

“The Headliner”

Newsletter of the Northern Ohio Regional Group #20 Early Ford V-8 Club of America Our 54th Year

Volume 30 Number 10

October 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

.Greetings Ford lovers,

I apologize that I won't be able to make the meeting this month. Sharon and I will be traveling to a mountain top in Peru to observe the last rays of summer. I am sure that our VP. Frank Posar will do an excellent job of stepping in.

As I mentioned last month, the breakfast at the farm was a fun time. Thanks to the folks that helped to make it a success again this year. Also, the 23rd of Sept. was our annual corn roast. We had about 30 in attendance. The weather was perfect, the corn, brats and hot dogs were wonderful. Thanks to those that brought something to share. It was appreciated. It turned out to be a beautiful day to sit around, socializing and watching the world go by. Many thanks to Craig Gorris for heading this up again.

Our next event will be our installation banquet in Mid-January. Stay tuned as more information will be coming as things become finalized.

Please consider that there is an election of officers coming up at the Nov. meeting. If anyone is interested in throwing their hat in the ring as a board member, please contact Neil Garland.

To be Board Member isn't a hard or very time-consuming position. Please consider a position. This is a fine club with a great group of members. Give some thought Ladies or Gents.

With this I am signing off to watch the summer wind down.
Be safe and see you down the road;

Jack



Officers & Board 2023

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

Directors

Rick Jandrey
Steve Kronen
Ron Mihalek
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



Our guest speaker will be a representative from Certified Auto Electric to discuss issues and problems they deal with when servicing older vehicles



MINUTES FOR THE MEETING OF SEPTEMBER, 2023

True to our club's tradition, we would rather eat than meet--so instead of holding a regular monthly meeting in September we decided to combine our business meeting with the corn roast graciously hosted by Ron and Karen Mihalek. Therefore, president Jack Bukszar called to order a brief business meeting prior to the serving of delicious roast corn on the cob, hot dogs, brats, and a host of other goodies brought by club members. Brief committee reports were given. No new business was transacted, as everyone was more interested in eating than meeting. We enjoyed good food, good friends, and good weather.

NORG CORN ROAST Saturday, September 23

Saturday, September 23 was a delightful day for our annual corn roast. The weather was perfect and the food was great.

All 30 NORG members and guests who attended had a wonderful time. These included Don & Judy Brehm, Jack & Sharon Bukszar, Ed Carr, Diane & Dan Francis, Neal ^ Mome Garland, Craig Gorris, Ed & his dad Ed Harants, Rick Jandrey, Rich Jandrey, John & Kathy Kessler, Steve Kronen. Bruce and Marie Lewicki, Ron & Karen Mihalek, Regis & Bet Schilling and Rodney & Annette Tibbs.

We served bratwurst, hot dogs and of course sweet corn roasted in their husks, when roasted, the husks were peeled and the corn dipped in butter and served to our guests. In addition, members brought a variety of dishes and desserts.

A big thank you to Ron & Karen for the use of their farm as well as cooks Jack Bukszar, Craig Gorris & Bruce Lewicki and our photographers Mome Garland, Ginger Posar, Marie Lewicki and Beth Schilling.

More Pictures on following page



NORG CORN ROAST September 2023



Very Important Message From National Vice President Steve Kronen

Members of Northern Ohio Regional Group. This year is my third year on the Board of Directors and I serve as the Vice President for the year of 2023. This year is also my final year on the Board as I have decided to not run for a second term at this time.

I've enjoyed my time on the Board, serving to keep this great club running.

Any NORG member interested in serving on the National Board please contact me and I will send it to President Rick Claybaugh for consideration.

Steve

Message from NORG Newsletter Co-Editor Craig Gorris

NORG members, This is an opportunity to become active in the National Club. I served on the National Board from 2003 ~ 2008 and was National President from 2006~2008. NORG has had three members serve on the National board. Beside myself, Dave Collette and Steve have served.

In my opinion, it is a great way to support the national organization, meet members from all over the world and have the satisfaction that you "will have made a difference". If any member is interested, please contact Steve or myself and we will answer

New NORG Sunshine Person

Our new Sunshine Person is **Beth Schilling**. If a member knows of another member who needs a "Get Well" card, Birthday card, Congratulations, etc., please contact Beth. Her cell number is 330-221-4625 or email schillingregis@att.net.

Note: Throughout the year we will have "non planned events. These will be suggestions from members. Members, please let your Newsletter Editors know and we will send a blanket e-mail informing them where and what time to meet. If you would to join us, great, if not, there will be



NORG COOKIE BAKERS 2023



October	Bonnie Sykes
November	Diane Francis

2023– 24 Activities At A Glance



- **Friday, October 20th** NORG Meeting Stow City Center 7:30
- **Thursday, November 9th** NORG Luncheon, Das Schnitzel House Restaurant
more info on this page
- **Friday, November 17th** NORG Meeting Stow City Center 7:30
- **Thursday, December 9th** NORG Luncheon, Olesia's Restaurant, more info on to follow
- **Sunday January 21st 2024** NORG Installation Banquet Time & place TBD
- **Thursday, February 8th 2024** NORG Luncheon Casa D'Angelo's

November Luncheon Das Schnitzel House Restaurant Thursday, November 9th

This place has always been a favorite with our members. Their food is delicious and the German Beer is refreshing. Please plan to arrive at 11:30.

They are located at 5728 Pearl Rd., Parma, OH, 44129
Phone: 440.886.5050

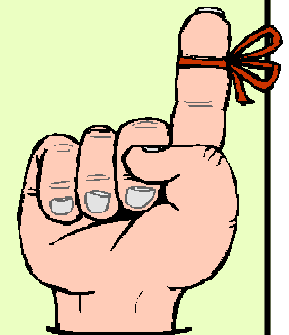
If you are planning on coming, please call Neal Garland at 330-338-1510 so he can reserve space



2024 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



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

Year
2024

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



Dear Readers,

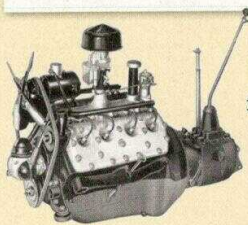
We will step away from our pickup truck evolution for this issue to discuss Ford Motor Co.'s 1932-53 flathead V-8 engines. This first letter, about the engine in Joe Floyd's 1936 Ford pickup (featured in our March/April 2022 30th Anniversary issue), prompted me to discuss the changes that occurred in the flathead Ford V-8s.

Hey Loren,

The engine shown on page 40 of the April 2022 issue of *Vintage Truck* is not a 1936 Ford engine. Ford V-8s from model years 1932 through 1936 had the water pumps in the upper front corners of the cylinder heads. The radiator hoses went almost straight up to the radiator. Moreover, V-8s through the 1938 model year had 21 studs holding down each cylinder head. The engine shown has more than 21, so it must be a 1939-48 engine.

Kervyn Mach, via email

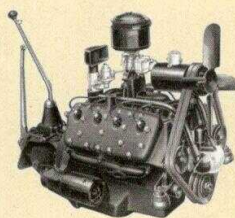
Kervyn, you are correct. The engine in Joe Floyd's 1936 pickup is a 1940 engine with aftermarket Fenton headers and a reground camshaft. According to Joe, when he was still using the pickup, the original engine "gave up the ghost" so he decided to replace it with a more powerful flathead from a 1940 model. Our whole staff at *Vintage Truck* works very hard to point out such changes from stock as this one, but occasionally something slips past us. This was one of those times, and I want to thank you for pointing it out so that we can get the correction out there for all our readers.



First generation, 1932-36

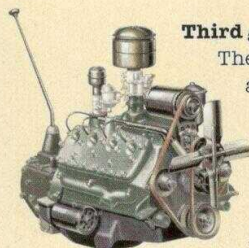
In general terms, there were four different generations of Ford flathead V-8s. The first started with the 1932 engines and ran through 1936. These engines displaced 221 cubic inches, initially produced 65 horsepower, used 21 head bolts, and had the two water pumps attached to the front of the cylinder heads with hoses connecting them directly to the radiator. In the hobby, these are commonly referred to as "21-stud" engines. For 1933, Ford adopted aluminum heads with a higher 6.33:1 compression ratio (CR) and increased the horsepower to 75. Aluminum and cast-iron heads were used in varying applications from 1934 through 1936. During

1932 and 1933, the V-8s used a single-barrel Detroit Lubricator carburetor. This was changed in 1934 when a Stromberg 48 2-barrel carburetor was introduced along with an updated dual-runner (180-degree) intake manifold. The new carb and intake added another 10 horsepower, giving the 1934 V-8 a rating of 85 horsepower. (Model year 1934-36 truck engines had a 5.32:1 CR and were rated at 80 horsepower). Crankcase ventilation was improved for 1935. Late in the 1936 production run, insert-type main bearings were introduced, and the carburetor was changed to the now-famous Stromberg 97 for better fuel economy.



Second generation, 1937-38

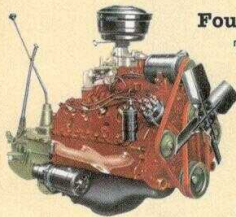
Ford introduced the second generation of flathead V-8s in 1937 and produced them from 1937 through 1938. The engineers relocated the water pumps to the front of the engine block for better cooling, moved the front engine mounts to the bottom of the water pumps, centered the water outlets at the top of the cylinder heads, and increased the main bearing journal diameter to 2.4 inches but retained the 21 head bolts and the 221 cubic inch displacement. This second series of engines was the first to have "the look" that is commonly associated with a Ford flathead V-8. For 1937, a scaled-down version of the flathead V-8 was introduced with 17 head bolts, a displacement of 136 cubic inches, and 60 horsepower. This V-8/60, as it came to be called, was offered from 1936 through 1940. It quickly developed a reputation for being underpowered and was never very popular. The 1937 Ford pickup featured on pages 50-57 of the November/December 2021 issue of *Vintage Truck* is powered by a flathead V-8/60. The 221ci engine was designated as the V-8/85 to differentiate between the two.



Third generation, 1939-48

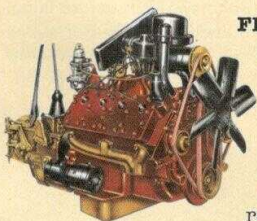
The third generation of engines appeared in 1939 when the Mercury automobile was introduced. The Mercury V-8 displaced 18 cubic inches more than the Ford (239ci versus 221ci) because of a 1/8-inch-larger bore. The engine block and cylinder heads for both engines were updated, with the number of head bolts increasing to 24. Twenty-four-stud engines appeared late in model year 1938 for Ford cars and trucks, so some sources show them being used from 1938 to 1948. The water

outlets, however, remained at the top/center of the heads. Horsepower stayed at 85 for the Ford engine, but the Mercury 239 that was also optional for the 1½-ton trucks, was rated at 95 horsepower. Compression ratios were raised for 1942, and horsepower increased to 90 for the 221ci Ford engine and to 100 for the Mercury V-8. When production resumed after World War II, the 221ci engine was discontinued—all Ford and Mercury cars as well as Ford trucks used the larger, 239ci engine. This generation of V-8s continued through 1948 in passenger cars. If one does not count the number of head bolts, a 1939–48 engine, at a casual glance, appears the same as the 1937–38 V-8.



Fourth generation, 1948–53

The fourth and final generation of Ford flathead V-8s appeared in 1948 in the new Ford F-series trucks. Ford and Mercury cars adopted the new engine (designated 8BA in the Ford cars) for 1949. Displacement remained at 239 cubic inches, and horsepower stayed at 100. Water outlets were moved to the front of the heads and—in the continuing battle with flathead overheating—thermostats were placed in the water outlet of each head. The bellhousing, which had previously been an integral part of the block casting, was changed to a bolted-on, stamped-steel unit. Connecting rod bearings were changed from the “floating style” that served two connecting rods to insert-type bearings that were locked in their individual connecting rods. Ford finally offered a conventional distributor with the 1949–53 engines, but it was still driven off the front of the camshaft and, unfortunately, lost its centrifugal spark advance. Both Ford and Mercury cars adopted the new engine for 1949, but the Mercury version used a longer, 4-inch stroke for a displacement of 255 cubic inches and a horsepower rating of 110. An increase in compression ratio for 1952 raised the horsepower to 106 for Ford trucks, 110 for the Ford cars, and 125 for Mercury. The flathead V-8 was last used in 1953 for cars and trucks produced in the United States.



Flathead Lincoln V-8, 1948–51

Ford did produce a scaled-up version of the 8BA V-8 from 1948 to 1951 that is commonly referred to as the Lincoln V-8. The 337ci Lincoln engine was larger in every respect than its smaller Ford/Mercury siblings but was built along the same parameters. It had 28 head bolts and was used in the 1948–51 F-7 and F-8 Ford trucks and the 1949–51 Lincoln automobiles. Parts for the Lincoln V-8 are harder to find so, despite its bigger size, the Lincoln version never experienced the popularity with hot-rodders that the Ford/Mercury engine did.

“The V-8,” as the flathead was commonly known before the introduction of overhead-valve (OHV) V-8s in 1949, was the darling of the racing community and aftermarket speed equipment suppliers from the later 1930s through the immediate postwar years. A vast array of speed parts—including high-compression, finned aluminum heads; multi-carb intake manifolds; reground camshafts; domed pistons; and “stroker” crankshafts—was available from a host of suppliers. After it was surpassed in the hot rod arena by the new, more powerful OHV V-8s of the 1950s, the venerable old flathead V-8 resurfaced in the late 1960s as a nostalgia engine for street rods and custom cars, a role it still holds today.



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Hey Loren,

I have been looking for many months for replacement six-lug, split-rim International wheels for a 1968 3/4-ton pickup project I'm working on. Most of the old junkyards around here are gone. I was having no luck and was having to consider custom manufactured replacement wheels. While thumbing through back issues of *Vintage Truck*, I ran across an ad in the May/June 2017 edition for the very wheels I needed, and the seller was even in my home state of Indiana!

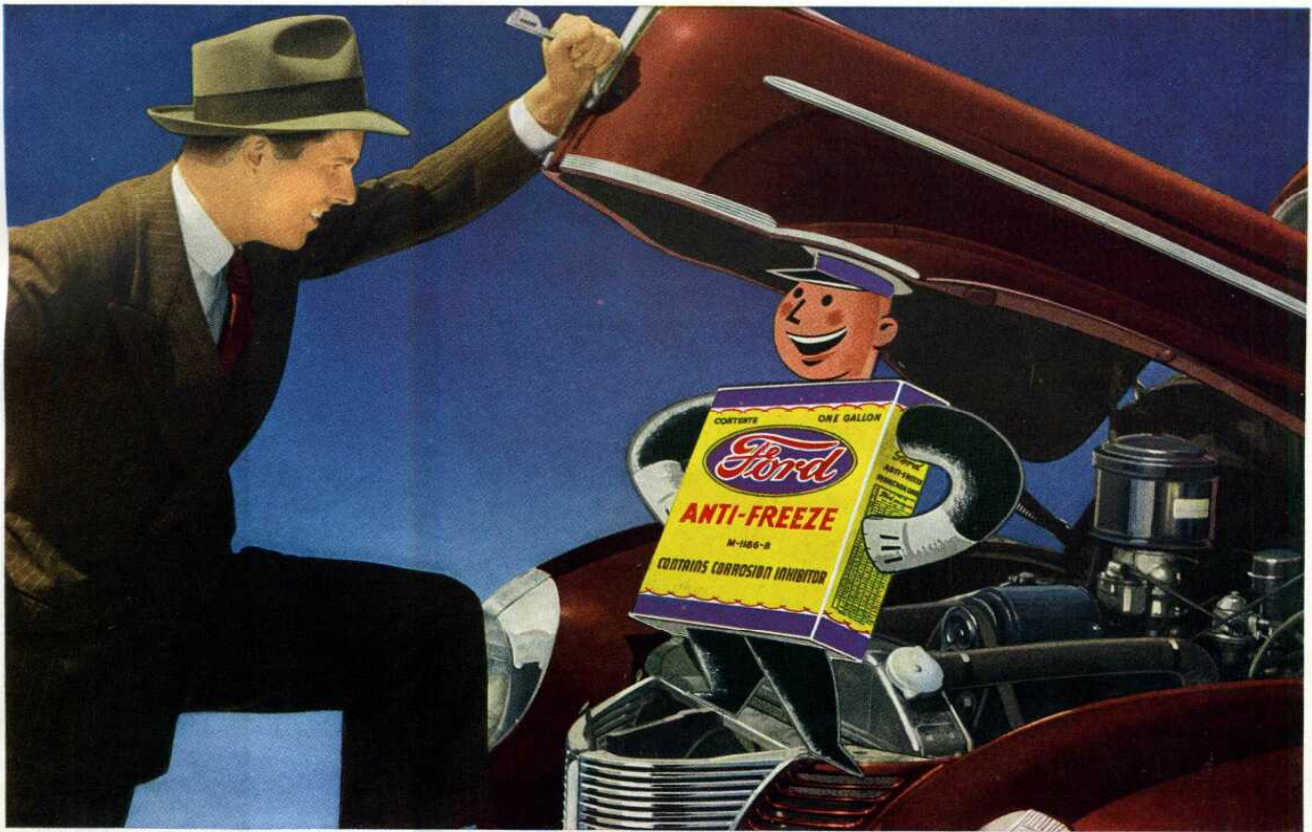
I pondered this for a while and decided to call the listed phone number, even though the listing was four years old. To my amazement, not only did the seller still have them, but we struck a very reasonable deal. My wife and I had a very pleasant drive to northern Indiana to pick them up, and we enjoyed a great conversation with a fellow International lover.

Thanks *Vintage Truck*. Even four years later, you came through. And keep those great (International) articles coming!

Mike Sparks, via e-mail

Mike, I am glad to hear that you found the wheels you were needing. Between our ads from vendors and our classified ad section, *Vintage Truck* is a great resource for those hard-to-locate parts.

Winter is Coming....Don't Forget To Check Your Anti-Freeze



THE Little Man who should be there

» It's time, Mr. Ford Owner, to think of the Ford Anti-Freeze Man. He stands for radiator protection throughout the approaching winter. You'll find him in our Service Department.

Will you drive in soon and let us prepare your car's cooling system for winter? It should be flushed, checked and have Ford Anti-Freeze added—*now*—to be sure you don't get caught by a sudden cold snap. A frozen radiator can develop a mighty expensive repair bill. Yet, it's so easy to avoid trouble with timely precaution.

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4. It contains rust inhibitor.
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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

October Birthdays

1	Tom Somsak
3	Linda Wolf
4	Eileen Sanders
6	Stephanie Klein
8	Barb Rooney
10	Darlene Null, Bill Soltis
17	Don Meyers
29	Jim Bates



October Meeting
Friday October 20th
7:30
Stow City Center