

“The Headliner”

Newsletter of the Northern Ohio Regional Group #20
Early Ford V-8 Club of America
Our 53rd Year



Volume 29 Number 11

November 2022

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.”

Presidents Message

An end to another car season,

As this season comes to an end and all our toys are just about put away, I hope you had the opportunity to get out and enjoy your rides.

I was very encouraged to see so many members at our last meeting. We haven't had these many members at a meeting in quite a while. I hope we can keep this up. Our speaker for last month came from Reading PA. to give a history lesson on the Ford engine through the early 1950's. This man was a walking encyclopedia on most of the early Ford engines. I want to thank both Richard and Rick Jandrey for bringing us this gentleman.

One thing I would like to see this upcoming year is better participation by you the members. Weather it is a meeting, an outing or a cruise, without participation the club is kind of hollow. There is more to this club than a meeting once a month. There is a fair amount of work that goes into keeping the club fresh it needs to be supported by more than the board. In this same vein I was concerned by the lack of response of volunteers willing to sign up to handle the monthly refreshments. As good as the turnout for the meeting was, we couldn't get nine members to volunteer to take care of the refreshments for next year. Due to the confusion of the COVID years we had some members do double duty to make sure we had refreshments at our meetings. I sincerely thank those that stepped up and went the extra mile. I will pass the signup sheet around again this upcoming meeting as we are four months short. If we can't fill all the remaining months for next year, coffee and sweets will be eliminated. I hope that won't be the case. As I have said before a club is only as strong as the whole of its members.

Let's keep the Early Ford V-8 RG.20 going strong and growing stronger. AND LET'S HAVE SOME FUN AS A GROUP!! Any thoughts or comments would be greatly appreciated

Wishing all a Happy Thanksgiving. Please don't and eat too much turkey and drive as it will put you to sleep.

Jack



Officers & Board 2022

President: Jack Bukszar
Vice President: Frank Posar
Secretary: Neal Garland
Treasurer: Dan & Diane Francis

Directors

Rick Jandrey
Steve Kronen
Paul Null
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



November Program

Our November Program will feature member Steve Klein who will discuss rubber compounding machinery that is a critical in supporting tire manufacturing.



MINUTES FOR THE MEETING OF October 16, 2022

The meeting was called to order at 7:35 p.m. by president Jack Bukszar. Members and guests were asked to introduce themselves and say a few words about their cars. Jack and Craig Gorris passed around a copy of the new 2021-2022 club roster and asked members to check their own listing to make sure everything is correct.

Rick Jandrey introduced Dan King, who is our speaker for this evening. He has done extensive research on the history of the development of the Ford flathead V8. His interesting presentation included an in-depth look at the people involved in the design and evolution of our V8s. Slides were shown to illustrate the complexity of the casting of V8 blocks in a single casting process, as opposed to the multiple castings used by other companies in the production of their V8 engines. Once the Ford technicians had worked out the problems in the casting process Ford was able to produce an amazing 3000 blocks per day. Comments on the history of the flathead V8 in the United State and Europe broadened our perspective on the popularity of this durable engine. An interesting point was that the V8 60 was developed for use as a truck engine in England because vehicles were taxed on the basis of their horsepower and this made trucks equipped with the larger 85 horsepower engines too expensive. For a while V8 60 engines were produced in Brazil with Ardun type heads. The flathead V8 engines have been used in a wide variety of applications in addition to cars and trucks. Examples include boats, airplanes, and air compressors. In fact, the V8 was reconfigured by the Schram company to serve as an air compressor by itself, with one bank of cylinders providing power and the other serving as an air compressor.

President Bukszar called for secretary Neal Garland to present a summary of the minutes of the previous meeting. The minutes were approved as summarized. Treasurers Dan and Diane Francis reported that our treasury remains in good condition. Webmaster Regis Schilling reported that he has not experienced any new problems with our web page. Membership chair Craig Gorris reported that we have gained three new members in the past month: Bill and Bonny Sykes, and Corry Dunham. He reminded us that dues for the coming year are due now. There is a form for them in the October Headliner.

Newsletter co-editors Craig and Annette Gorris informed us that the printer they use to print the newsletter for members who don't receive it by e-mail has seen better days and is in need of replacement. Members voted to have the club pay for a replacement printer.

Regis Schilling, Bruce Lewicki, and Craig Gorris commented briefly on the experiences they had while showing their cars at a stop for the Cuyahoga Valley Scenic Railroad. A good time was had by all and they highly recommend that more members take advantage of similar opportunities in the future.

National representative Steve Kronen announced that there will be a Grand National Meet on June 11-17, 2023. It is possible to register already via the national club's website.

President Bukszar announced that our installation banquet for our 2023 officers will be held on January 15 at D'Agnese's Italian Restaurant, located on White Pond Drive in Akron. Details will be provided in the November Headliner.

We will vote for next year's officers at the November meeting.

Those nominated for office are:

President: Jack Bukszar

Vice president: Frank Posar

Secretary: Neal Garland

Treasurer: Dan and Diane Francis

Board of Directors:

Steve Kronen

Beth Schilling

Rick Jandrey

Ron Mihalek

2022 Activities At A Glance



- **Friday, November 18th** General Meeting and election of 2023 Officers and Directors
- **Sunday January 15th** NORG 2023 Installation Banquet. **See page 5 for details.** More news and reservation information next month

2023 Membership Dues are Due

Northern Ohio Regional Group Members your 2023 dues are due. Dues are still only \$30.00 which includes a Newsletter throughout the year as well as a 2023 Roster of members.

See page 4 for a membership form

ANNUAL



DUES

Welcome New Member

Cory Durman
1724 Brady Lake Road
Kent OH 44240
(330) 671-3257
E-mail dadhallie@aol.com



He owns a 1945 Ford 1/2 Ton Pick-up and 1947 1/2 Ton Pick-up



NORG COOKIE BAKERS



November Meeting

Diane Francis

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



Date: _____ National Number: _____

Name _____ Spouse _____

Address _____

City, State, Zip _____

Phone Number _____ Cell Phone Number _____

E Mail Address _____

We send Newsletters by E Mail unless there is an exception

Fax _____

BIRTHDAY, MONTH & DAY: Self _____ Spouse _____

Winter Address _____ From _____ To _____

City, State, Zip _____

Phone Number _____

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**



NORG Installation Banquet



SUNDAY JANUARY 15, 2023 AT 2:00

D'AGNESE'S AT WHITE POND

566 WHITE POND RD.

AKRON, OHIO 44320

MENU

APPETIZERS, SALAD OR WEDDING SOUP

CHOISE OF 4 ENTRÉES'

1-PENNE AND CHICKEN 2-CHICKEN D'AGNESE'S

3-EGGPLANT PARMESAN 4-PAN SEARED SALMON

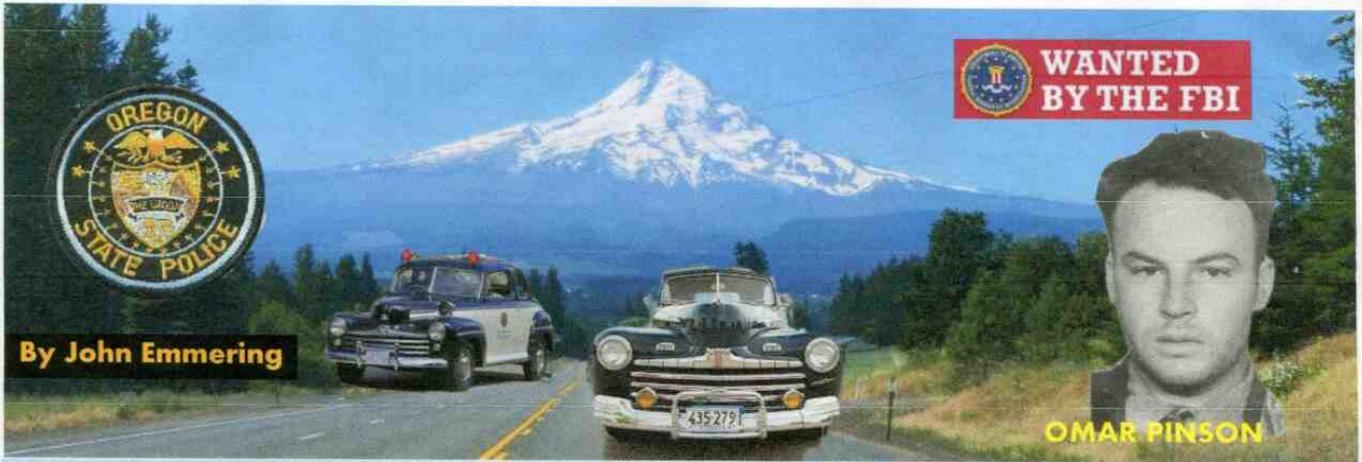
DESERT AT THE TABLE

The choice of food will be taken the day of the party as this is a plated sit down affair.

For Reservations send a check for \$30.00 / person

**Jack Bukszar
1507 Rosewood Drive
Lakewood OH 44107**

Last Date For Reservations is Jan, 8 2023



By John Emmering

OMAR PINSON

“Cop Killer of the West” Omar Pinson captured after 80 MPH pursuit in 1946 Ford V-8 then Escapes Prison

State Trooper Delmond Rondeau headed into the town of Hood River, Oregon on the evening of April 25, 1947. The trooper thought he would drop in at the small town’s police station to touch base with the local officers, and maybe grab a cup of coffee. As his patrol car approached the police station the trooper’s trained eye caught the figure of a man carrying several rifles, walking toward a truck parked alongside a residence across the street.

Suspicious, the Trooper exited his vehicle and inquired of the man what he was doing. Unknown to Trooper Rondeau, age 31, he had just interrupted a burglary of the residence. The suspect dropped the rifles suddenly and pulled out a concealed automatic pistol, firing a round into the Trooper’s chest. Trooper Rondeau drew his sidearm and fired a few shots at the offender, who ran from the scene and then staggered over to the police station across the street where he soon succumbed to his wound. The Hood River Chief of Police notified Trooper Rondeau’s district headquarters in The Dalles, Oregon of his tragic murder. Roadblocks were set up along Route 30 in and out of Hood River by the local Police.

Wasco County Sheriff Lee Sexton, Deputy Joe Hendrix and Trooper Brockway set up a roadblock west of The Dalles, a town named for the rock formations along the Columbia River, bordering it, which are similar to the Wisconsin Dells.

Shortly the officers spotted a 1946 Ford V-8 Super Deluxe Convertible, which the killer had stolen in Hood River, approaching east bound on Route 30. The car refused to stop. The officers fired on the Ford as the driver attempted to run them over. The Ford continued down the highway into The Dalles, with police in pursuit. The 1946 Ford V-8 became involved in an accident with another vehicle at 4th and Union Streets. The driver of the Ford then took off from the accident scene, fleeing on foot.

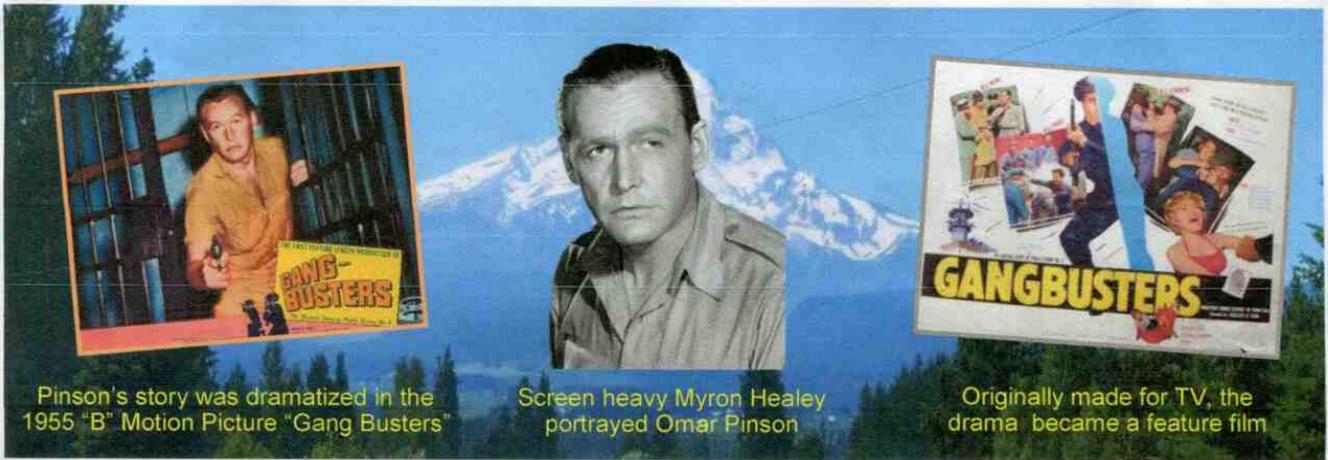
The manhunt was ended the next day when a call came in from the Railroad that a suspicious man had entered an open box car located in a nearby town called Ordance. Armed officers drew down on the box car’s occupant and ordered him out of the car. The police realized that they had their killer. They learned his name was Omar August Pinson, an ex-convict with a long criminal record in four states.



Trooper Delmond Rondeau



Dramatization of Roadblock



Pinson's story was dramatized in the 1955 "B" Motion Picture "Gang Busters"

Screen heavy Myron Healey portrayed Omar Pinson

Originally made for TV, the drama became a feature film

Pinson, age 29 was originally from Missouri where he grew up in a stable home. In 1936 at age 17 he served a short time in a juvenile reformatory for burglaries. He seemed to have learned his lesson and was released.

Omar Pinson soon married a neighborhood girl and appeared to have straightened out. However an arrest for burglary in Carthage, Missouri landed him in the Missouri State Penitentiary in 1941. Released after 18 months, Pinson, his wife and her parents all moved to the State of Washington to give him a new start.

The change in locale did little to stifle Omar Pinson's criminality. He was arrested for a robbery on January 24th, 1944 and sent to the Washington State Prison at Walla Walla. Pinson's talent for showing contrition and the continued support of his wife and in-laws once again led to his early parole one year later in 1945.

Soon after his release Pinson began a series of residential burglaries culminating with the Hood River burglary on April 25, 1947. Confessing to the killing of Trooper Rondeau, Pinson claimed that he had fired at the Trooper to scare him, not kill him. The prosecution argued for the death penalty, however three jurors of the 12 voted against execution and Pinson received a life sentence.

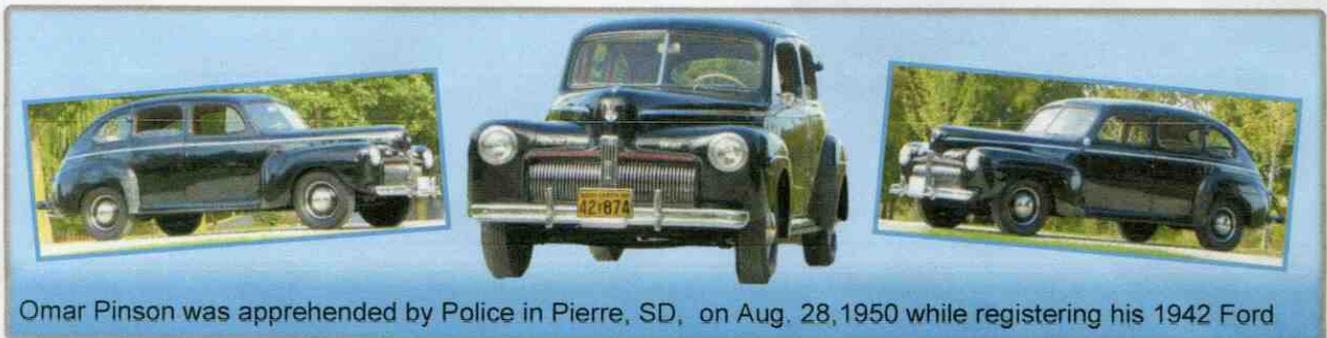
Upon arrival at the Oregon State Prison, Pinson befriended a convict named Wayne Long. The pair hijacked a dump truck on the grounds and unsuccessfully tried to crash the gate.

The escape attempt landed Pinson in a tiny solitary confinement cell in an area called "The Bullpen" for a year. Two months after returning to the general population, Pinson started a fire as a cover for another unsuccessful escape attempt. He landed back in a small cell in the bullpen.

Amazingly however on May 30, 1949, Pinson and a fellow inmate, William Benson were able to cut the bars and escape from the bullpen and then scale the prison wall as guards fired at them, making good their escape.

Following his escape Pinson was listed on the FBI's new Ten Most Wanted list as number five. Benson, who was captured first, claimed Pinson had died of gunshot wounds in Montana and that he had buried him there.

Omar Pinson was still alive however and living in South Dakota. Purchasing a used 1942 Ford V-8, he was caught in 1950 when he stopped by a state building to pick up the new title to the Ford. He was sent back to the Oregon State Prison. In 1955 Hollywood presented the outlaw's story in the movie "Gangbusters". Pinson became a model prisoner and was paroled in 1959, expressing regret for his crimes.



Omar Pinson was apprehended by Police in Pierre, SD, on Aug. 28, 1950 while registering his 1942 Ford

Thanks to NIRG for this Article

Al Esper says, "Don't be a WEARY-WILLIE"

FORD'S CHIEF TEST DRIVER

JACK, SAFETY CALLS FOR A SAFE CAR AND A SAFE DRIVER

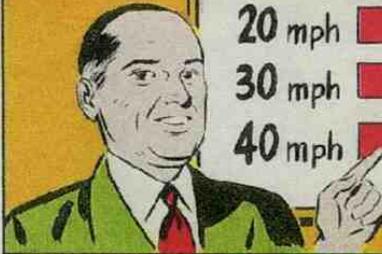
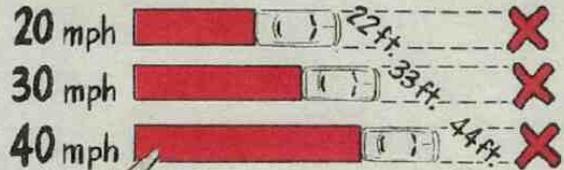


A TIRED DRIVER IS A MENACE

IS THAT BECAUSE HE CAN'T THINK FAST ENOUGH?

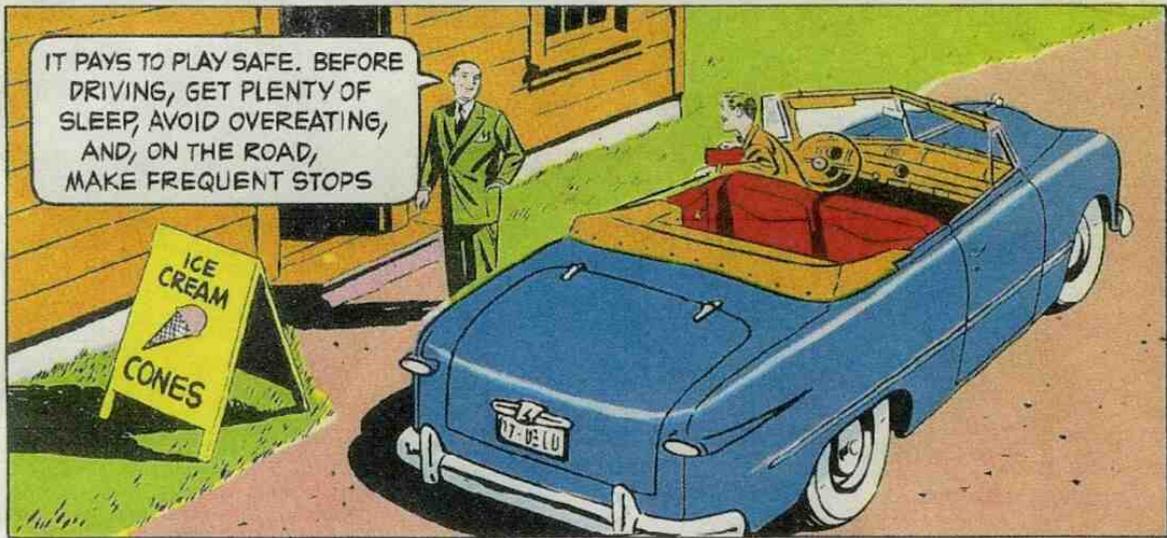


Normal Distance Covered Before Driver
REACTS TO EMERGENCY



AL: HE CAN'T THINK OR ACT FAST ENOUGH. HERE'S HOW LONG IT TAKES THE AVERAGE DRIVER TO ACT. A TIRED DRIVER IS APT TO ACT 3 OR 4 TIMES SLOWER.

IT PAYS TO PLAY SAFE. BEFORE DRIVING, GET PLENTY OF SLEEP, AVOID OVEREATING, AND, ON THE ROAD, MAKE FREQUENT STOPS



FORD'S BUILT TO KEEP YOU SAFE, JACK. NEW "HYDRA-COIL" AND "PARA-FLEX" SPRINGS SAVE YOUR ENERGY AND ITS "MAGIC ACTION" BRAKES ARE SWELL PROTECTION

AND IT'S PLENTY ROOMY FOR LONG RIDES!



NEW
There's a **Ford** in your future!

Day dreaming can get you into just as much trouble as night fatigue. Remember, too, that distractions like talking to companions, over-attention to ex-

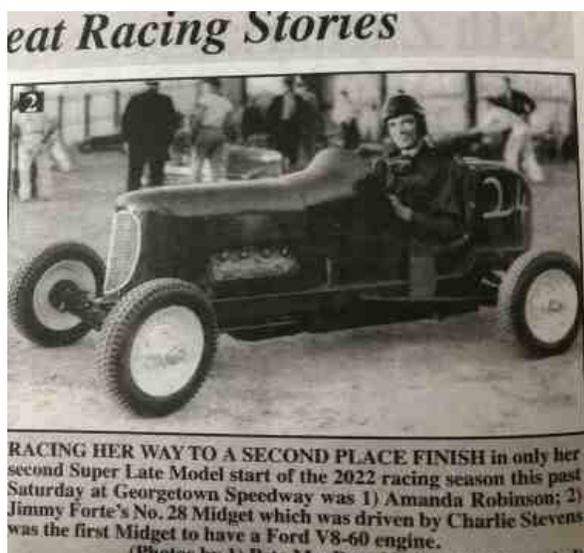
citing radio broadcasts or worry may keep you from realizing there's danger ahead. To be a really skilled driver you must always keep wide awake and wary.

Don't Daydream

A SECRET "WEAPON"

Note: This article originally appeared in the Dallas Daily Script newspaper and was more recently printed in the Rumble Sheet newsletter from the Twin Cities Regional Group Early Ford V-8 Club.

It seems that the German and British aircraft both used 87 octane gasoline in the first two years of the war. While that was fairly satisfactory in the German Daimler-Benz V-12 engine, it was marginal in the British Rolls-Royce Merlin XX engine used in British aircraft. It fouled the spark plugs, caused valves to stick, and made frequent engine repair problems. Then came the WWII lend-lease program and American aircraft began to enter British service in great numbers. If British engines hated 87 octane gasoline, the American General Motors built Allison 1710 engines loathed and despised it. Something had to be done! Along came a French-American named Eugene Houdry. Never heard of him? Small wonder, very few people have. Eugene Houdry, born in France, resettled in the USA, and developed one of the earliest catalysts to convert crude oil into high octane fuel. As a scientist for Sun Oil in their South-east Texas Refinery, he invented the "Cracking Tower" that produced 100 octane aviation gasoline. This discovery led to great joy among our English cousins and great distress among the Germans. A Spitfire fueled with 100 octane gasoline instead of 87 octane was 34 miles per hour faster at 10,000 feet. The need to replace engines went from every 500 hours of operation to every 1,000 hours which reduced the cost of British aircraft by 300 Pounds Sterling. Even more, when used in 4 engine bombers. Luftwaffe pilots couldn't believe they were facing the same planes they have successfully defeated over France a few months earlier. British Spitfires that couldn't catch them a year ago started shooting their ME-109 E and G models right out of the sky. The planes were the same but the fuel wasn't. Of course, the matter had to be kept secret. If the Germans found out that it was a French Invention, they'd simply copy the original French patents. If any of you have ever wondered what they were doing in that 3 story white brick building in front of the Sun Oil Refinery on Old Highway 90 in Beaumont, TX that was it. They were re-inventing gasoline. The American Allison engines improved remarkably with 100 Octane gasoline but did much better when 130 octane gasoline came along in 1944. The 130 Octane also improved the Radial Engine Bombers we produced. The Germans and Japanese never snapped to the fact that we had re-invented gasoline. Neither did our "Friends" the Russians. 100,000 Americans died in the skies over Europe. Lord only knows what that number would have been without "Super-Gasoline." And it all was invented just a few miles west of Beaumont, and we never knew a thing about it



Member Jeep Iacobucci, who for many years raced stock cars sent in this photo of this Vintage Midget Racer , the first to be powered by a Ford V-8 60 HP engine

Do Not forget to pay your
2023 Club dues See page
4 for our application form



Please Patronize Our Advertisers

Busy Bee
 301 S. Court St. - Medina, Ohio
 Complete Exhaust Repair... & So Much More

Family Owned and Operated Since 1983 *Come and See Craig or George!*

Brakes
 Shocks
 Suspension
 Engine
 Diagnostics

Craig/George
330-725-2727



Gas Tanks
 Radiators
 Tune Ups
 Emission Repair
 Batteries

website:
bzbmuffler.com

It won't take long...Did it?

CHIEFTAIN
Trucking & Excavating
 FBE / DBE Certified



3926 Valley Road, Ste. 300
 Cleveland, Ohio 44109
 Office (216) 485-8034
 Cell (216) 906-9002

KEN MARTIN
 kmartin@chieftaintrucking.com

NGT
NORTH GATEWAY TIRE CO. INC.
 PASSENGER-INDUSTRIAL-FARM-TRUCK TIRE SERVICES

ALIGNMENT - STRUTS
 SUSPENSION WORK
 BRAKES - SHOCKS
 EXHAUST SYSTEMS
 AIR CONDITIONING SERVICE

JEFF HILL
 VICE PRESIDENT RETAIL

4001 PEARL ROAD
 MEDINA, OHIO 44256
 330.725.TIRE (8473)

CLEVE 330.225.8001
 FAX 330.725.8550
 EMAIL jhill@dktire.com

CERTIFIED AUTO ELECTRIC, INC.
 225 Northfield Road • Bedford, Ohio 44146

Chrome Units for Show Cars
 Special Handling for Classic & Antiques
 Interstate Battery Dealer

EARL OR JEFF
 (440) 439-1100
 (888) 597-8278
 (START)
 www.certifiedautoelectric.com







Mon-Fri 8 a.m. to 5 p.m.
 Sat 9 a.m. to Noon

TONY'S
 AUTO WORLD

Sales • Service • Parts
 ALL MAKES AND MODELS

A NAME YOU CAN TRUST

Tony DiFiore Owner
 tony@tonysautoworld.com

phone 216-433-1800
 fax 216-433-4731
 5905 West 130th St.
 Parma, Ohio 44130
 www.tonysautoworld.com

*Don't Forget to Check out our updated website :
www.norgv8club.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

November Birthdays

6 Annette Gorris
 11 Jay Rounds
 24 Gene Sanders



November Meeting
Friday November 18th
7:30
Stow City Center