

"The Headliner"

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



Volume 23 Number 5

May 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

Sitting here pondering where do all these dandelions come from? I'm trying to get off my butt and do some spring things like cleaning up the mess in the garage I made all winter. Every time I need to make room for something I have to start up the Merc to move it out of the way and that makes me want to take her out for a spin. Nothing sounds better to me than a fresh start -up from a cold flathead.

We had our monthly luncheon outing at the Corkscrew Tavern with a good turnout on a rainy day, thanks to Neal. After lunch we got a cooks tour of the mansion. That was a bonus. Neal is looking for suggestions for future monthly lunch outings. A favorite restaurant or a unique pub with good food would be a few ideas.

I am personally kinda disappointed since the attendance at our monthly meetings has been a little thin. I realize that some of the snowbirds have not come home, but that's not the brunt of our membership. Being a member of this great Regional Group to me is a privilege that not a lot of folks get to enjoy. I hope to think the meetings are well planned and provide useful information of the many aspects of owning and enjoying a Ford Flathead V8.

Rich Jandrey goes out of his way to make sure that our members enjoy guest speakers that share with us a variety of topics that you can ever imagine. Why not take the time to attend a meeting, enjoy a cup of coffee and a cookie or two and enjoy the benefits that this Club has to offer. Your input and suggestions or ideas for the betterment of this Group is also a very welcome and valuable thing.



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

Editor

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

Henry Ford: "The unhappiest man on earth is the one with nothing to do"



May Program

Our Program Chairperson, Rich Jandrey, has arranged to have Mr. Matt Harwood from Harwood Motors speak to us. Harwood Motors sells antique cars should anyone be interested in selling a vehicle



MINUTES OF April 15, 2016 N.O.R.G. MEETING

The meeting was called to order at 7:30 p.m. by president Jeep Iacobucci. After yet another bad joke from Jeep, members were asked to introduce themselves and tell more lies about their cars. After we did that, program chair Rich Jan-drey introduced Dave Cook, our speaker for the evening. Dave owns Cook Bonding and Manufacturing Company. His company relines brakes for industrial machines and also does some antique car brakes. Not to be outdone, by Jeep, Dave added a joke about the dog that went into a bar and ordered a drink because he had had a ruff day.

Dave presented a brief history of his company, which began with his grandfather's farm and greenhouse business. After a life of farming and green housing (?), his grandfather did brake repair as a retirement business. Dave's father took over when grandfather broke his hip. Dave took over the brake business ten years ago. He uses both the bonding and the riveting method for fastening brake linings to the brake shoes. Dave demonstrated different types of brake lining material and explained the plus and the minus features of each type. He estimates it costs about \$8 to \$16 per shoe to reline brakes on antique cars. He ended his presentation with a question and answer session during which members received answers and suggestions regarding their issues with brakes on both antique and modern cars. Thanks, Dave, for a very interesting and informative presentation!

Secretary Ginny Herrmann was unable to attend tonight's meeting due to a business related meeting, so substitute secretary Neal Garland read the minutes of the March meeting. The minutes were approved as read.

Dan and Diane Francis reported that we still have money in the treasury. Membership chair Craig Gorris reported that we have not added any new members since the March meeting. Sunshine chair Georgene Iacobucci reported that she has sent birthday cards to members who have birthdays in this month. She reminded members to be sure to let her know if they are aware of members who should receive get well cards or thinking of you cards. Newsletter co-editor Annette Gorris thanked Don Myers for the story he submitted regarding how he came to own his 1940 Ford deluxe sedan.

Webmaster Regis Schilling reported that our website is down because it was hacked by someone who was using it to record videos. Regis is working with the internet provider to remedy this problem, but for the time being we do not have a website.

Activities chair Neal Garland reported that a change in our lunchtime outing for April is necessary, as Bill Soltis informed him that the Kentwood Restaurant which was going to be our lunchtime location has gone out of business. Bill suggested that we go to Rockne's Restaurant in Kent instead. A brief discussion on other possible locations was held. We decided to go to the Corkscrew Saloon in Medina, since the Corkscrew owner has been a generous contributor of door prizes for the pig roast in the past and we will be holding our Christmas Party there this year. Craig and Annette will send an e-mail notification of this change to the membership.

Earl Peters reminded us of the tour to the Gilmore Museum on May 20-21 that he has described at past meetings. Also, he has forms to sign up for the Age of Stream tour for those who are interested.

President Jeep noted that we are supposed to empty the trash cans as one of the conditions for using the Stow Safety Building for our meetings. He suggested that this become one of the duties of whoever makes the coffee and cookies each month. A brief discussion on this idea was held. Members decided in favor of the idea, so from now on whoever provides coffee and cookies will also be responsible for taking the trash home and disposing of it.

Jeep also noted that the Corkscrew Saloon is willing to provide appetizers for the Christmas Party at a cost of about \$8 per person. Members felt that was a reasonable price. Further discussion with the owner of the Corkscrew will be held to work out details.

Continued on page 3

April Minutes Continued

Jeep asked if we should again provide an Ohio Basket to be raffled off at the Eastern National Meet to be held in Gettysburg, Pennsylvania, in August. Members voted that we do that and that the budget for the basket again be in the \$100 to \$150 range. Ginger Posar will be asked if she would be willing to take charge of this basket (again).

Rich Jandrey announced that our program for May will feature Matt Harwood. Matt is the owner of Harwood Motors, which specializes in the sale of antique and exotic automobiles. He will talk about the process of buying and selling these types of cars.

A motion to adjourn was made by Jim Bates and seconded by Steve Kronen. We adjourned at 8:45 p.m.

Neal Garland, Acting Secretary

Change of Address

Buchtel, Foster & Peggy

EFV8 Club #: 13040

Address:

1695 Queens Gate Circle #117
Cuyahoga Falls, OH 44221
(330) 329-2718

Other Phone Numbers:

Cell Phone: (330) 329-2718

E-Mail:

fsbuchtel@sbcglobal.net

Vehicles:

1951 Ford ~ Custom Fordor DB



Sad News about the Canankamps

Jim Bates called Ken earlier last month to find out how he and Ruth were getting along. Unfortunately, Ken has double pneumonia and Ruthie fell and broke her hip. For our new members, Ken & Ruth are charter members of NORG and both have served as President.

5th Annual Ohio Vintage Truck JAMBOREE

June 18-19
★ 2016 ★
9:00AM - 4:00PM

*Vintage Truck Show,
Trucking Memorabilia Display,
Swap Meet,
And So Much More!*

Ashland County Fairgrounds
2042 Claremont Avenue Ashland, Ohio 44805

www.ohvintrkjam.com
www.facebook.com / OhioVintageTruckJamboree

2016 Activities At A Glance

- **Friday, May 20th 7:30 PM** Monthly Business Meeting at Stow City Center
- **Monday, May 23rd 11:00AM** May Luncheon & Tour of Templar Automobile Factory **Information, Page 5 & 6**
- **June NO MEETING NO MEETING NO MEETING**
- **June 12th~ 16th** Central National Meet, Tulsa OK
- **Saturday & Sunday, June 18th -19th** Vintage Truck Jamboree Ashland County Fairgrounds **Information, Page 3** or call *Earl Peters (419) 585-4251*
- **Saturday July 9th** Summer Picnic at Collette's Farm
- **July 11th - 15th** Western New York Driving Tour—**Information, Page 10**
- **Sunday, July 10th** Rocky River Memory Lane Car Show, **Information, Page 11**
- **August 8th~ 11th** Eastern National Meet, Gettysburg Pa **Information, Page 10**



N.O.R.G. Cookie Bakers



May Meeting	Diane Francis
June Meeting Cancelled	Stow Community Room Closed
July Meeting	Sharon Bukszar
August Meeting	Momoe Garland
September Meeting	Bruce Lewicki
October Meeting	Annette Gorris
November Meeting	Barb Rooney

Monthly Luncheon Information

April Luncheon Review Thursday April 21st Corkscrew Saloon



Fourteen NORGers met at the Corkscrew Saloon in Medina. We enjoyed yet another excellent lunch in our own separate room. It was a good thing we had a separate room, too, as our group can get a bit noisy when we are hungry. Strange how quiet the room gets once the food has been served, though, isn't it? As in our previous visits to the Corkscrew, the food was great, the service was tremendous, and to top things off we got a private tour of the upstairs rooms. The Corkscrew Saloon is located in a Victorian house that was built in the 1850s. It still has the original woodwork and all the upstairs rooms, which originally were bedrooms, each have their own fireplace. It was a real luxury mansion when it was built and it is still beautiful--only now it has delicious food too!

Neal Garland, Activities Chair



May Luncheon Monday, May 23rd Joe's Deli

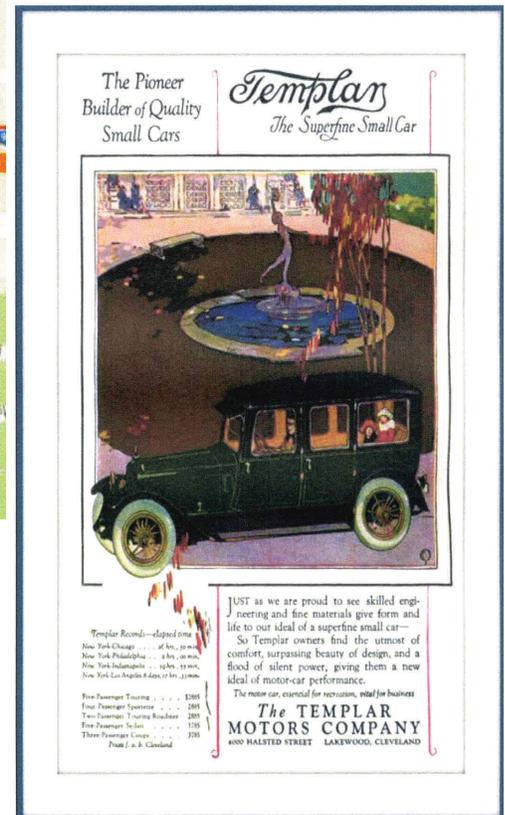
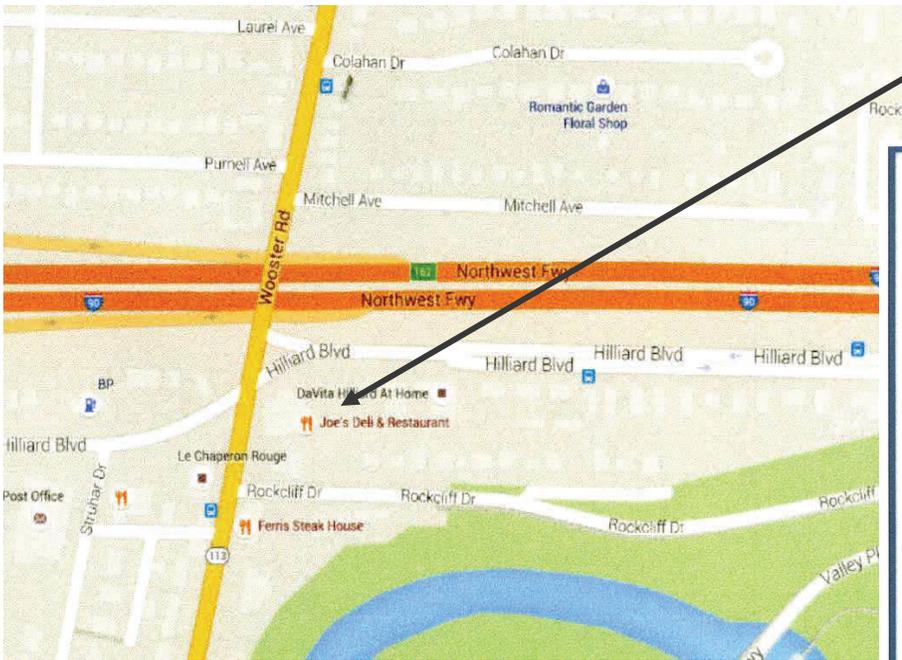
The May lunch outing will be held on Monday, May 23rd, at Joe's Deli located at 19215 Hilliard Blvd. (corner of Hilliard and Wooster) in Rocky River. Again, plan to arrive at 11:00 a.m. to beat the noontime rush. Jack Bukszar has made arrangements for this outing and it promises to be extra special. Following lunch, we will visit the original factory where Templar Automobiles were produced in the early part of the 20th century. Full details for this outing are provided by Jack in on page 6 this Newsletter. Mark your calendars now and be prepared for a great outing. Hope to see you there!

Neal Garland, Activities Chair



May 23rd Luncheon & Tour of Templar Motor Car Company

Jack Bukszar has arranged our May 23rd Luncheon. We will be meeting for lunch at 11:00 at Joe's Deli, 19215 Hilliard Blvd., Rocky River. (corner of Hilliard and Wooster). After lunch we will be going to tour the private collection of the Templar Motor car. The collection is located in the same building they were produced in and on the final assembly floor.



Background ~ Templar Automobile

Templar Motors Co., a manufacturer of luxury automobiles, was founded in 1917 by Arthur M. Dean, J.E. Mathews and Matthew F. Bramley, all Knights Templar. Bramley was the founder of Cleveland Trinidad Paving Co., the company that laid the first asphalt street in Cleveland, and became president of Templar Motors. The Templar plant was located at 4000 Halstead Street, at Plover Street. Templar designed its engines, which were built in its own factory. A single chassis was used for the entire product line; the bodies were built to the company's specifications and under their supervision by the Lang Body Company, the Ohio Blower Company and the Rubay Co. The Templar was a "small" car, or a sports car in the parlance of today. Its emblem was the Maltese cross, associated with the Templar knights – among the most skilled fighters of the crusades. Great attention was paid to every detail. The body was given 27 coats of paint. Standard on the five-passenger touring car and four-passenger "sportette" model were an inspection light (powered by the car's battery), an electric horn, a tire pump and hose that was powered by the car's engine, windshield wiper, a complete toolkit including a jack, and a locking ignition. The Templar Roadsters also came equipped with a Kodak 3A camera and a compass. These were features available as "extras" from other manufacturers, if they were available at all.

Edsel Ford's Speedster on Auction Block

Another speedster built for Edsel Ford has surfaced and is scheduled for auction at the RM Sotheby's at Amelia Island in March. Information that the car had been built has long been included in stories about Edsel's second speedster, but accounts said it had been destroyed in

Another speedster built for Edsel Ford has surfaced and is scheduled for auction at the RM Sotheby's at Amelia Island in March. Information that the car had

been built has long been included

in stories about Edsel's second speedster, but accounts said it had been destroyed in a wreck and there was no further trace of it. Information from the auction list indicates the car had been designed by E. T. Bob Gregorie according to Edsel's desires with an aluminum boat tail roadster body and built on a 1932 Model 18 chassis.

Gregorie had the body fabricated by workers in the plant building Ford Planes before turning it over to Lincoln craftsmen for finishing. Edsel drove the car for about two years, had it updated with a new-er engine, then sold it in 1934 to Elmer Benzin of Grosse Pointe, who passed on to its third owner, identified only as "a young GM engineer," who wrecked it not long after. For decades everyone believed the remains had been junked. Sometime in the 1940s, body man John Cox bought it from a Bridgeport, Connecticut, junkyard. Since the damage was limited to the front end, Cox rebuilt it with fenders from a mid-Thirties Chevrolet, a conventional flat Ford grille shell, and some additional sheet metal work.

After Cox sold it he didn't see it for more than 40 years. In the mid-1980s, he discovered it with an updated flathead drive train, bucket seats, and hydraulic brakes. Although he knew nothing of its history he recognized it as his old car and bought it back, intending to restore it. Cox only got as far as disassembling the car, but a neighbor, Jim Gombos, shared his vision for restoring it. For 20 years he kept reminding Cox that he'd like to buy it, but Cox kept it until his death in the mid-2000s. His family sold it to Gombos.

Gombos collected some parts and showed it in its unrestored state at the 2007 Grand National Roadster Show, but he eventually turned restoring it to Barillo Speed in Knoxville, TN. Gombos chose to leave the 1936 221-cu.in. Flathead V-8 in place, but he had the brakes returned to mechanical action. The paint a shade Gombos described as very close to the stock Ford color of Tunis Grey came from color-matching a sample Gombos discovered on the underside of one of the cowl vents.

Gombos displayed it in a partially restored state at the 2009 Glenmoor Gathering, and fully restored at the Amelia Island Concours d'Elegance, where it took the E. T. "Bob" Gregorie Award for Design Excellence, presented by Edsel Ford II.

Since then, he said he hasn't driven it much it only shows four miles on the odometer now but he has tried to mine Ford's archives for whatever he can find on the car. Gombos said he's decided to sell the speedster simply because he doesn't know what to do with it now that it's restored. It's not the kind of car you want to drive much or leave anywhere, and while we've been invited to a lot of concours, for one reason or another we haven't been able to take it."



Edsel's aluminum bodied boat-tailed 1932 speedster

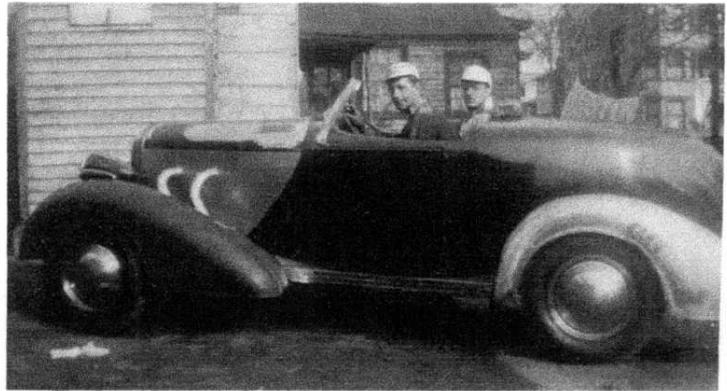
Continued on Page 8

He has consigned the speedster (chassis number 18-14449) to RM Sotheby's Amelia Island sale on March 12. It will go on the block with a pre-auction estimate of \$1.2 million to \$1.4 million. The second Edsel Ford speedster sold for \$1.7million, at R&M's Amelia Island auction in 2008. The third Edsel Ford speedster has yet to be found.

Speedster sold at Auction for \$770,000

Edsel Ford's restored first speedster, thought lost for many years, sold for \$770,000 at the RM Sotheby's auction on Amelia Island March 12. It was built on a 1932 Model 18 chassis with 221 cubic engine, and 106 in wheel base. The boat tail body and fenders were made of aluminum and crafted by work-men in Ford's aircraft and Lincoln plants.

Edsel had a particular interest in the look of Ford cars. After Edsel returned from a 1932 European trip, he asked Eugene T. "Bob" Gregorie to design and supervise the



Rebuilt with Chevy grill and fenders

construction of a "sports car" similar to those he'd seen "on the continent." Gregorie, who had worked as a yacht designer and then at Brewster & Company and Harley Earl's GM Art & Color studio, was an accomplished "sketch artist" who was adept at translating Edsel's visions into reality. Gregorie was able to use idle craftsmen from Ford's aircraft division. To finish the car, he had an entire Lincoln plant at his disposal, because automobile production there briefly stopped during the Depression. Rakish tapered fenders were adapted from Tri-Motor aircraft "wheel pants." The grille resembled a '32's at the top, but at the bottom, it was vee'd forward, anticipating the flared grille on the forthcoming 1933 model Ford. Early in 1935 Ford named Gregorie to head a small team of designers. Wanting a car that was even lower and racier, Edsel and Gregorie soon began on a second custom roadster. Edsel sold this first car to Indianapolis mechanic Elmer Benzin, who sold it to a young GM designer who wrecked it, and for decades, it was believed the Speedster was scrapped, but a body man in Connecticut, who didn't know its history replaced the damaged alloy fenders with four steel fenders, which he had adapted from a 1935/36 Chevrolet. After he passed away, 50 years later, the Speedster was purchased by the man who consigned it to the Amelia Island sale after he had for five years painstakingly restored it to look exactly the way it did when it was built. The original boat tail bodywork was expertly refinished, and new aluminum fenders were hand-crafted by Mike and Jim Barillo in Knoxville, Tennessee. It was repainted in 1932 Ford Tunis Gray, matched to a sample found on the underside of the cowl vent. The interior was redone in dark grey-brown leather. Edsel and Bob Gregorie collaborated on two other "Continental" Speedsters in 1934 and again in 1935. The second Speedster was restored by RM Auto Restoration and is now owned by the Edsel and Eleanor Ford House in Grosse Pointe Shores, Michigan. The third Speedster has never been found. Amelia Island was just the beginning for this car's future honors. The Speedster and its new owner will be welcome at top-flight concours events worldwide.

Thanks to Murv Perry for this informative Article

2016 is the 75th Anniversary of the 1941 Ford. We hope you like the following interesting technical information and historical facts about this model and contemporary world events.

Firsts

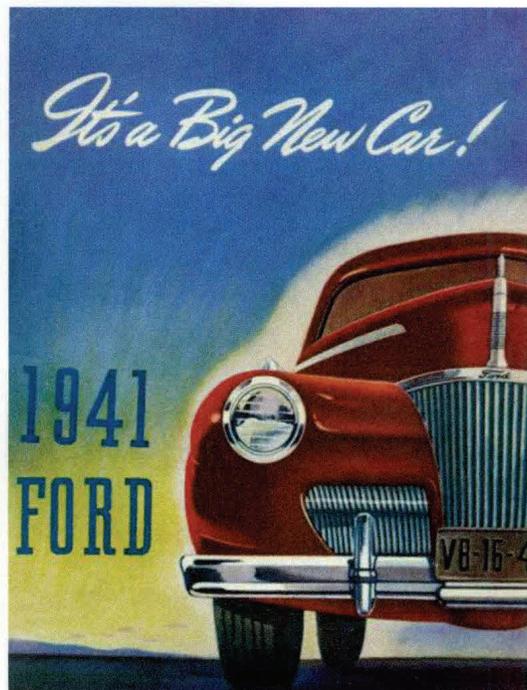
- First Fords (since 1908) with a 6 cyl engine, which was introduced mid-year
- New remote-control hood lock
- New (for Ford) Sedan Coupe body style
- First electrically operated top on convertibles

Lasts

- Last Ford priced under \$700 (6 cyl Special Coupe)
- Last year for exposed running boards

Technical Specifications

- Price – from \$684 for the 6 cyl Special Coupe to \$1,015 for the Super De Luxe 4-dr V-8 Wagon
- Wheelbase 114”, overall length 194.3”, height 68.15”
- Weight – ranged from 2,791lbs for the 6 cyl Super Deluxe Coupe to 3,419 lbs for the Super De Luxe V-8 wagon
- Engines – 221 cubic inch 90-hp Flathead V-8 and 225.8 ci 6 cylinder also rated at 90 horsepower
- Production totals – 689,571; Fewest - Special Fordor Sedan, 3,838; Most - Super De Luxe Tudor Sedan, 185,788
- Serial numbers – V-8: Beginning – 18-5,896,295 End – 18-6,769,035; 6 cyl: Beginning 1GA-1 End - 1GA-034,800



Notable

- Ford introduced the new models September 27, 1940
- The 1941 Fords consisted of three models: Special, De Luxe, and Super De Luxe
- The 29,000,000th Ford was a Super De Luxe Station Wagon assembled April 29 at the Rouge plant
- A three-week strike in April ended Ford's status as a non-unionized company
- On January 20, Franklin Roosevelt began an unprecedented 3rd term as President
- On May 1 Orson Welles' film Citizen Kane premiered in New York City
- On December 7 the Japanese Navy launched a surprise attack on the U.S. at Pear Harbor
- Notable births during 1941: Dick Cheney, January 30; Richie Valens, May 13; Bob Dylan, May 24; Stacy Keach, June 2; David Crosby, August 14; Bernie Sanders, September 8; Chubby Checker, October 3; Paul Simon, October 13; Art Garfunkle, November 5



The new Super De Luxe instrument panel is a symphony in beautiful wood-grain finish and gray plastic. Instruments are grouped for perfect visibility through the two-spoke steering wheel. The panel includes a clock, lighter, ash tray, lock for glove compartment, dimming control for instrument lights, ignition key hole light, speed control for windshield wipers, starter button, grille to cover speaker if radio is installed. New remote control hood lock is at the left just under the instrument panel. Notice the handy half-moon horn ring on the attractive Super De Luxe steering wheel.

Thanks to NIRG for this advertisement



**Early Ford V8 Club of America
2016 Eastern National Meet
Gettysburg, PA
August 8-11, 2016
www.NCR36.com**



The National Capital Region of the Early Ford V8 Club would like to invite you to the 2016 Eastern National Meet in historic Gettysburg, PA.

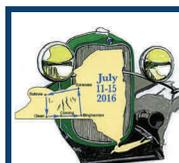
The headquarters hotel is the Wyndham, Gettysburg. The venue was selected so that all meet activities could be held at one location and has all the facilities necessary including:

1. Over 400 rooms on site
2. Space for concourse parking, secure trailer parking and swap meet
3. Located on a major highway
4. Banquet facilities for over 600
5. Large meeting areas
6. Shopping and dining areas nearby with public transportation available
7. Several independent restaurants on the property in addition to those in the hotel.
8. Interesting places to visit in the area

For More Information Contact:

Willis Terrett - v8ford51@gmail.com ~ Norm Heathcote - vvomllc@hotmail.com

This year Western New York Regional Group #3 is celebrating it's 50th Anniversary. To commemorate their 50 years, they are planning a 5 day Driving Tour around the Finger Lakes in New York. A few years back Western New York hosted a similar tour that was attended by about 10 couples in our Regional Group. This one sounds like Fun.



Fording AROUND THE FINGER LAKES
Western NY RG
Golden Anniversary Tour

The tour is aptly named "Fording Around the Finger Lakes". The dates of the tour are July 11th-15th, 2016. There will be having registration and a welcome mixer with snacks and munchies on Sunday evening, July 10th from 7-9 PM at the Clarion Hotel in Batavia. Each day it is planned to drive to a different destination and stay at a another hotel..

The Regional Group will provide a list of hotels, with their contact information, in each city where you will be stopping during the week. You can then contact the hotels directly to make reservations for your nightly stay.

In addition, they will distribute county tourist guides, and a list of suggestions of places to visit during the tour. You will have the opportunity to read thru them and choose the places you would like to visit on each day's journey.

Tentative Schedule

- **Sunday, July 10th:** Registration at the Clarion Hotel, Batavia 7-9 PM Welcome Mixer Clarion Hotel (Tickets required)
- **Monday, July 11th:** Drive to Olean, NY 7-9 PM: Tire Kick & chat in hotel parking lot
- **Tuesday, July 12th:** Drive to Corning, NY 7-9 PM: Tire Kick & chat in hotel parking lot
- **Wednesday, July 13th:** Drive to Binghamton, NY 7-9 PM: Tire Kick & chat in hotel parking lot
- **Thursday, July 14th:** Drive to Liverpool, NY 7-9 PM: Tire Kick & chat in hotel parking lot
- **Friday, July 15th:** Drive back to Batavia, NY 6-7 PM Social Hour 7-10 PM Farewell Dinner in Batavia (Tickets Required).
- **Saturday, July 16th:** Have a safe trip home.

For More Information Contact:

Golden Finger Lakes Tour
C/O Milly Scheidt
6558 4th Section Road #211
Brockport New York 14420

The City of Rocky River presents the 10th Annual
Memory Lane Antique Car Show

Sunday, July 10th 2016

**Open to the public
 from 12:00pm to 3:00pm
 At Rocky River City Hall Park
 21012 Hilliard Blvd.**



- Vehicles must be 20 years old or older
- Registered Show Vehicles should arrive starting at 10:00 am
- There will be trophies and door prizes awarded at 2:15 pm for participating Show Vehicles (you must be present to win)
- Each Registered Show Vehicle participant will receive two free pool passes for the day (great for the family)
- No entrance fee
- Food and beverages available on site
- There will be NO RAIN DATE



Show-Vehicle Registration

Please print and complete entirely.

Entrant Name _____

Street Address _____

City _____ State _____ Zip _____

Telephone(Home) _____ Telephone(Work) _____

e-mail _____

Vehicle: Year _____ Make _____ Model _____

RELEASE/INDEMNIFICATION

By virtue of this registration and in consideration of acceptance of this entry and the right to participate, entrant(s) and their guests, participants and representatives, does hereby unconditionally agree to fully release, discharge and hold harmless the City of Rocky River and their officers, directors, employees, agents, and representatives (collectively "City"), together with the management, sponsors and their representatives of the Memory Lane Classic Car Show (collectively "Management"), from any and all known or unknown damages, injuries, losses, judgments, and/or claims from any cause whatsoever that may be suffered by entrant to their person or property and the person of entrants guests, participants, and representatives. Further, each entrant expressly agrees to indemnify and hold harmless the City and Management from any and all liability occasioned or resulting from the conduct of entrant, their participants, guests, representatives, or any individual assisting or cooperating with entrant or under the direction or control of entrant which may cause injury to the person or property of others while in attendance or participating in the activities of the Memory Lane Classic Car Show.

Sponsors as of May 1st



Rocky River Industrial



For more information call:
 Jay & Jean Rounds 440-333-9805
 Joseph Toth Jr. 440-724-1953
 For more informations on events
 go to www.rrcity.com

You can deliver registration or mail to:
 The City of Rocky River
 Mayors Office
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Happy May Birthday

- Paul Neidert 5
- Virginia Herrmann 7
- Frank Posar 13
- Elaine Hlavacs 14
- Bill Cassidy 21
- Michelle Bruening 23
- Karen Mihalek 25

Happy Birthday



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

May Meeting
Friday, May 20th ~ 7:30PM
Stow City Center