

"The Headliner"

Newsletter of the Northern Ohio Regional Group #20 Early Ford V-8 Club of America Our 51st Year



Volume 27 Number 7

July 2020

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."

You are all in my thoughts and prayers. I do believe that we are all pretty much staying safe and healthy. There is an old Italian saying, "Atta tutu bene". Things will get better.

I'm looking forward to seeing your smiling faces. There's not much to expound on as our outings have consequently been cancelled or postponed. I had a brainstorm about having an outdoors meeting at a park etc. But common sense prevails. A notice was sent out to the board members. Not all replied but those that did have declined for many obvious reasons. No.1 reason: My corny jokes. 😊

Craig has been trying his heart ♥ out to find a way to keep us together. The Midvale trip is a wash. The Gilmore over nighter didn't seem to have much interest. I really appreciate all the time and effort that are into planning fun filled outings. Our V8 Official Tour Natzi Jack and our own Galloping Gourmet Neal are a valuable asset to our Great and Best RG#20.

I'm proud to tell you all that our own Steve Kronen is putting his hat in the ring to be on the National Board of Directors. Let's all stand behind him and support his efforts 100%.

Also Frank Posar has made us proud once again with a great article in the V8 Times. Thank each and every one that took an extra step to make us such a great group. (The Best Group)

NjoyurV8b4its2L8
God Bless you all and stay safe,

Jeep



Officers & Board 2020

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

Note: In an attempt to provide a "COVID Safe" meeting, I spoke to Rich Jandrey about renting the picnic pavilion in Richfield. At the same time I sent e-mails to all Officers & Directors soliciting their opinion about a July meeting. The majority did not want to do this. I will continue to pursue it
Craig Gorris

NO JULY MEETING



2020 Activities At A Glance

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



- ~~Saturday, July 25th, Northern Ohio RG Cruise to Midvale Speedway - **Cancelled**~~
- ~~Friday July 17th NORG Meeting **MAYBE ????** **NOPE**~~
- ~~August 21st, 22nd, 23rd Gilmore Museum Cruise, Hickory Corners MI, **Cancelled**~~

Jean Rounds Wanted Everyone to Know that the Mayor of Rocky River has Cancelled the Rocky River Memory Lane Antique Car Show Scheduled for Sunday, August 16, 2020



For Sale
1940 Ford Starters ~ \$ 30.00 each
1940 Ford Pressure Plate ~ \$25.00
 Chesterland OH ~ havroth@hotmail.com



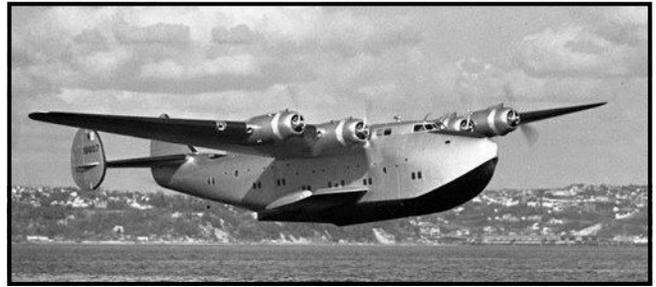
NORG Cookie Bakers



July Meeting	NO MEETING
August Meeting	Ginger Posar
September Meeting	Sharon Bukszar
October Meeting	Dianne Moore
November Meeting	Kathy Kessler

What It Was Like Aboard A Pan-Am Clipper..

Clipper passengers took their meals at real tables, not their seats. For most travelers in the 21st century, flying is a dreary experience, full of inconvenience, indignity, and discomfort. That wasn't the case in the late 1930s, when those with the money to afford trans-oceanic flight got to take the Boeing Model 314, better known as the Clipper.



There was room for a crew of 10 to serve as many as 74 passengers.

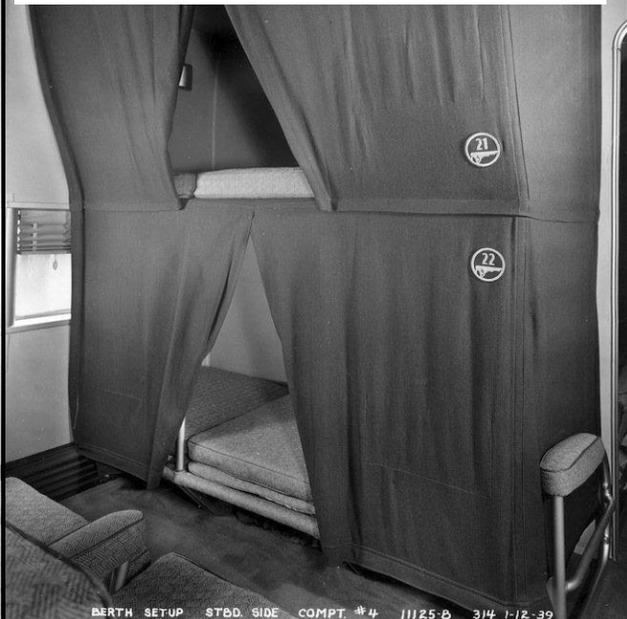


Here's a diagram of the different areas of the plane.

Even Franklin Roosevelt used the plane, celebrating his 61st birthday on board.

Between 1938 and 1941, Boeing built 12 of the jumbo planes for Pan American World Airways.

On overnight flights, the 74 seats could be turned into 40 bunks for comfortable sleeping. The bunk beds came with curtains for privacy.



BERTH SETUP STD. SIDE COMPT. #4 11125-B 314 1-12-39

The galley served up meals catered from four-star hotels. If you want to sit at a table to eat with other people these days, you have to fly in a private jet.



Thanks to Jeep Iacobucci for the article on the Pan Am Clipper

On the 24-hour flights across the Atlantic, crew members could conk out on these less luxurious cots



CREW QUARTERS, LOOKING AFT STA 538, 630 (1174-B 314 1-12-36)

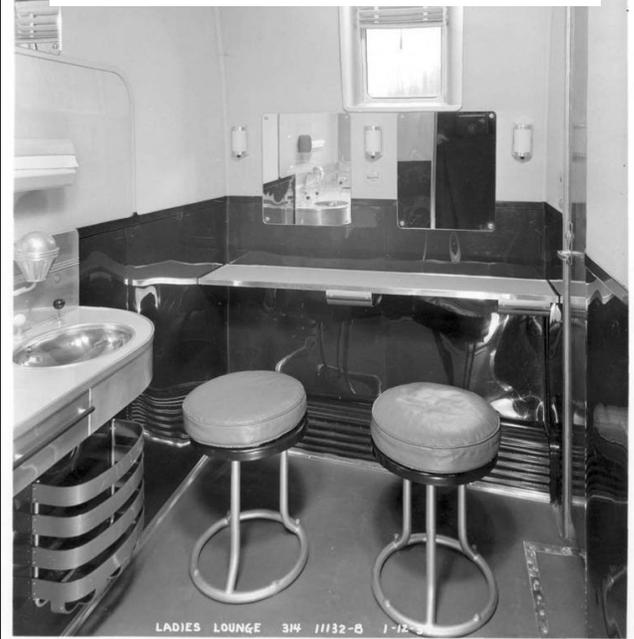
The Clipper had a range of 3,500 miles — enough to cross either the Atlantic or Pacific, with room for 74 passengers on board.

Of course, modern aviation offers an amazing first class experience (and it's a whole lot safer), but nothing in the air today matches the romanticism of crossing the oceans in the famed Clipper.



Navigating across the oceans required more manpower in the air.

On the Pan Am flights, passengers had access to dressing rooms and a dining salon that could be converted into a lounge or bridal suite.



LADIES LOUNGE 314 11132-B 1-12-36



Unlike some modern jets that come with joysticks, the Clipper had controls that resembled car steering wheels

The nickname Clipper came from an especially fast type of sailing ship used in the 19th century. The ship analogy was appropriate, as the Clipper landed on the water, not runways.

The Clipper made its maiden trans-Atlantic voyage on June 28, 1939. But once the US entered World War II, the Clippers were pressed into service to transport materials and personnel

POSTSCRIPT:

Prior to WWII, the Japanese Military became very interested in the new Pratt & Whitney radial engines that powered the Pan Am Clipper. On a flight from San Francisco to China, a Clipper landed on Truk Lagoon to be refueled by Japanese authorities. Later, the Clipper was assumed lost over the Pacific.

Years later, it was revealed that the crew and passengers were arrested and executed, the engines were retrieved and sent to Japan and the Clipper was sunk in deep water off Truk Lagoon.

ATTENTION MEMBERS ~ SAFETY RECALL

Member George Hlavacs contacted me regarding the information concerning Harbor Freight Jack Stands. Seems he purchased 8 and 2 were faulty. I happened to have two myself, but the serial numbers were OK. If you have any, strongly suggest you check the serial numbers.

Recall Items S/N 56371, 61196, 61197

SAFETY RECALL

3 Ton and 6 Ton Heavy Duty Steel Jack Stands item numbers 56371, 61196, and 61197

For certain units of the Pittsburgh Automotive 3 Ton and 6 Ton Heavy Duty Steel Jack Stands there is a potential, while under load and with a shift in weight, for the pawl to disengage from the extension lifting post, allowing the stand to drop suddenly. This condition could cause serious injury for people near or under a lifted vehicle, and/or damage to property.

STOP USING THESE JACK STANDS IMMEDIATELY

<p>ITEM #: 56371</p> <p>56371 jack stands can be identified by checking the item number found on the label on the top of each jack stand</p> 	<p>ITEM #: 61196, 61197</p> <p>61196 and 61197 jack stands can be identified by checking the item number found on the yellow part of the label on the base of each jack stand.</p> 
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THIS RECALL ONLY CONCERNS JACK STANDS WITH THE ITEMS #61196, 61197, or 56371

The 61196 and 61197 jack stands can be identified by checking the item number found on the yellow part of the label on the base of each jack stand. The 56371 jack stands can be identified by checking the item number found on the label on the top of each jack stand.

Following the lifting of any applicable "Shelter At Home Orders", please bring your 3 Ton and/or 6 Ton Heavy Duty Steel Jack Stands, item numbers 61196, 61197, and 56371 to your local Harbor Freight Tools store to receive a Harbor Freight Tools gift card equal to the retail price of the jack stands you originally purchased (plus applicable tax).

For more information email: recall@harborfreight.com.

NORG LUNCHEONS

Due to the ongoing corona virus problem (and to the fact that all the restaurants are closed) no NORG lunches will be planned until the crisis subsides. Hopefully, we will be able to resume our eating and storytelling later this year. Until then, stay safe!

Neal Garland, lunch locator

For Sale
50th Anniversary
Key Chains
\$5.00

Contact Craig Gorris





2020 National News

Early Ford V-8 Club of America



May II

Drive Your V-8 Day



San Diego RG #19 on Drive your V-8 Day 2019

Did you take your V-8 out on "Drive Your V-8 Day" 2020?

Did you take a picture?

Don't forget to submit the best ones (not more than four, please!) along with a short description of what you did or what the photo(s) depict to the V-8 TIMES. E-Mail your pictures (put "Drive Your V-8 Day" in the subject line) by July 15 to v8times@cox.net or mail them to P.O. Box 16630, San Diego, CA 92116.

Your photos and captions may appear in the V-8 TIMES. It could be your chance for a cover shot!

Your Membership Info Up To Date?

Was your membership info in the 2020 Membership correct?

If not, you need to contact Cornerstone to update it. You can call (866) 427-7583 or send in changes using the membership form that comes with your V-8 TIMES. Indicate it is an update to your membership info.

If you're a registered user at the club website - www.efv8.org - you can access your membership info and make the changes yourself.

Bottomline - you're responsible for keeping your membership info up to date.

Don't Delay - it today!

**V-8 Club
The Online Store
Books & Accesories**

**The Forum
Restoration Help
www.efv8.org**



*The Good Humor Man delivers cold treats on these hot days in this 1949 Ford truck. EARLY FORD V-8 CLUB ON THE ROAD, St. Louis RG #124
Mary Rogers, Editor*

Harbor Freight Jack Stand Recall



The Harbor Freight jack stands that we've all bought, borrowed or seen in our friends' garages are being recalled due to a risk of collapsing under load. Go check yours immediately.

The recall document says that the problem could affect more than 450,000 6-ton jack stands produced between 2013 and 2019 and nearly 1.3 million 3-ton jack stands produced between 2012 and 2020.

These jack stands were sold

under the Pittsburg brand name, and can be identified by item numbers 56371 or 61196 on 3-ton models, and 61197 on 6-ton models.

Harbor Freight urges anybody in possession of affected jack stands to return them to the store in exchange for a gift card equal to the price of the stands. Any unsold jack stands covered by the recall have been removed from stores.

Check on your buddies and spread the word around—these jack stands are ubiquitous, and a failure like this could be fatal.

Club Books

While you're locked down, this is a good time to check out the Club books to help with your restoration.

If you're having your V-8 judged at a meet, you can challenge a deduction by using the Club book on your car as a reference.

FORD FACT

Henry Ford and Thomas Edison were lifelong friends.

As requested by Ford, Thomas Edison's son captured Edison's last exhale in a test tube and sealed it with a cork. Ford kept the tube as a memorial to Edison's "life and breath."

Presented by the Early Ford V-8 Foundation

**For The Latest News About
The V-8 Club
Visit The Website
www.efv8.org**

Interesting Facts about Gasoline or Petrol as our European Friends Call It

It seems that the German and British aircraft both used 87 Octane Gasoline in the first two years of World War II. While that was fairly satisfactory in the German Daimler-Benz V-12 engine, It was marginal in the British Rolls-Royce Merlin XX engine in British aircraft. It fouled the spark-plugs, caused valves to stick, and made frequent engine repair problems. Then came lend- lease and American aircraft began to enter British service in great numbers. If British engines hated 87 Octane gasoline, American, General Motors Built, Allison 1710 engines loathed and despised it. Something had to be done!

Along came an American named Tim Palucka, a chemist for Sun Oil in their Southeast Texas Refinery. Never heard of him? Small wonder, very few people have. He took a French formula for enhancing the octane of Gasoline, and invented the "Cracking Tower" and produced 100 octane aviation gasoline. This discovery led to great joy among our English Cousins and great distress among the Germans.

A British Spitfire fueled with 100 Octane gasoline 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. The Germans couldn't believe it when Spitfires that couldn't catch them a year ago, started shooting their ME-109 E and G models right out of the sky.



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, 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, Texas and we never knew a thing about it.



Captain Lloyd H. Bidwell regularly flies the New York-Chicago route.

Captain Roscoe "Rocky" Kent between flights on the New York-Chicago run.



Captain Desmond Shipley is assigned to the Boston-New York route.



When eagles come to earth!

The men who fly the flagships choose Ford Motor Company cars



Captain Durward W. Ledbetter spends his working hours between Nashville and New York.

A RECENT survey among 206 American Airlines captains and first officers showed that 96, or nearly half, owned Ford, Mercury 8 or Lincoln-Zephyr cars.

These men daily depend on the perfect performance of powerful engines. When they come to earth they find the same sort of performance in the smooth, precise V-type engines that power their cars.

Other mechanically minded executives of the company who own Ford-or Lincoln-built cars are the president, vice-president in charge of operations, operations manager and chief pilot.

This is impressive testimony to the excellence of Ford engineering. These three modern cars bring to their owners some of the buoyant pleasure of piloting a swift ship through the sky.

PRINTED IN U.S.A.



Ladies Daisy Page



Can you guess which one of our NORG members is driving the Mack truck??

**Ladies do you have a photo of that "special one" hidden away?
Do you think our members could recognize him ?
Why not send it in**

Answer to Last Month's Handsome Soldier ~ Jack Bukszar



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Since 1957

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Don't Forget to Check out our updated website : www.norgu8club.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

NO July 2020 Meeting

- Happy July Birthday**
- 03 Neal Garland
 - 18 Tom Madden
 - 21 Ginger Posar
 - 23 Beth Schilling
 - 27 Lois Stallard
 - 29 Jeep Iacobucci

