775 CENTER RIDGE RD., WESTLAKE, OHIO



## SUNDAY, JANUARY 31st

### 8:00 AM - 1:00 PM

Admission - \$4.00, (early birds - 7 AM) \$5.00

Food & Refreshments Will Be Available

## 76 INDOOR SPACES

PLENTY OF  
UP-CLOSE P

NG!

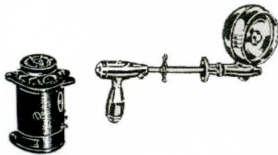
10'x10' Vendor Space - \$10.00

Vendor Set-Up: Sat. 4:30-6PM & Sun. 6-8AM

FOR INFORMATION PLEASE CALL:

Frank @ 330-467-0465

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# OF SPACES: \_\_\_\_\_



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

## Happy January Birthday

- Regis Schilling 3
- Tom Winson 4
- Foster Buchtel 9
- John Schigulinsky, Rags Stallard 14
- Craig Gorris 17
- Barb Cragulets 20
- Morrie Dannenhirsh 21
- Mike Wisniewski 29



### 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***

**The Officers and Directors wish You and Your Family a Very Healthy New Year**

