

“The Headliner”

Newsletter of the Northern Ohio Regional Group #20
Early Ford V-8 Club of America
Our 52nd Year



Volume 28 Number 1

December-January 2021

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'd like to start this message by knowing from the bottom of my heart that each and every one is healthy and safe. These days of uncertainty are very taxing, mentally and physically.

Pertaining to club activities things are pretty much at a standstill. I was informed that our meeting room will not be available at least for another six months. Maybe we can muster something in the meantime.

Watching the news on TV starts by saying " Good Evening " then proceeds to let you know why it isn't. 😊

I'm probably as itchy as you are for some extracurricular activity. Maybe when the weather breaks our own club tour Nazi Jack might come up with something. Also if you have any ideas or suggestions on an activity please let him know.

I guess you guys are stuck with me for a while until we have an election. I contacted all the board members and they all agreed to stay on board. I personally want to thank them.

Also Annette and Craig are doing a helluva job keeping us kept us all well informed. Please, if you have any stories or something of interest, please send them on to them.

I can't wait to see all of your smiles and hear some great stories. Until then stay healthy and safe.

Keep our shut-ins in our prayers. 🙏

NjoyurV8B4its2L8

Jeep

Fact: Henry Ford had no middle name.



**NOT REALLY SURE WHEN WE
BE ABLE TO HAVE OUR
NEXT MEETING**



Officers & Board 2021

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

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



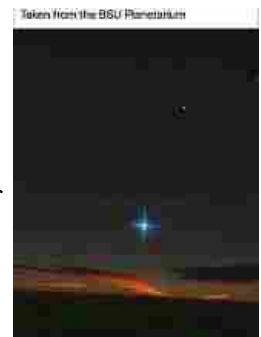
2021 Activities At A Glance

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



On behalf of the Officers and Directors of the Northern Ohio Regional Group, Early Ford V-8 Club of America, we wish all members a very Blessed Holiday Season and a Safe and Healthy New Year.

The photo to the right is of the "Christmas Star" actually, the confluence of the planets Saturn & Jupiter in the eastern sky over Hawaii.



As we mentioned in the November Newsletter due to the COVID virus, your 2021 Club Dues will be suspended, our 2021 Club Roster which we produce each year and our monthly Club meetings will be postponed until things are "*back to normal*" Please stay healthy and safe in 2021.

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.

Rich Jandrey's Latest Restoration 1938 Studebaker Coupe Express

Member Rich Jandrey has a few restorations "under his belt". He completed a 1949 Ford F-1 Pick-up a few years ago. In addition, he also owns a 1955 Ford Fairlane 2 DR sedan and a 1951 Ford Fordor sedan.

However his other favorite automobile is Studebaker. His affection to Studebaker automobiles is a result of it being his family car. He told me his Dad traded in a Model "A" Ford and purchased a 1934 Studebaker Sedan, the family's first new car, and as a boy growing up he had many fond memories of it. Rich has previously restored an award winning 1936 Studebaker President Coupe in 1995. His latest project is the 1938 Studebaker Coupe Express.



The Coupe Express design is similar to the Ford Australian Coupe Utility or most recently the Ford Ranchero and Chevrolet El Camino. Studebaker only produced this model from 1937 to 1939. The silhouette features a conventional passenger car front sheet metal with a pick-up bed built upon a Studebaker Commander 116.5" Chassis and is with sedan rear fenders.

Rich bought his 1938 Coupe Express off of a new car dealer in LA Porte Indiana in 2000. The truck had registered about 23,000 on the speedometer and originally belonged to a Hunting Lodge in Minnesota. When he bought it, cut fenders for "off roading", bullet holes et al, it needed a total restoration. The Serial Number (#345) indicated it was built in December of 1937 and was the 345th of 1000 Coupe Express built for the 1938 model year. After removing the engine and body from the frame, Rich began a full restoration. The truck needed a frame, which he obtained from a "parts car" he had bought. That car also provided many other rare or hard to find parts. Four years ago, at the insistence of his son Rick, he reminded his dad that they should complete the restoration before "the state of Ohio takes away Rich's license". With that encouragement, it took father and son 20 years to finish the project. The engine was given a valve job and the chassis, running gear and vehicle interior were completely refurbished.

The following is a list of restoration and rebuilt items completed to the Coupe Express:

Chassis Sandblasted and Powder Coated	Gas Tank Cleaned and Coated
Clutch & throw out bearing refurbished	Water Pump Rebuilt
Generator Rebuilt	Starter Rebuilt
Front and Rear Brakes Relined	Master Cylinder Sleeved in Stainless Steel
Wheel cylinders Sleeved in Stainless Steel	Floor Pan Restored
Pick-up Bed and Tailgate Restored	Engine Section, Chassis & Interior Rewired
Replaced all Glass and Rubber Components	Refurbished Instruments

Re-plated the Bumpers
Restored outside Moldings
Repainted Vehicle

Applied New Rubber to the Running Boards
Repainted Interior Dash & Moldings
New Upholstery & Headliner in Truck Cab

Accompanying this article are photos of the finished product.

Great job Rich and Rick (for your influence on Dad) !



1938 Coupe-Express Specifications

General Data

Body Style: Sedan/Pickup
Body Construction: All Steel
Passenger Capacity: 3
Base Price: \$695 (\$650 w/o box)
Safety Glass \$7.50 extra (delete option)
Front & Rear Bumpers, Bumper Guards,
pass, side extra Windshield Wiper,
Spare Tire and Tube, \$44.50 extra

Basic Specifications

Wheelbase: 116.5"
Length: 193³/₄"
Height: 67"
Width: 73"
Road Weight: 3,250 lbs.
Ground Clearance: 8¹/_s"
Gross Vehicle Rating: 4,500 lbs.

Capacities

Gasoline Tank: 18 gal.
Cooling System: 14 qts.
Engine Oil: 5¹/₂qts.

Brakes

Type: Weatherproof Lockheed Hydraulic
Drum, 45% braking on front,
55% rear, 137% sq. in. of
brake area
Hill Holder \$10 option

Wheels & Tires

Type: 16" Disc Wheel
6.00 x 16 4-ply tires Standard,
6.50 x 16 Optional (\$20)
7.00 x 16 Optional (\$20)

Engine

Type: L-Head Six (cast iron block, four main
bearings, aluminum alloy piston's)
Bore and Stroke: 3 5/16" x 4"
Displacement: 226 c.i.
Taxable Horsepower: 26.35
Actual Horsepower: 90 at 3,400 rpm

Engine (cont.)

Compression Ratio: 6.0:1
Ignition: 6-volt positive ground
Ignition Components: Autolite
173 lbs. of Torque

Transmission

Type: 3 speed synchromesh floor
shift std.
Dash mounted vacuum shifter \$30
Ratios: 4.55, 7.05 and 11.7 to 1
With O.D. in use, the top gear
ratio is 3.29 to 1

Differential

Type: Underslung Hypoid Axle
Axle Ratio: 4.55 to 1

Suspension

Type (front): Planar suspension
(rear): Leaf Springs, two stage
Shocks: Houdaille Lever type

Performance

Top Speed: 78 MPH without O.D. (est.)
With O.D. 82 MPH (est.)
Top Speed: 2nd Gear: 55 MPH
Standing quarter mile: 21.8 seconds
Gas Mileage: 19 MPG w/o O.D.,
22 MPG w/ O.D.

Evolution of steering wheel has been a remarkable journey

Simple tiller has transformed into innovative, high-tech piece of equipment

The steering wheel creates an emotional connection to our vehicles through our sense of touch. Its geometric design is a science in itself that cannot be found in any textbook. A millimeter too thick, it feels awkward and ungainly. A millimeter too thin, it feels light and flimsy. And that colors your overall impression of the vehicle.

The world's first practical automobile — the 1886 patent motorcar by Carl Benz — had no steering wheel. It was equipped with a simple crank that mimicked carriage drivers who were used to directing their horses by pulling left or right on the reins.

French engineer Alfred Vacheron generally is credited with the invention of the steering wheel. Inspired by ship's wheels, he installed one in his Panhard & Levassor for the world's first automobile race in 1894. Although it enabled more precise steering and thus higher speeds, the Frenchman only managed 11th place. Despite the loss, the steering wheel went on to conquer the automotive world. Within a short span of years, steering wheels had entirely replaced cranks and tillers.

Early automobiles often had a number of additional levers affixed to the steering wheel. They were used to regulate essential engine functions such as ignition timing and air/fuel mixture.



REINVENTING THE WHEEL — The 2020 Mercedes E-Class steering wheel.
Image: Daimler

By the 1920s, engine technology rendered most of these levers obsolete, but one additional function managed to remain: the horn. The ubiquitous horn ring made its steering-wheel debut in the 1920s and was standard until the 1970s.

By the 1950s, the steering wheel was evolving with new functions designed for comfort and safety. These included steering-column mounted

gearshifts, turn signals and dimmer switches. Steering wheels were quite large because of the effort required to steer. Drivers often resorted to attaching a Brody Knob, or wheel spinner on the outer rim. Chrysler Corporation introduced the first commercially available power-steering system on its 1951 Chrysler Imperial, which also added cruise control in 1958.

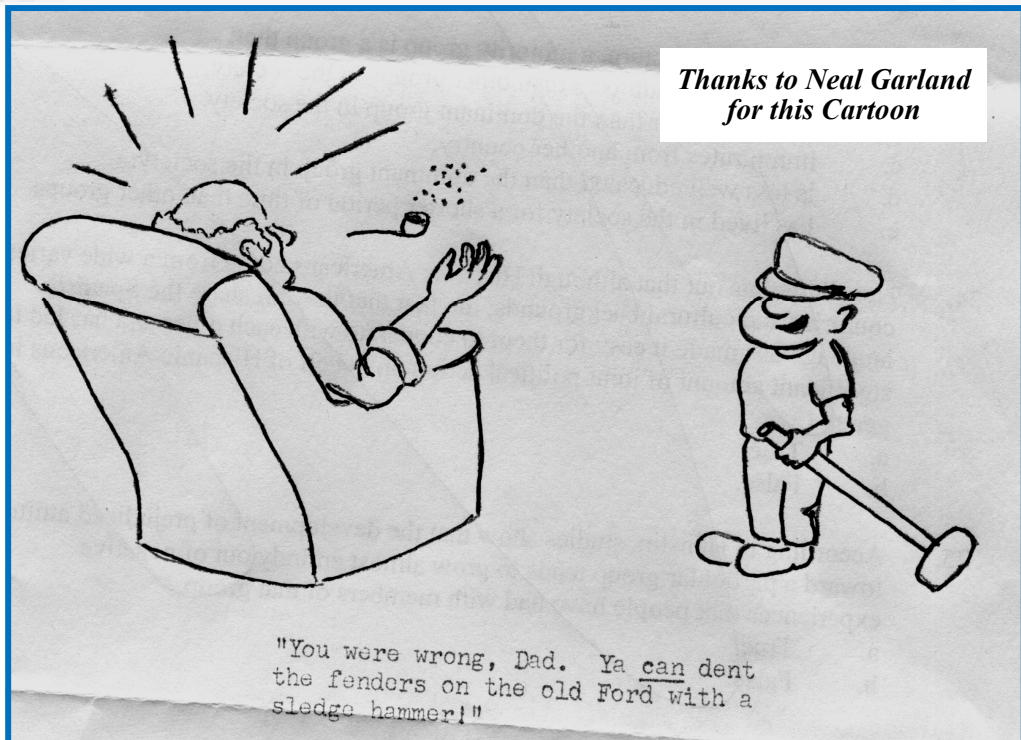
Automobile safety was becoming

much more important and GM introduced collapsible steering columns in 1967, sparing drivers from being impaled in a crash. Steering-wheel locks were introduced in 1969, drastically reducing thefts. Driver-side airbags mounted inside the steering wheel became available in the mid 1970s.

Today's steering wheel is a high-tech command center, which enables drivers to steer precisely while safely operating numerous comfort and driver-assistance systems. The 2020 Mercedes E-Class, for example, features a new generation of digitalized steering wheels with a capacitive hands-off detection rim.

No steering movement is required to signal the assistance systems that the vehicle is under control. The system automatically recognizes where the fingers are at any given time, allowing drivers to control the system's functions simply, logically and intuitively. With advances in self-driving technology, it might only be a matter of time until the steering wheel comes full circle and vehicles have no steering wheel at all.

Thanks to Darlene Null for this Article



Thanks to Neal Garland for this Cartoon

"You were wrong, Dad. Ya can dent the fenders on the old Ford with a sledge hammer!"