

# “The Headliner”

Newsletter of the Northern Ohio Regional Group #20  
Early Ford V-8 Club of America  
Celebrating 45 Years 1969 ~ 2014



Volume 21 Number 2

February 2014

**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.”

## Message From Our President

So much for Global Warming. I went to the garage and the old Mercury was chattering.

Well, the Board had our first meeting of the new season. We accomplished a lot of things that needed to be discussed and taken care of. I can see as a club we will have a pretty busy year coming up.

We will be celebrating our 45th anniversary as a Regional Group. That's pretty outstanding. There will be lots of things to participate in, and as we get into the nitty-gritty we will need some help organizing some activities. It's always a benefit to you as a club member to attend our monthly meetings, to learn what is happening first hand and always enjoying a guest speaker or presentation from one of our own members, and don't overlook the delicious cookies and coffee.

THANKS to the ladies that volunteer their culinary skills. Sharing ideas and problems with those old V-8's is also a benefit of attending a meeting. Mike Wiz will coordinate activities between the Nifty Fifty Ford Club. A special Thank You to Foster for all the great V-8 Times articles as he will turn his responsibility over to Frank Posar. Let's try to give him something GOOD to send to The Times.

As far as my opinion goes, this is the best R.G. Group in whole V.8 Club. I'm really proud to be a part of it. I know you'll feel the same way by giving a few hours of time to make it happen.

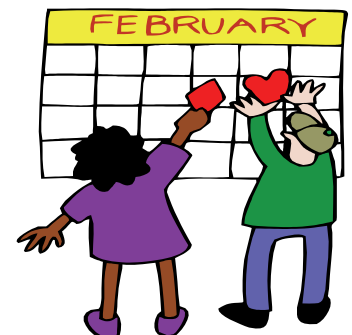
Hope to see you at the next meeting. Enjoy A V.8 B4 it's2 L8

**Jeep**



## February Program

Mr. Ron Richnavsky of Well Worth Corporation will be speaking to us regarding the problems with the Ethanol fuels and problems regarding the fuel separation with water and the effects on the old car fuel systems. Well-Worth Corporation carries a full line of automotive chemical products and says he will have



## Officers & Board 2014

**President:** Jeep Iacobucci  
**Vice President:** Craig Gorris  
**Secretary:** Virginia Herrmann  
**Treasurer:** Ann Davis

### Directors

Neal Garland  
Annette Gorris  
Richard Jandrey  
Mike Wisniewski

**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](http://www.norgv8club.org)

### Editor

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## MINUTES FROM THE N.O.R.G.MEETING ~ NOVEMBER 2013

The meeting was called to order at 7:35 PM with Neal Garland filling in for Jeep Iacobucci. Neal heard that Jeep's Parole Officer found out he was putting his ankle bracelet on the dog so he won't be with us this evening. Neal asked the membership to introduce themselves and the vehicle they have and/or working. Neal also apologized that he couldn't start the meeting off with a joke, however Joe Immler filled the void with a few of his own. Neal thanked Momoe and himself for the coffee and cookies this evening.

This evening we do not have a program but the Officer elections will be held.

**Secretary:** Ginnie Herrmann read the minutes from the October 2013 meeting and Foster Buchtel approved the minutes as read with a second by Joe Immler.

**Treasurer:** Ann Davis is absent this evening; does this mean she has absconded with our money?

**Membership:** Craig Gorris spoke of collecting dues at the meeting. Also, the renewal form will be in the December & January newsletters.

**Sunshine:** Loretta was out finding the sunshine but Sharon Bukszar was at the meeting and is doing quite well.

**Sema:** No report

**Web-site:** Regis was absent but the web-site is amazing. This is a must-see!

**Programs:** Rich Jandrey is hoping to have the carburetor program at the next meeting.

**Activities:** Neal Garland said there will be no activities in November and December due to running out of nice weather. They will start up again in February 2014.

**Historian:** Bill Royer has threatened Joe Immler into taking on the Historian position. Actually, we don't really know what happened, maybe Joe will tell us.

### OLD BUSINESS

Ten members showed up for the Corkscrew Saloon outing. Rich Jandrey with his connections got the group to take a tour of the A.I. Root Company. This factory is the only one still dipping tapered candles. The Corkscrew has invited the club back on July 19, 2014 for pictures.

A brick was purchased in memory of Dan Babrick.

### NEW BUSINESS

Annette Gorris discussed the V-8 Christmas party to be held at the Oaks Lodge on Chippewa Lake December 8, 2014. At 1 PM will be social hour with hors d'oeuvres followed by dinner and dessert. A sign-up sheet was passed around for the menu selection of your choice. Please call Ginnie Herrmann with your selection if you are not able to attend the meeting and wish to join the club for our Christmas get-together. The menu selections need to be confirmed to the Oaks by November 27<sup>th</sup>.

*Continued on page 3*

MINUTES FROM THE N.O.R.G.MEETING ~ NOVEMBER 2013

*Continued*

Neal Garland read the nominations for the 2014 calendar year. They are as follows:

President: Jeep Iacobucci  
V. President: Craig Gorris  
Secretary: Virginia Herrmann  
Treasurer: Ann Davis  
Board Members: Annette Gorris  
Neal Garland  
Rich Jandrey  
Mike Wisniewski  
Jeep Iacobucci (PP)

There were no nominations from the floor. The membership made a motion to accept the candidates and voted in favor of these selections for the 2014 calendar year. Congratulations to our new Officers.

The meeting was adjourned at 8:20 PM

Respectfully submitted,  
**Virginia Herrmann**  
**Secretary**

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*1942 World War II Army  
Recruiting Poster*

## 2014 Activities At A Glance

**Tuesday & Wednesday February 18<sup>th</sup> & 19<sup>th</sup>** National Board of Directors “face to face” meeting at Double Tree Hotel in Orlando Fl. ALL Members welcome.

**Friday February 21<sup>st</sup> 7:30 PM** Monthly Business Meeting at Stow City Center

**Monday thru Thursday June 23<sup>rd</sup> ~ 26<sup>th</sup>** Eastern National Meet, Gettysburg PA

**Sunday August 3<sup>rd</sup> 11:30 \_2:00** Mt. Alverna Rest Home Car Show

**Tuesday thru Friday August 19<sup>th</sup> ~ 22<sup>nd</sup>** Central National Meet, Springfield IL



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### Cookie Bakers

February: Momoe Garland

August: Sharon Bukszar

March:~ Beth Schilling

September: ~ ?????????

April: Barb Rooney

October: ~ Ginger Posar

**DATE CHANGE Friday April 11th**

May:~ Virginia Herrmann

November: Liz Wisniewski

June: Bruce Lewicki





## Dan Francis 1941 Ford Pick-up Project

NORG member Dan Francis is currently restoring a 1941 Ford Pick-up. As he told me the frame was modified so he began from the "frame-up". The photo's illustrate progress to date. More photos will be available as he progresses with the restoration. Good Luck Dan !



*Working on a restoration ?  
Why not share it with other NORG members.  
Please send info to the Newsletter Editor.*

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### *Found this on Shoebox Ford Advisor*

How to Repair Fuel Inlet Fittings *by* Big John

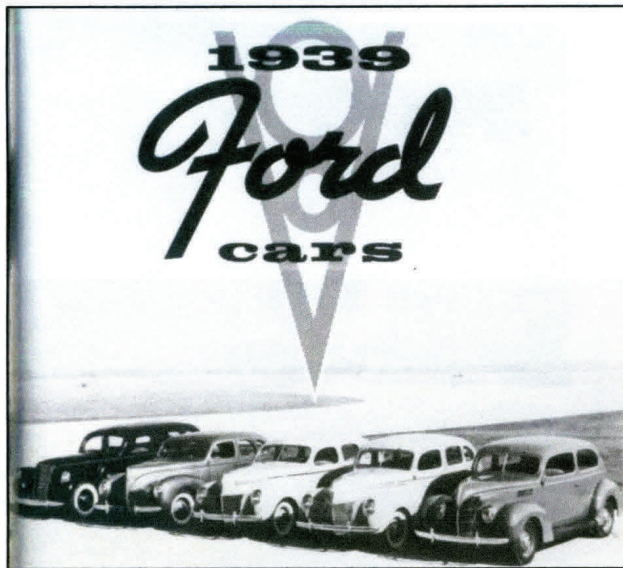
The pot-metal thread for the fuel inlet fitting on my '53 Mercury carburetor had been defective since I bought the car and finally stripped out completely. After much worry and research, I found that the 14mm plug thread is almost, but not quite, the same as the 9/16"- 24 thread of the brass inlet fitting. Using a K-D 3/8" long thread insert solved the problem. I plugged the fuel hole at the end of the inlet fitting and filter cavity with a small wad of duct seal, drilled out the thread to a 9/16" diameter because the reamer tip of the K-D tap could not handle the necessary hole enlargement, and installed the spark plug thread insert after tapping the hole as deep as necessary.

It took a long time to lap the threads with fine lapping compound, but that can be done while watching TV in the evening. I now have a thread that will never fail, and the repair is not visible. Of course it is essential to clean out all lapping compound and then also remove the duct seal wad. This repair will work on any carburetor with a 9/16-24 inlet thread but it may be necessary to shorten the reamer tip of the K-D tap if the need arises.

NAPA does have a steel self-threading replacement inlet fitting, but if the thread in the fuel bowl is totally gone it will not help. It also has a larger size hex and is the wrong color, which could be reason to deduct a point if a judge notices it.

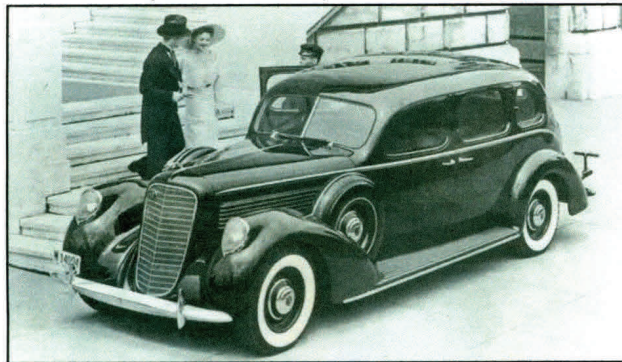


**CELEBRATING 75 YEARS OF THE 1939 FORDS**



The Ford Motor Company line up for 1939 – (l to r) Lincoln K Sedan; Lincoln Zephyr Town Sedan; the all new, middle-priced Mercury Town Sedan; Ford Deluxe Fordor Sedan and Ford Standard Tudor Sedan.

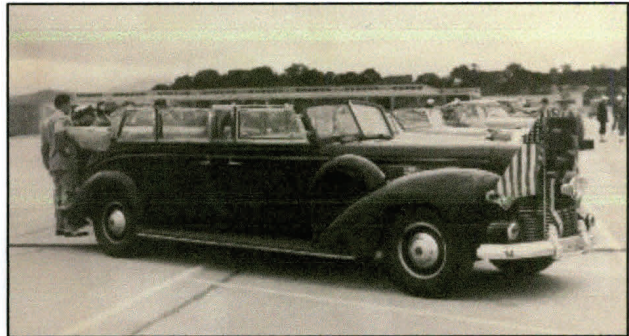
Nineteen thirty nine was sort of an sort of an Omega and an Alpha year the for Ford Motor Company – the last year of the magnificent 1939 Lincoln K Sedan (far left) and the first year for the all new middle priced-Mercury Town Sedan (middle).



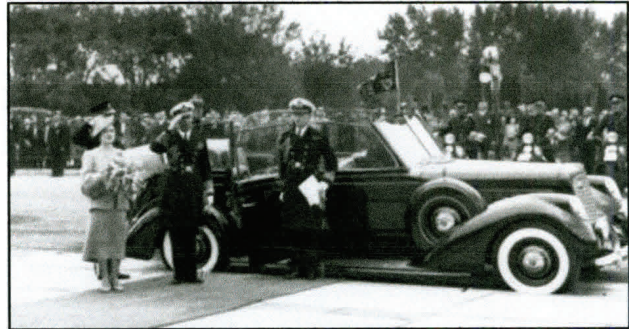
The Depression continued to take its toll on prestige automobiles – Marmon, Pierce-Arrow and Duesenberg were all gone by 1939 along with the Packard V-12. The “Omega” for the Lincoln K was in 1939 – sales were dismal. Sources don’t agree on actual production but here is the range of figures most commonly cited:

Year	High #	Low #
1937	986	977
1938	378	416
1939	221	133

Some sources report that there were 1940 Ks sold but these were basically leftover 1939s re-titled as 1940 model year vehicles. On a high note, however, two 1939 K convertible sedans hold a special place in history. One is the Brunn-bodied touring car built for President Roosevelt that’s commonly known as the “Sunshine Special.” The other is a LeBaron-bodied vehicle built for King George VI and Queen Elizabeth for their 1939 tour of the US and Canada.

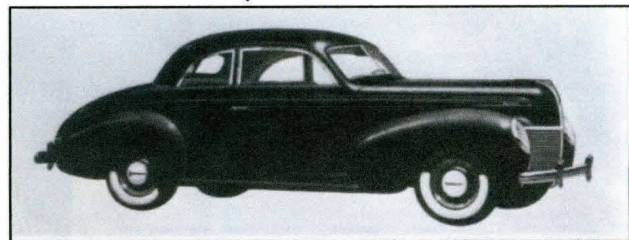


The Sunshine Special was updated/hardened shortly after Pearl Harbor with numerous protective features. Its front end was also updated with 1942 sheet metal and trim. I’ve never found any images of the car with its original front end treatment.



This picture of King George VI’s 1939 Lincoln touring car shows what the original front end on the Sunshine Special looked like, although, the coachwork from the firewall back is different.

Ford’s beginning or “Alpha” for 1939 was the introduction of the mid-sized, middle-priced Mercury. It rode on a four inch longer wheel base than the lower priced Ford, had a 95 horsepower flathead V-8 instead of the 85 horsepower offered in the Ford and offered fresh new styling, particularly in its beautiful Sedan Coupe.



1939 Mercury Sedan Coupe, 99A-72, 7,970 produced.

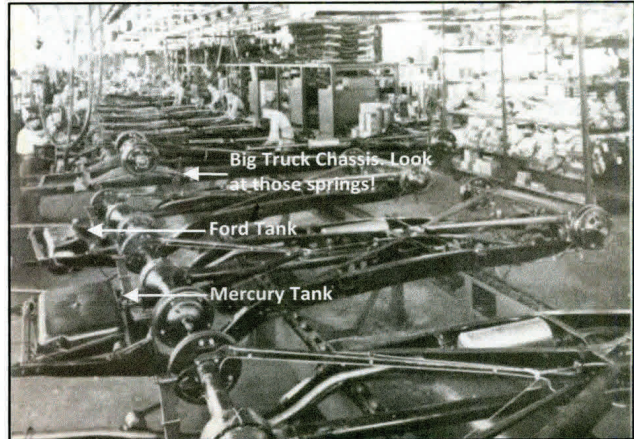
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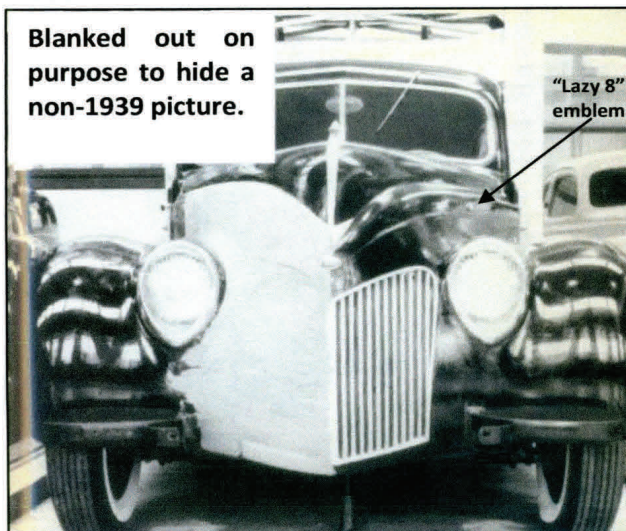
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On the engineering or technical side, Ford finally gave up on mechanical brakes (no more “the safety of steel from pedal to wheel”) in favor of, the by-then industry standard, hydraulic brakes. The cable brake system, introduced in 1937 was an improvement over the old rod actuated system and reduced pedal pressure by about one third. Still, Ford’s “improved” mechanical brakes lagged far behind the hydraulic brakes offer by its competitors. Sealed beam headlights and a column mounted gear shift, however, were still a year away.

On the design front, the 1939 Fords were the penultimate year for the body/platform introduced in 1937.

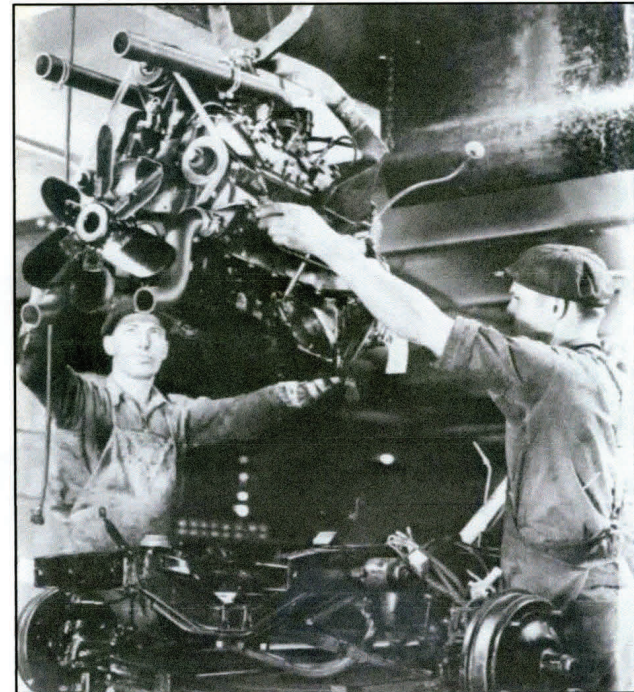


1939 frames moving down the assembly line upside down. Big Truck, Ford and Mercury frames are all on the same line. You can distinguish the Mercury frame by the Ford 1941 style gas tank.

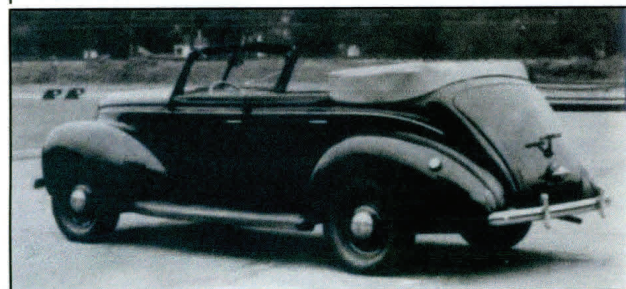


“An early clay model concept shows some of the evolution that led to the final design of the 1939 Deluxe Ford front end. Note the screw jack holding up the heavy form, (and) the small hood side V-8 emblem in the rough....” Famous Ford V-8s, Lorin Sorensen.

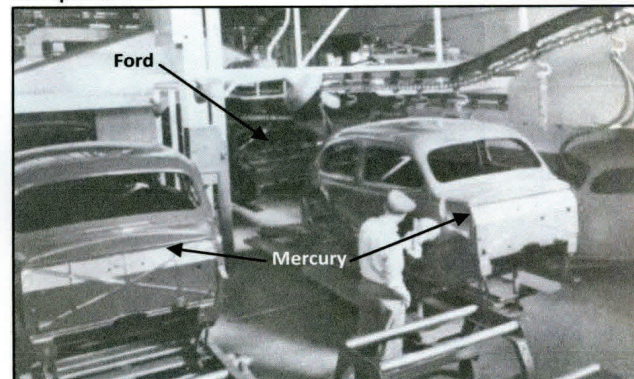
As can be seen in the image above many vestiges of 1938 styling still remained at this point: the front fender/headlight configuration and the shape and downward swoop of the hood. It’s hard to tell if this was going to be a one piece hood or would still have removable hood sides. In any event, many changes were to come before the 1939 models went into production.



Right side up now, a 1939 Mercury frame is about to receive its 95 horsepower V-8.



A prototype 1939 Convertible Sedan sports a 1938 style license plate light/deck handle, a single stainless spear on the hood and 1938 style hub caps.



Ford and Mercury bodies getting buffed out after coming out of the drying oven. Note the difference in the Mercury and Ford firewalls.

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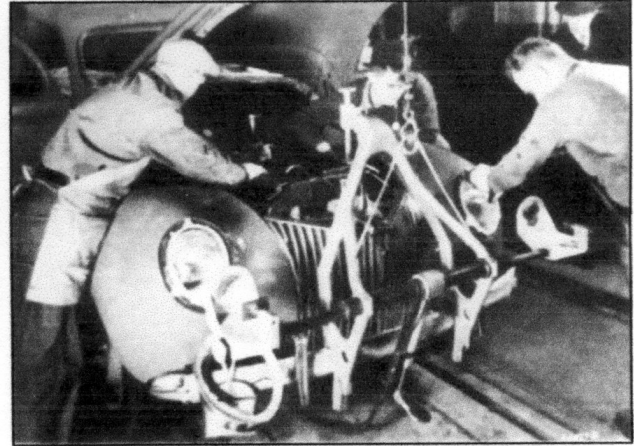
Once out of the paint booth, the bodies were carefully inspected for flaws. Flaws were corrected as necessary, the bodies buffed out and then moved on to the trim line for the installation of windows and windshields; dashboards; interior wiring harnesses; wiper mechanisms, headliners and seats interior door panels and other trim and finish items. One of the artistic touches on the 1939 Fords, dropped for a more Art Deco approach in 1940, was the continued use of tasteful woodgraining on the dashboards. After skipping the 1940 model year, woodgraining was reinstated in 1941 and continued through until 1948.



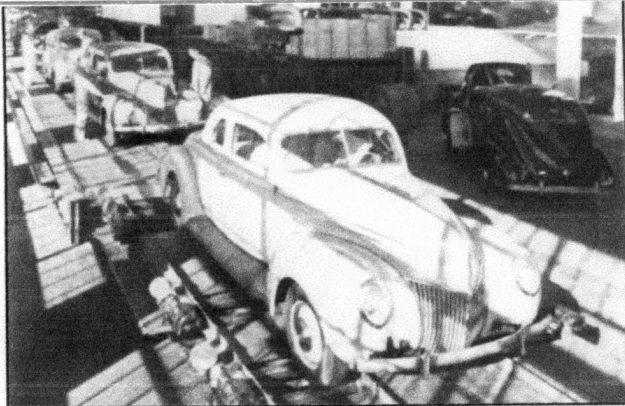
Skilled craftsmen apply the woodgrain to a 1939 dashboard. The fedora and tie are a nice touch!



A Deluxe 1939 Ford Tudor body is lowered onto its chassis. This car might have been a special order. The page affixed to the windshield was probably the "build sheet" and it looks like the car has a radio antenna installed on the roof between the windshield wipers.



Further down the assembly line technicians check and aim the headlights on this 1939 Ford Deluxe using an optical devices on a fixture clamped to the front bumper.

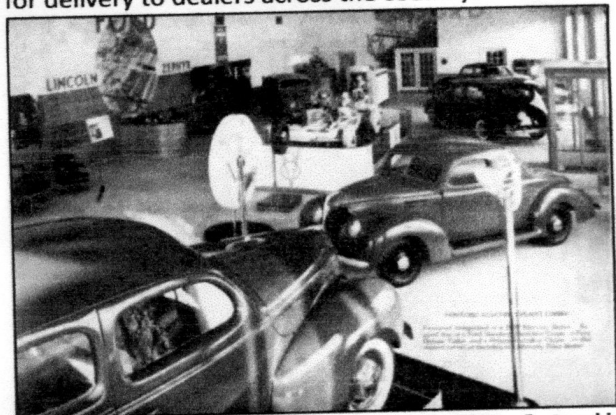


Nearing the end of the assembly line, these 1939 Deluxes have their new hydraulic brakes tested and adjusted as needed to provide smooth, quiet and safe stops.

From this point on, the new '39 models received a few more tweaks and tests and then were ready

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for delivery to dealers across the country.



The caption reads: "1939 FORD ASSEMBLY PLANT LOBBY - Featured in the foreground is a 1939 Mercury Sedan. Beyond that is a Ford Standard 5 window coupe, a Ford Deluxe Tudor, and a Deluxe 5 window coupe. In the distant corner is a Mercury Town Sedan." *The Ford Factory* - Lorin Sorensen.

*Thanks NIRG Valve Clatter*



## NORG Past Activities



**1985**

*Fall Tour Hosted by  
Rose & Dick Deyling*

***Brandywine Falls,***



**1986**

*Progressive Dinner Hosted by  
the Kirsch's, Marx's & Stewart's'*

***Ladies enjoying themselves at Lois & Bill Marx's  
home***





## NORG Past Activities

1989

### *Confederate Air Force Fly-in- Car Show at Cleveland IX Center*

Earlier in 1989, Craig Gorris was contacted by a member of the Northern Ohio Chapter of the *Confederate Air Force*. The group had made arrangements for a World War II airplane display at the IX Center. They inquired if NORG would like to participate. NORG members spotted their vehicles near each of the many aircraft. The show was very successful with all proceeds going toward the restoration of a B-29 Superfortress that the *Confederate Air Force* was in the process of restoring. We have added a few pictures for you.



**Bill Kirsch's 1947 Tudor & C-47**

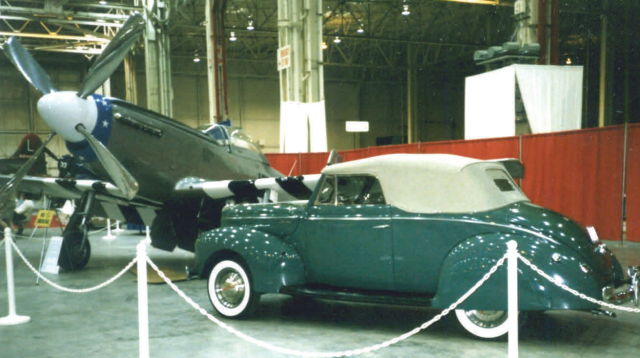
**Don Krause's 1936 Coupe & B25 Mitchell**

**Pete Shipp's 1937 Coupe & P40 Warhawk**

**Jewell Thomas' 1940 Convertible & P-51**

**Craig Gorris' 1940 Coupe & P-38 Lightning**

**Jim Stewart's 1936 Roadster & P40 Flying**





## Winter Warmers

Here are two exciting recipes for you to try. The first is a group of four coffee drinks. The warm-up coffee drinks are from the Trapp Family Cookbook. The Trapp Family settled in Vermont and opened the Trapp Family Lodge in 1948. The second is a delicious Oreo cookie cheesecake recipe

### COFFEES

*The most important step in making coffee drinks is brewing a good strong cup of coffee. If you are watching your caffeine, decaffeinated coffee works just as well. Flavored blends of coffee should be avoided in that the coffees are going to be flavored by the liqueurs. You may wish to add a touch of sugar if you wish a sweeter taste.*

#### AUSTRIAN TEA ROOM COFFEE

1 cup coffee  
1 oz. Peppermint Schnapps  
1 oz. Kahlua

#### IRISH REBELLION

1 cup coffee  
1 oz. Bailey's Irish Cream  
1 oz. Jameson's Irish Whiskey



#### CAFÉ MOCHA

1 cup coffee  
1 tablespoon hot chocolate  
1 tablespoon whipped cream

#### VIENNESE CAFÉ

1 cup coffee  
1 tablespoon hot chocolate  
Pinch cinnamon and nutmeg



Oreo Cheesecakes

#### Oreo Cheesecakes

**PLACE** paper liners in muffin tin. Set an Oreo Cookie on bottom of each muffin liner.

**BEAT** together 3 pkg. (8 oz. each) softened Regular or Light Philadelphia Cream Cheese and  $\frac{3}{4}$  cup sugar until smooth. Add 3 eggs, one at a time, and mix until just blended. Spoon mixture over each cookie.

**BAKE** at 350°F for 15-20 min., or until center is almost set. Cool completely, then refrigerate 1 hr. or overnight. Drizzle with melted Baker's Chocolate and a dollop Cool Whip Whipped Topping.



Your Editors  
wish you a  
Happy Valentine's Day

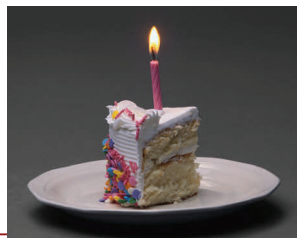


Early Ford V-8 Club of America  
Northern Ohio Regional Group #20  
P.O. Box 1074  
Cuyahoga Falls, Ohio 44223

### *First Class Mail*

## Happy February Birthday

- Earl Peters 02/04
- Nancy Collette 02/05
- Bill Marx 02/10
- Eileen Sanders 02/19
- Alice Wertz 02/28



**February MEETING :**  
**Friday, February 21<sup>st</sup>**  
**Stow City Center**

### The Headliner Deadline

1st Day of each month. Please e-mail articles, tech tips, outings, adds, club news and pictures to:

Annette Gorris

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

***[www.norgv8club.org](http://www.norgv8club.org)***

### **Parts Wanted—1936 5 Window Ford Coupe**

Metal Piece That Fits Above Windshield and supports the Visors and covers Wiper Motor

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**Joe: Cell: 330- 603-9668**  
**Home: 330-677-080**