

“The Headliner”

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



Volume 29 Number 12

December 2022 - January 2023

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

Hi Ford Friends,

As the year is winding down, I reflected on the past year and realized that it was a pretty good one with everything that has transpired over the last couple of years. We all made it through the Covid-19 crisis. Life is pretty much back to normal. Our monthly meetings are back. We attended the Easter National Meet in Tennessee and took an overnight cruise to the Gilmore Museum. All in all I think it was a good year, and I am hoping for an even better one next year. Are club keeps adding new members which is a positive sign that our club is healthy

Last month meeting we had an election of officers for the up coming year. I would like to personally thank those that stepped up to make us even better than we have been.

This coming year we have some ideas of things to do and places to go. One thing I brought up that seemed to have some interest was a cruise to the, ACD, Cord, museum, also the Early Ford V-8 museum sometime in the summer. I know it is early but if any of you have any ideas it would be greatly appreciated.

Please keep in mind our **INSTALLATION BANQUET ON JAN.15**. The cost is \$30.00 per person. Please send you check along with your reservation to me at 1507 Rosewood Ave, Lakewood Ohio, 44107. The cut off for reservations is JAN. 8TH, 2023. Full information is in this newsletter

In closing Sharon and I want to wish every one a very MERRY CHRISTMAS and A VERY HAPPY AND SAFE NEW YEARS

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.norgov8club.org

Editor

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



Important Announcement

There will not be another Club Meeting until Friday, February 17, 2023. The Installation Banquet will be our first meeting in 2023.



MINUTES FOR THE MEETING OF NOVEMBER 18, 2022

The meeting was called to order at 7:35 p.m. by president Jack Bukszar. He asked members to introduce themselves and to say a few words about their cars.

Program chair Rich Jandrey introduced NORG member Steve Klein, our speaker for the evening. Steve has built a career in the sales of machinery for heavy industries. The focus for his presentation this evening was on machinery used in the mixing of compounds used in the production of automobile tires. He provided a brief history of the polymer industry, which began in New England and then moved to the south and west to take advantage of lower costs for labor and water supplies.

Steve pointed out that the tires we take for granted are actually very complex products that include more than 100 separate components. They begin with latex as the basic raw material that is imported from Asia and Africa from rubber trees that take seven years to reach the stage of maturity where latex can be extracted. He used pictures projected on a screen via his laptop to show what the sheets of dried latex look like when they arrive at the tire factory. He then showed images of various extremely large machines that are used to mix the latex with numerous other components to create the compound that eventually will become tires. In the old days this mixing was a very dangerous process that was done by hand, but today the task has been taken over by computer controlled machines that operate at extremely close tolerances to guarantee the quality of the finished product. Steve's presentation gives us a new respect for the tires we ride on every day in both our old and new vehicles.

President Bukszar asked secretary Neal Garland to present a summary of the minutes of the previous meeting. The summary was approved as presented.

President Bukszar informed us that treasurers Dan and Diane Francis were not able to attend tonight's meeting, so they provided him with a report on the state of our treasury. It remains in good shape.

Beth Schilling reported that our website is doing well and still has not been hacked into by anyone. Membership chair Craig Gorris reminded us that dues for 2023 are due. A form for renewing your membership can be found in the October Headliner. Craig again passed around a copy of the 2021-2022 membership roster and asked members who had not already done so to check their listing in the roster to make sure it is correct. This will make sure that the 2023 roster is up to date.

Jack showed members the miniature mimeograph machine that is known as the club's "Polly Award" and asked for clarification regarding its origin and meaning. Various long-time members pointed out that the model mimeograph machine was made by member John Coleman and was intended to be a "traveling award" given to the club's newsletter editor or editors back in the day when the newsletter was printed on a mimeograph machine. It was named the Polly Award in honor of John's wife, Polly. It currently should grace a shelf in the home of Craig and Annette Gorris, who will keep it until the newsletter editor position goes to someone else.

National representative Steve Kronen reminded us that the Grand National Meeting will be held next year on June 11-17. Members were encouraged to register early. The registration form is available through the national club's website, EFV-8.org.

Jack noted that we still need volunteers for coffee and cookies for several months of 2023. The sign-up sheet was passed around again and all the vacant slots were filled. Jack thanked Beth Schilling for providing coffee and cookies for tonight's meeting.

Jack asked nominations committee Neal Garland to read the list of nominees for the club's offices for 2023. The nominees are: for **President**, Jack Bukszar; for **Vice President**, Frank Posar; for **Secretary**, Neal Garland; for **Treasurer**, Dan and Diane Francis; for **Board of Directors**, Rick Jandrey, Steve Kronen, Ron Mihalek and Beth Schilling.

Continued on page 3

November Minutes Continued

A call was made for volunteers who would like to run for any of these positions. Since there were no volunteers, Neal Garland called for a unanimous approval of the nominees. The club voted to approve them all.

Jack introduced new member Cory Durman and welcomed him to the club. Cory lives in Kent, Ohio, and owns a 1945 Ford half-ton pickup and a 1947 Ford half-ton pickup.

Jack reminded us that the club's initiation banquet will be held on Sunday, January 15, at D'Agnes's Restaurant located at 566 White Pond Road in Akron. Plan to arrive at 2:00 p.m. Details are provided in the November Headliner. Send your check for \$30 per person to Jack no later than January 8. There will not be a regular monthly meeting in December, and the initiation banquet will take the place of our January meeting. The next regular monthly meeting will be in February.

Jack asked how many members would be interested in an overnight tour to the museums in Auburn, Indiana, next year. Enough members indicated an interest so that Jack will explore the possibilities of such an outing. Several members suggested that the Nifty Fifties and the Lincoln clubs be invited to join us for the activity.

Rick Jandrey moved that we adjourn. We did so at 9:15 p.m.

Neal Garland, Secretary

2023 Activities At A Glance

- **Sunday, January 15th** NORG 2023 Installation Banquet. **See page 6 for details.**
- **Sunday, January 15th** 8:00 ~ 3:00 PM Car Coddlers Indoor Swap Meet. Firelands Chevrolet 2315 State Road (Route 60 & Route 2) Vermillion . Information (440) 935 - 4574 or (419) 668 -1821
- **Friday February 17th** NORG February 2023 Meeting Stow City Center 7:30



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 5 for a membership form



Editors Note: This Newsletter is a combined December ~ January Newsletter. Your next Newsletter will be published before the February 17th Meeting on the

Congratulations to our new NORG 2023 Officers and Board Members

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

Board of Directors

Rick Jandrey
Steve Kronen
Ron Mihalek
Beth Schilling



NORG COOKIE BAKERS 2023



February	Ginger Posar
March	Steve & Karen Kronen
April	Sharon Bukszar
May	Steve Klein
July	Pat & Barb Rooney
August	Regis & Beth Schilling
September	Kathy Kessler
October	Bonnie Sykes
November	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

The Birth of the Lincoln Zephyr

The Ford Motor Company was looking for a vehicle to fill the void between the Lincoln Model K, and Ford V-8. This resulted in the development of the Lincoln Zephyr.



MODEL K

The Zephyr was designed by John Tjaarda (1897–1962), who was fascinated with airplanes, resulting in a uni-body construction relatively light and rigid for its size with a drag coefficient of 0.45. Weight was 3,350 lb.

The original engine had 110 hp and gave the car a top speed of 90 mph. Suspension was the Henry Ford-era transverse springs front and rear, with dead axle front and torque tube rear, already quite outdated when the car was introduced.

Brakes

were cable-activated for 1936 to 1938; 1939 and onwards were hydraulic. The Zephyr was the first Ford product to have an all-steel roof,

except the late 1931 Model AA truck.

Model K



1936 Lincoln Zephyr

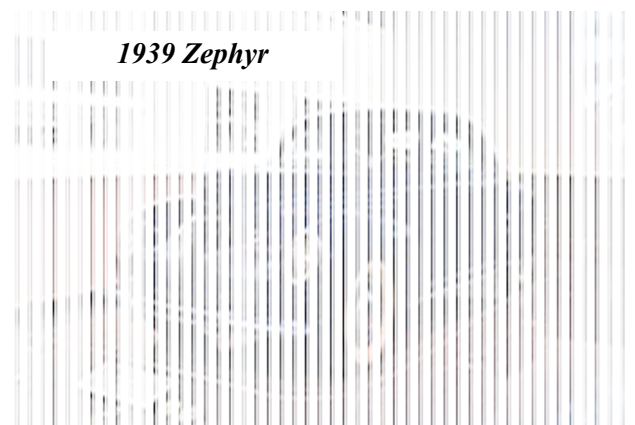
The

Zephyr was powered by a small 75° V12 engine developed from Ford's Flathead V-and unrelated to the larger K-series Lincoln V12 engines. The valve-in-block flathead engine was quite compact, allowing a low hood. But like the V8 Fords of the era, the Zephyr V12 often suffered from hot spots due to exhaust passages through the cylinder block.

In addition, the earliest Zephyrs suffered from poor oil pressure, resulting in upgrades to the oil pump.

Introduced on November 2, 1935 as a 1936 model, the Lincoln-Zephyr was extremely modern with a low raked windscreen, integrated fenders, and streamlined aerodynamic design, which influenced the name "zephyr", derived from the Greek word zephyrus, or the god of the west wind. It was one of the first successful streamlined cars after the Chrysler Airflow's market resistance, and the concept car Pierce Silver Arrow, which never went into production. In fact, the Lincoln-Zephyr actually had a lower coefficient of drag than the Airflow, due in part to the prow-like front grille on the Zephyr, reflecting the oncoming air.

The 1936 to 1939 models were 267 in with hydraulic lifters added in 1938. The 1940 and 1941 cars used an enlarged 292-in³ engine, with either cast iron or aluminum cylinder heads. However, the cast iron resulted in lower compression ratio because of the iron heads.



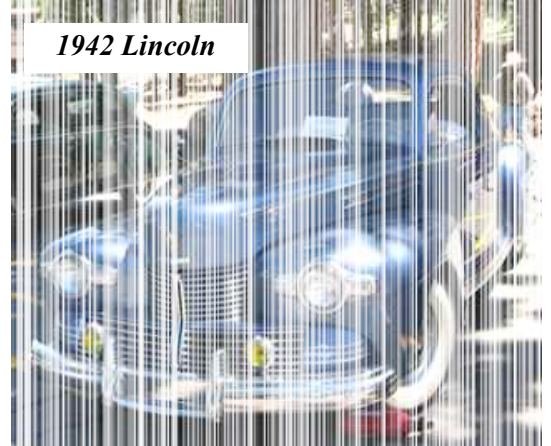
1939 Zephyr



1941 Lincoln Zephyr

The later 1946 to 1948 Lincolns did have cast iron cylinder heads based on the Zephyr and had a 292-in³ engine.

Following the discontinuation of the Model K after 1940, Lincoln shifted its production exclusively to the Lincoln-Zephyr design. After World War II, the Zephyr name was dropped, lasting through 1948. It was the basis of the



1942 Lincoln

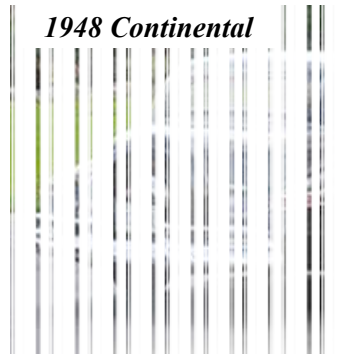
first Lincoln Continental, Lincoln's longest-running, in contrast to its competitors' V8 and inline-8 engines. Popularity of leisure speedboats like Chris-Craft. The Lincoln-Zephyr succeeded in reigniting sales at Lincoln dealerships in the late 1930s, and from 1941 model year, all Lincolns were Zephyr-based and the Lincoln-Zephyr marque was phased out. Annual production for any year

model was not large, but accounted for a large portion of the Lincoln brand's sales. In its first year, 15,000 were sold, accounting for 80% of Lincoln's total sales. The Zephyr was offered as a sedan with either two or four doors, and was manufactured in right hand drive for export, and the only options listed were an electric clock, leather upholstery and a matched luggage set from Louis Vuitton. The two door sedan was listed at US \$1,275 (\$24,898 in 2021 dollars and the four door sedan was listed at US \$1,320 (\$25,776 in 2021 dollars.)



1946 Continental

Production of all American cars was halted by the Government in 1942 as the country entered World War II, with Lincoln producing the last Lincoln Zephyr on February 10. After the war, most makers restarted production of their prewar lines, and Lincoln was no exception. The Zephyr name, however, was no longer used after 1942, with the cars simply called Lincolns.



1948 Continental



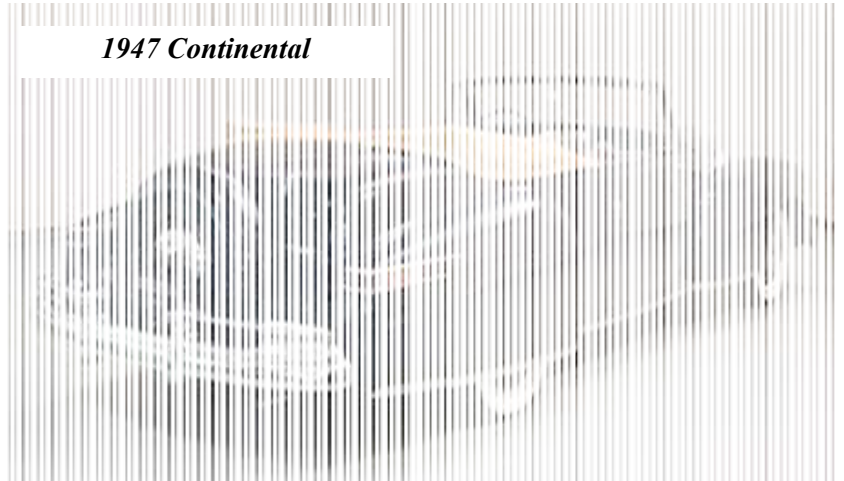
1946 Lincoln

This resulted in the following evolution:

Lincoln-Zephyr V-12 (1936–1940)

For 1936, available as two-door sedan or four-door sedan, a locking glove box was standard. Radio was optional. The turning radius was 22 feet. For 1937 the 2-door Sedan was renamed Coupe-Sedan, a Coupe (3-Window) was added along with a formal Town-Limousine. For 1938 a Convertible Coupe and a Convertible Sedan was added. For 1940 the Coupe-Sedan was replaced by the Club Coupe, the Convertible Sedan was discontinued. Trunk space was increased in 1940.

The Lincoln-Zephyr Continental (1940) was conceived by Edsel Ford and designed by Eugene Turenne Gregorie. It was assembled at the Lincoln Motor Company Plant in Detroit, Michigan the first time the name Continental appeared on a car from Lincoln, as a model under Lincoln-Zephyr rather than a separate model. They were partially hand built since dies for machine-pressing were not constructed until 1941. Production started on December 13, 1939, with the Continental Cabriolet, from June 1940 also available as Continental Club Coupe. Just 350 Cabriolets and 54 Club Coupes were built.



When the last Lincoln V-12 (Model K) had been delivered on January 24, 1940, the Lincoln Motor Company was soon to be transformed into Lincoln Division, effective on May 1, 1940, and for 1941 model year the Lincoln-Zephyr was no longer a separate marque. All 1941 models were Lincolns and the Zephyr-based Lincoln Custom replaced both the large Lincoln K-series cars and the Lincoln-Zephyr Town-Limousine. It also had full instrumentation.

The 1940 Lincoln was named the Lincoln Zephyr Continental. The only time this nameplate was used. The following Lincoln-Zephyr heritage models were sold under the Lincoln name after Lincoln-Zephyr was merged into the Lincoln marque for the 1941 model year: See photos on page 6

Lincoln Zephyr V-12 (1941–1942) Both years available as Sedan, Coupe, Club Coupe and Convertible Coupe

Lincoln Custom (1941–1942) Sedan Coupe and Limousine, some with blinded quarter roof option

Lincoln Continental (1941–1948) Cabriolet and Coupe

Lincoln (1946–1948), or *H-series*

When Lincoln resumed production after World War II the Zephyr name was dropped and the full-size luxury cars sold without a proper model name, known just by their body styles Sedan, Club Coupe, or Convertible Coupe during the 1946-1948 model years. For identification purposes, they are typically referred to as the H-Series, while the approach of offering a luxuriously equipped vehicle in a smaller size was ceded to the all-new Mercury in 1938. Their appearance was very similar to the contemporaneous Lincoln Continental coupe and convertible.

was standard. This series of vehicles continued to use the 292 in³ 65° L-head Lincoln V12 engine. The four-door sedan Style 73 with the Custom-spec interior was listed at US \$2,486 (\$34,545 in 2021 dollars).

1940 Lincoln Zephyr Continental Convertible. Idea of Edsel Ford and designed by E.T.Gregorie



1946 – 48 Lincoln Convertibles .

Note rear styling and how it differs from the 1946 - 48 Lincoln Continental Convertibles. This rear end treatment, illustrated on the Convertible was duplicated on the Lincoln Sedan and Sedan Coupe.



DECEMBER LUNCH PLAN CANCELLED

Due to the recent significant increase in three types of highly contagious respiratory diseases being reported in the news (the "tridemic") there will not be a December lunch planned for the club. Hopefully, the "tridemic" will calm down after the first of the year and we can try out some interesting restaurants that we haven't already visited.

**Your Officers and Directors wish all of You a
Very Merry Christmas and a Healthy New Year**



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*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

December ~ January Birthdays

December	January
Judy Brehm 4	Regis Schilling 3
Ed Carr 10	Rick Jandrey 12
Linda Schweikert 17	Rags Stallard 14
Charlie Jandik 23	John Schigulinsky 14
Jaimie Madden 30	Craig Gorris 17
	Walt Archer 25

February Meeting
Friday February 17th
7:30
Stow City Center