

“The Headliner”

Newsletter of the Northern Ohio Regional Group #20 Early Ford V-8 Club of America Our 51st Year



Volume 27 Number 9

September 2020

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.”

I sure do miss seeing a bunch of smiling faces and listening to our members monthly roll call. As you probably already know that our own meeting place is unavailable at least for the remainder of this year.

I keep thinking about a way to get together but it's not such a great idea. I attended a meeting for a club I belong to. It turned out to be a disaster. I couldn't understand what was being said behind a mask, and the safe distance between each place just made things difficult. Before we know it, this thing will be gone and forgotten.

Time flies like an arrow. Fruit flies like a banana. 😊😊😊. Oh well, I tried.

Annette and Craig have been doing a beautiful job trying to hold us together with our monthly newsletter. Please try to help them out with a bit of information or something interesting. A story about how you acquired your car would be an interesting thing to share.

I recently had a little problem trying to keep my old Mercury running smoothly. With the help from Regis and a little patience we got it raring to go. Thanks Regis. Also congratulations on your retirement.

Don't hesitate on sending in your vote for Steve Kronen for his bid as our National Early Ford V-8 Club Regional Director.

Also let's keep our thoughts and prayers for our shut in members.

God Bless You All and stay safe and healthy.

NjoyurV8B4its2L8.



Officers & Board 2020

President: Jeep Iacobucci
Vice President: Jack Bukszar
Secretary: Neal Garland
Treasurer: Dan & Diane Francis

Directors

Ken Bruening
Rich Jandrey
Steve Kronen
Beth Schilling

**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.norgv8club.org

Editor

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Jeep



NO SEPTEMBER MEETING



2020 Activities At A Glance

NOTE: All Activities Contingent on the Ohio Governor DeWine's Decision to Resume Public Activities



- **No More Meetings at the Stow Community Center. It is Closed for the remainder of the year. If Anything changes, we will notify you in this Newsletter**

Your Editors Need Your Help!

As a result of the COVID 19, our reserve of articles and photos is becoming low. We will attempt to continue to search for items for your Newsletter. Unfortunately, without outings and activities, there is nothing to share with you.

If you have something newsworthy to share with our club, if you have a story about your V-8, or if there is an interesting photo of club activities, please send it to us.

For Sale

1940 Ford Starters ~ \$ 30.00 each

1940 Ford Pressure Plate ~ \$25.00

Chesterland OH ~ havroth@hotmail.com

For Sale
50th Anniversary
Key Chains
\$5.00

Contact Craig Gorris



Vintage Overhead Valve Conversions for the Ford Flathead

By Joe McCollough

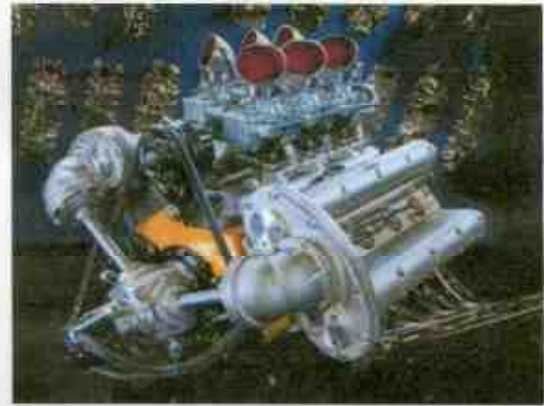
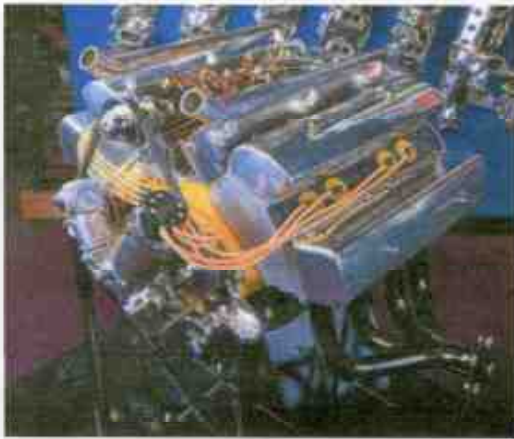
The early history of hot rodding was built on the back of the Ford Flathead V8. The formula was simple; strip an early Ford down to its essentials, lower it a little, and swap the banger engine for a more powerful flathead V8. But then as now, in the quest for speed and power, more is never enough. It wasn't long before the limitations of Ford's valve-in-block design became apparent. This was made even more apparent when the hot overheads from Detroit started to make their way between the frametrails of hot rods and race cars at the lakes. A stock Hemi, Olds, or Cad overhead was capable of putting the hurt to a seriously built flathead.

But hot rodders are a resourceful bunch, and even before the factory overheads became a threat, they were repurposing and fabricating overhead conversions of their own to be fitted to the beloved flathead. The result: big power (for the time) and new records at the lakes. But there was a second, unintended consequence to these feats of engineering: they were absolutely beautiful. Check out the gallery below for evidence of this.



Above Left: The Ardun is the best known of all the early overhead conversions. Developed by Zora Arkus-Duntov and his brother Yuri in the late 40's. Zora would go on to great success at GM as the "Father of the Corvette" and author of the now legendary memo encouraging GM to do more to appeal to the burgeoning hot rod crazy "youth" market. But before he rose to fame, he created these heads to improve upon the flatheads relatively low power and tendency to overheat. They featured large ports and hemispherical combustion chambers (which reportedly had more than a little to do with the development of the Chrysler hemi) and claimed 175 horsepower on a stock Mercury flathead. But they really came into their own as record setting race heads in the hands of Clem TeBow and Don Clark at C-T Automotive. After serious work improving the valvetrain, they made 267 horsepower on alcohol and 303 horsepower on nitro. From there, the Ardun became a force to be reckoned with at Bonneville and the drags

Above Right: The Ardun remains famous today thanks to the efforts of Clark and TeBow as well as several hot rodders that have continued to develop them over the past 70 years. Sidney Allard used them in his famous J2 sports cars. Tom Senter wrote a series of "Ardun White Papers" that appeared in Rod & Custom in the early 70's. The famous Ferguson racing family would continue to develop them to set Bonneville records. Ultimately, Don Ferguson Jr. would take over Don Orosco's effort to reproduce them, making it possible for hot rodders to purchase a brand new set of Ardun heads



Above Left: These heads were built by Rudy Moller and Kenny Adams and used a hemispherical combustion chamber that was similar to the Ardun, but used some complex rocker geometry to make it happen. In spite of the Rube Goldberg nature of this setup, they were very successful, especially in the hands of flathead masters Clem TeBow and Don Clark at C-T Automotive (see above for more on their work with the Ardun). They built the very engine you see here using these heads and a sophisticated slide-valve injector to run Bonneville. On a load of nitro, this engine made 320 horsepower and ran 229.77 mph in the Hill-Davis City of Burbank streamliner in 1952, breaking a record held since the 30's by Germany's Auto Union.

Above Right: This wild DOHC design was developed by Joe Davies and a pair of these heads appeared at Indy in the Bob Estes Special in '51, having been run the previous year with an Ardun flathead. Later versions were driven by a belt, but those pictured here are the earlier shaft drive versions.



Above Left: These cast-iron heads were built by "Colonel" Alexander before WWII. These heads were of an "F-head" design, which relied on the stock flathead intake passages and moved only the exhaust valves and ports out of the block. This helped to rectify the age-old flathead heating issue caused by the exhaust passages winding through the block and its water passages, but didn't do a whole lot to help actual airflow.

Above Right: These heads were developed for the early 21 stud blocks and were surprisingly sophisticated, featuring four intake and four exhaust ports (unlike other contemporary designs like the Alexander which forced multiple cylinders to share an exhaust port). Early versions reportedly had the intake coming in on the outside of the head. Later versions (like those featured here) used adapters to allow for a stock-style flathead intake manifold



Above Left: Lee's Speed Shop in Oakland, CA was one of the first speed shops in the country, having been founded by Lee Chapel in the early 30's. Chapel created the Tornado OHV Conversion seen here. This engine also features a Lee Chapel custom made intake manifold.

Above Right: This engine ran at the August 1950 Bonneville Speed meet in a streamliner sponsored by Lee's Speed shop. It reached 175 mph and set a record for OHV V-8 engines, but was not the fastest on the flats. The Tornado ran at Bonneville with a 180-degree crankshaft also.



Above: These imposing looking heads were reportedly built in the 50's for a Pike's Peak entry and resemble a big cast-iron version of the Arduan head. Only 3-4 sets are known to exist.

Remember to Vote For Steve Kronen
National Director
Ballots to be in By October 15th



The Early Ford Club of America

Midwest Director
Steve Kroeger

2512 White Pole Road
Casey, IA 50048

Summary of August 15, 2020 National Board Meeting Early Ford V-8 Club of America

Meeting was called to order by President Bruce Nelson at 10:06 a.m. CDST via Zoom Conference call.

Minutes of the May 16, 2020 board meeting were reviewed and approved.

Minutes of the June 6, 2020 Executive Session were reviewed and approved.

Report on the club's financial report by Treasurer Dave Rehor was received and approved.

New Legal Adviser: The board was pleased to welcome Michael Rowe of Minden, NV as our club's new Legal Adviser.

Rick Claybaugh gave a report on National Meets noting that all 2020 Meets have been canceled due to Covid-19.

National Meets 2021

Western National Meet at South Lake Tahoe, sponsored by Mission Trails RG #32 June 13-17 2021 is still in the planning stages. Hopefully, it can continue to go forward.

Australia Ford V-8 National Meet, May 14-17, Toowoomba, Australia, sponsored by Queensland RG #157.

2022

Western National Meet, Wenatchee, WA July 11-14, 2022 continues in planning.

National Driving Tours 2021

48th Annual Texas Tour April 16-18, sponsored by Big Country RG#122

With most events being canceled this year due to the virus situation, **now would be a good time to look in the future to 2021 and 2022 to plan an event.**

Membership: Membership increased slightly from June to July to 7,371 and all categories of members including joint, life time, honorary, and those not subscribing to the V-8 Times came

to 8,809 members.

Director Election for 2021-2023: Ballots came out with the July/August V-8 Times. Please vote for your directors, they are responsible for the operation of the club.

V-8 Times: Jerry reports that the National Drive Your V-8 was a BIG success! A large spread will be forthcoming in the September/October V-8 Times.

Reprinting of Popular Books: Delivery of the 1935-1936 Ford book and the Flathead Ford V-8 engine book has been made to Napa, CA. **This would be a great time to order a book on your favorite Ford V-8 becoming more familiar with it. Christmas will be coming up soon too and they make a great gift.**

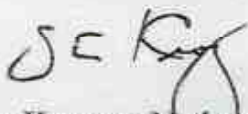
Regional Group Insurance policies: They will be coming out in September and all policies renew November 1, 2020. Make sure to get your payments in on time and remember, that there is no coverage at all for COVID-19.

2023 Grand National Meet: A committee has been formed for the 2023 meet which includes Bruce Nelson, Rick Claybaugh, John Caldwell, Dave Collette and Gene Napoliello.

Marketing, Advertising and Youth Development Committee: John Caldwell gave the board suggestions for action in planning for the future.

National Club Policy Regarding COVID-19: In order to protect the National Club and Regional Groups from exposure to any liability to exposure of the Covid-19 virus pandemic, the club's Legal Adviser prepared a Resolution for the boards approval. Resolution 2020-1 was read and approved and is attached to this summary letter.

Respectfully Submitted,



Steve Kroeger, National Secretary

Remember to Vote For Steve Kronen
National Director
Ballots to be in By October 15th

RESOLUTION 2020-1

A RESOLUTION OF THE NATIONAL EARLY FORD V-8 CLUB BOARD OF DIRECTORS RELATING TO THE ADOPTION OF A POLICY PROHIBITING SANCTIONED EVENTS PENDING FURTHER APPROVAL BY THE BOARD OF DIRECTORS; TOGETHER WITH OTHER MATTERS PROPERLY RELATING THERETO

WITNESSETH

WHEREAS, the Early Ford V-8 Club of America is governed by the elected national Board of Directors which is authorized by the organizing documents of the Early Ford V-8 Club of America to enact policy on behalf of the entire organization; and

WHEREAS, in furtherance of the authority granted to the Board of Directors, the Board of Directors has met, considered and passed a resolution regarding the COVID-19 pandemic which affects all states of the United States as well as all countries which have representation in the Early Ford V-8 Club of America; and

WHEREAS, the Board of Directors recognizes the seriousness of the COVID-19 pandemic and the essential restrictions on club activities required until the pandemic is resolved; and

WHEREAS, the COVID-19 pandemic is ravaging much of the United States and many of the member nations abroad; and

WHEREAS, the median age bracket of the members of the Early Ford V-8 Club of America, their spouses and friends are classified as elderly and therefore are deemed to be in a high risk category for becoming sick from the COVID-19 pandemic to the point that some of those infected with the COVID-19 disease are dying from the virus; and

WHEREAS, the National Club's General Liability (event) and the Directors and Officer's Liability Insurance does not provide any protection against lawsuits relating to COVID-19; therefore, should an event be conducted by a Regional Group or by the National Club, the financial assets both the National Club and the sponsoring Regional Group may be exposed to significant loss from the pandemic; and

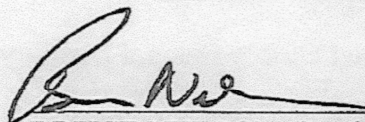
WHEREAS, the Board of Directors is compelled to adopt a policy relating to the prohibition of any sanctioned club activities until such time as the pandemic is resolved.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Early Ford V-8 Club of America that it has not prior to the date of this resolution sanctioned any club activities that may violate the safe distancing standards which have been prescribed, and the Board desires to express it's policy that there will be no sanctioned national events of the Early Ford V-8 Club of America until further notice, provided, however, that such events as are pre-approved by the Board of National Club's Board of Directors may be conducted. Regional groups electing to hold events during the pandemic are encouraged to follow all federal, state and local laws and, even with such observance of applicable laws, would hold any event sanctioned by a Regional Group at the Regional Group's sole exposure and risk.

BE IT FURTHER RESOLVED, that if a Regional Group desires to hold an event, they must first apply to the National Board of Directors, and as part of such application, provide satisfactory evidence that the Regional Group has procured insurance coverage in an amount not less than 1 million dollars that would cover any losses that may result from the conduct of the event and exposure to the COVID-19 pandemic. Any such policy of insurance presented as part of an application shall, at a minimum, name the National Board of Directors and the the Early Ford V-8 Club of America as additional insureds and a certificate of such insurance shall be presented with each application.

BE IT FURTHER RESOLVED, this Resolution shall be effective as of 1 March 2020 notwithstanding a later date of approval by the Board.

ADOPTED BY UNANIMOUS VOTE OF ALL DIRECTORS: this 15th day of August, 2020.



BRUCE NELSON, President



J. C. KING, Secretary

Henry Fords last words:

"Surprise me"

His response to his wife when she asked him where he wanted to be buried.

Ladies Daisy Page

Memories of Past Early Ford V-8 National Meets



Brainerd MN 2015 Storm, Meet Terminated

Ladies do you have a photo of that "special one" hidden away?
Do you think our members could recognize him ?
Why not send it in

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Don't Forget to Check out our updated website : www.norgu8club.org

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

NO SEPTEMBER 2020 Meeting

- Happy September Birthday**
- 04 Pat Rooney
 - 05 Dave Nagy
 - 07 Kathleen Nagy, Lou Ann Marx
 - 10 Richard Jandrey
 - 13 Steve Kronen, Denny Moore
 - 16 Pat Hergenroeder, Ken Thomas
 - 17 Carol Neidert

