

“The Headliner”

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



Volume 25 Number 3

March 2018 2017

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.”

Its official, spring will be here soon. The groundhog saw his shadow and we had our first meeting this year. It was good to see everyone again and very happy to welcome our newest members. It was a busy meeting. That’s a good thing. That reflects a lot on our members that are willing step up and keep this Great Regional Group running like a well-tuned "Flathead V8". Attending monthly meetings is part of being an active member, also participating in activities is beneficial to you as well as it is to the group. I know that I harp on this a lot, but I believe that you get back more than you give. We have been very fortunate that Rich Jandrey has provided a guest and presentations every meeting. A lot of it is automotive related. If you have any ideas or want to share something of interest, please feel free to suggest something of interest or even care to host an event or outing.



It is good to know that we have recruited some fine new members. Welcome folks, it is always a pleasure to meet new friends and be able to share all the fun stuff we do, as each season brings a few new adventures.

Keep in mind, heart and prayers for some of our members that are shut in and unable to attend activities. If anyone needs a ride to meetings or any activity, feel free to let me know and I'll try to hook you up with a ride. No member left behind.

Congratulations to Annette and Craig as the Headliner received an "Honorable Mention Award" this year. Also Regis Schilling has got our phenomenal website is up and running again after being hacked. Thanks Regis. In my opinion, our website is one of a kind and a wealth of knowledge.

Drive Safe, my friends. Half the fun is getting there.

N joy ur V8 B4 it's2 l8

Jeep



March Program

Program Chairman, Rich Jandrey and his son Rick will present a Program on the fall Hershey swap meet. Rich, like probably others has been attending this event for over 20 years and will share his experiences

Officers & Board 2017

President: Jeep Iacobucci
Vice President: Frank Posar
Secretary: Virginia Herrmann
Treasurer: Dan & Diane Francis

Directors

Jack Bukszar
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
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Brecksville OH 44141
440-526-6138
annette.gorris@gmail.com



MINUTES FOR THE MEETING OF FEBRUARY 16, 2018:

The meeting was called to order at 7:30 p.m. by President Jeep Iacobucci. Members were asked to introduce themselves and to remind us of the types of cars they own. Craig Gorris introduced new members David Ford, John and Kathy Kessler, and Josh Madden. Josh's dad also attended (sorry--I didn't get his name. Hopefully he will come again and I will do better then!). Welcome to our club!! We look forward to getting to know you and to sharing our summer activities with you.

President Jeep thanked Ginger and Frank Posar for tonight's delicious cookies and coffee. Everything was VERY low calories, of course. Well, OK--that only applied to the napkins, but everything else was really good!

Jeep reminded us that Ginny Herrmann had serious back surgery in January and will not be able to attend meetings for quite a while. We all wish you well Ginny and are pulling for you to recover as quickly as possible.

Minutes from the November 2017 meeting were read by acting secretary Neal Garland. Jack Bukszar moved that the minutes be accepted as read. Second, by Pat Rooney. They were.

Co-treasurers Dan and Diane Francis reported on our financial condition. Technical difficulties prevented them from using a visual presentation via computer that they had planned for the meeting, but they were happy to tell us that the club's swap meet turned out very well. The food concession sold out completely and the overall income for the meet exceeded costs by a nice margin. We briefly discussed whether or not to sponsor another swap meet in 2019. No formal vote was taken, but the overall consensus seemed to be that it would be a good idea. Frank Posar moved that we accept the treasurers' report. Second, by Craig Gorris. Again, we did.

Vice president Frank Posar reminded us that we will have a one and only chance (for this year) to order clothing with the club's logo embroidered on it after this evening's meeting. Frank has samples of the types of clothing that are available. If you are interested, be sure to see him before you leave tonight.

Membership Chair Craig Gorris passed out the 2018 Club Rosters. Again, the truly great artwork for the cover was done by member Guy Shively. His work on the roster covers every year is deeply appreciated by the club members. We voted to present him with a surprise present as a token of our gratitude. Debbie Heeter has again provided valuable assistance in getting the roster printed at a very reasonable price. We voted to send her a thank you card and a gift certificate to a local restaurant.

Craig again welcomed our new members. They have come on board just in time for our 50th anniversary, which will happen in 2019. A brief discussion was held about how we should celebrate this occasion. No definite plans were made, but for certain we will hold a celebration!

Annette Gorris informed us that things are going well with the Headliner. She continues to encourage members to send items to her that they would like to see in the newsletter. Please don't be bashful--write up a story about how you purchased your old car, problems/successes you had or are having in restoring it, adventures on the road, or _____. Others would like to hear about it!

Sunshine Chair Georgene Iacobucci passed around a get well card for Ginny Herrmann so members could sign it and send a brief message to Ginny. Again, we wish her a speedy recovery and look forward to seeing her back in action as soon as possible.

Webmaster Regis Schilling reported that our website has been hacked for the third time. After much effort, he finally has it straightened out and is considering changing to a different web service provider that can provide greater security. Craig Gorris encouraged us to be sure to check out the website, as Regis is doing a great job with it.

Activities Chair Neal Garland reported on our January lunch outing at Beau's Grille in Fairlawn. A record 21 members attended and took full advantage of Beau's great buffet. The February lunch will be held at Simon's Restaurant in Brecksville.

President Jeep presented engraved plaques expressing the club's appreciation for their services to Regis and Beth Schilling and to Craig and Annette Gorris. All four of them have provided years of dedicated service to the club and have been instrumental in making the club a success. Thanks so much!

Continues on Page 3

President Jeep thanked all of the club members who worked at the swap meet and helped to make it a success. Jeep then reported on the meeting of the Board of Directors that was held in January. Much of the meeting was dedicated to discussing the then-upcoming swap meet. A license plate sized plaque featuring the club's logo designed and created by Denny Moore was passed around. Jeep will explore whether Denny would be willing to make enough of these to serve as table favors at our 50th anniversary. Denny brought the plaque to tonight's meeting and said he is willing to make enough of them for the 50th celebration.

Beth Schilling informed us that a representative from the Stow Police Department's K-9 unit will attend our March meeting to receive our donation to the K-9 fund. We are making this donation as a way of expressing our thanks for the use of the meeting room in the Stow Safety Center.

Annette Gorris and Ginger Posar are organizing our Christmas Party for this year. They announced that the party will be held on December 7 at the Sleepy Hollow Country Club in Brecksville. They gave a brief description of the club's facilities and of the buffet that we will enjoy. More information will be included in future Newsletters.

Program Chair Rick Jandrey introduced Trevor Kovach, our speaker for this evening. Trevor is the owner of Kovach Restorations, which is an abrasive blasting company. Trevor's company provides a number of different types of media blasting, including soda blasting at your location. His mobile unit can come to any location. Soda blasting is especially useful in removing paint from car restoration projects, as it does not cause warping of the metal like some other types of blasting can do. Trevor answered a number of questions from club members and briefly outlined the costs of his services. Thank you, Trevor, for an interesting and very relevant presentation!

Jack Bukszar gave us an update on plans for our joint outing with the Illinois Regional Group. It will be held on August 2-5. A very active schedule of visits to some of Cleveland's highlights is being planned so be sure to put the dates on your calendar. Hotel reservations can be made now at the Doubletree Hotel in Westlake (440-871-6000). Be sure to ask for the Early Ford V8 Club's rate of \$109 per night. More information will be included in future issues of the Headliner.

Earl Peters reminded us of swap meets that will be held in Medina on Feb. 25, Marietta on March 3, and the Car Coddler's meet in Sandusky on May 20. He also noted that the Ford V8 Museum in Auburn is auctioning off a Ford F-150 as a fund raiser.

Bruce and Marie Lewicki recently vacationed in Aruba and Bruce somehow acquired an Aruba license plate. If you are planning on driving to Aruba in the near future, see Bruce. He might let you borrow his license plate so you can fit in with the locals.

Rags Stallard moved that we adjourn. Second by Earl Peters. We did.

Neal Garland, Acting Secretary.



2018 Activities At A Glance



- **Friday, March 16th 7:30 PM** Monthly Club Meeting, Stow City Center.
- **Saturday March 24th 11:00** NORG Luncheon at Burntwood Tavern Brecksville ***see page 7 for more info***
- **Friday, April 20th 7:30 PM** Monthly Club Meeting, Stow City Center.
-

Welcome New Members

Craig & Rose Dawson
 3880 Mars Drive Brunswick OH 44212
 330-225-7546 216-612-6339
craigdawson56@gmail.com



NORG Cookie Bakers



March Meeting	Dianne Moore
April Meeting	Bruce Lewicki
May Meeting	Diane Francis
June Meeting	Momoe Garland
July Meeting	Georgene Iacobucci
August Meeting	Virginia Herrmann
September Meeting	Barb Rooney
October Meeting	Judy Brehm
November Meeting	Sharon Bukszar

Member's Ford V-8 On Display in London

There comes a time when because of health, family or other issues, a choice must be made regarding the sale of our beloved Flathead V-8. Last year, member Foster Buchtel faced that decision. He consigned his beautiful 1951 Ford Deluxe sedan to Harwood Motors. (www.harwoodmotors.com) Harwood has sold a number of vehicles for club members. The car was purchased by a Mr. Jeremy Davis of London England. Recently Mr. Davis sent an e-mail to Neal Garland telling him that the car is currently on display at the London Classic Car Show. He says it is attracting a lot of attention from Londoners attending the show. NORG members, especially Foster, will find it gratifying to know that the car is continuing to be a winner while in the care of its new owner across the pond.



Foster's Beautiful 1951 Ford Sedan

WIN A 2018 FORD F-150



(Actual truck may differ from the one shown)

License# 145296

One lucky winner will win a 2018 Ford F-150

TICKETS ARE \$100

WIN A FORD F-150 OR CASH PRIZE!

Three winning tickets will be drawn from 1200 sold

1st Prize - choice of a new Ford F-150 or \$40,000

2nd Prize - \$2,000 3rd Prize - \$1,000

(260) 927-8022 or www.fordv8foundation.org

Winning tickets will be drawn when all 1,200 are sold or 11-1-2018

Truck Provided By:
Proceeds from raffle sales benefit
Ford V-8 Museum Programs



NEW Raffle Announced!

A new 2018, immensely popular, Ford F-150 is being raffled by the Early Ford V-8 Foundation Museum. The raffle is underway and will conclude after just 1200 tickets are sold or November 1, 2018, whichever comes first.

First place is the choice of an F-150 or \$40,000 in cash; 2nd place is \$2,000; and 3rd place is \$1,000.

Tickets will be mailed out to members of the Foundation Museum to give them first chance to purchase chances. Anyone wishing to take part can call the Museum at 260-927-8022.

The Local Ford dealer in Auburn, **Ben Davis Ford** at 400 S. Grandstaff, is working with us to bring you this exciting opportunity to win a beautiful Ford F-150—the best selling vehicle for the past 40 years!

Ben Davis will supply us with a new truck to display at our Museum and at various events in the Auburn area.

You have a 1 in 400 chance to win the truck or a cash prize. Buy two certificates and you have 1 chance in only 200!

Proceeds will benefit the Early Ford V-8 Foundation Museum.

Guy Shively to Be at Piston & Power Show

Guy Shively, our member who creates the unique covers for our N.O.R.G Rosters each year will be at the Piston & Power Show Saturday, March 17th. He will be wearing his N.O.R.G. early Ford V-8 Shirt and exhibiting samples of his striping handiwork at the Pin Striping booth. He would like very much to say hello. If you are at the show, feel free to stop by and meet guy.



The Stainless Steel Fords

In 1935, officials at Allegheny Ludlum Steel Division and the Ford Motor Company collaborated on an experiment that would become a legacy and a tribute to one of the most dynamic metals ever developed. Allegheny Ludlum, a pioneer producer of stainless steel, proposed the idea of creating a stainless steel car to Ford. The idea took shape in the form of a 1936 Deluxe Sedan. That car became the centerpiece of a campaign to expose the public to the new metal and its many uses.

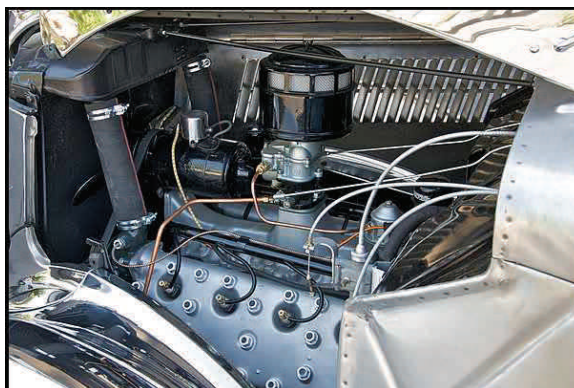
This is the 1936 Ford Tudor Sedan built for and owned by Allegheny Ludlum Steel. This



is one of only four in existence, and is the only one currently in running and road worthy condition.

The jaw-dropping beauty offered here is one of that tiny production run. The car is in exceptional condition, with the interior and even the frame looking great. All four cars each had over 200,000 miles on them before they removed them from service.

These cars were built for Allegheny as promotional and marketing projects.



The top salesmen each year were given the honor of being able to drive them for one year. The V-8 engine (max 85 hp.) ran like a sewing machine and was surprisingly smooth and quiet.

The dies were ruined by stamping the stainless car parts, making these the last of these cars ever produced.

The only privately owned example, it won two trophies at the Early V8 Club Auburn 2009 event, first place at the 2009 Hershey AACA event and was nominated for the 2009 AACA Car of the Year.

It was recently restored by Lon Kruger, one of the world's best restorers.

The car utilizes the standard 221/85 HP flathead mated to a 3-speed manual and working Columbia overdrive, and has been driven just 18 miles since its restoration.

E VE ATE LUNCH OUTING ~ 11:00 AM Saturday March 24 2018

Our February lunch outing at Simon's Restaurant in Brecksville was attended by fourteen NORGers, all of whom were appropriately hungry. The food and the service were fine, the atmosphere was jovial, and we left with full stomachs and smiles on our faces. Since we had such good luck with this Brecksville restaurant, for our March outing we will descend upon another Brecksville eatery. We visited the Burntwood Tavern in Fairlawn last year and everyone seemed pleased with it, so we are going to give another Burntwood location a try. The Burntwood Tavern of Brecksville is located at 8188 Brecksville Road, Brecksville, Ohio 44141. Their phone number is 440-546-7650. Plan to arrive at 11:00 a.m. so we can again beat the noontime rush. The date is Saturday, March



24. I think you will find the building to be interesting. To quote from their advertising: "History is paramount at this Tavern. In the bar, you'll find a huge walk-in fireplace built from stones misplaced during the construction of the Ohio Canal as well as two arches that run along the north wall that hailed from the former School House #6. Beautiful chandeliers and another huge stone fireplace set the mood for dining. Our guests can still see the trees that originally existed on the property (because) the dining room is adorned with hand-carved Chestnut beams made in the 1930s from these native Brecksville trees."

You get the idea. The place is not a standard chain restaurant-type setting. Bring your appetite and enjoy!

Neal Garland, Activities Chair

Memorial Bricks

A number of our new members have inquired about the Memorial Bricks that the club purchases when a member passes away. The bricks are purchased from the Early Ford V-8 Museum in Auburn Indians. There is an area adjacent to the museum where the bricks are arranged in a creative pattern. Each brick is inscribed with the members name, and the year they passed away.

As people enter the Museum they have the opportunity to view the bricks.

Below is a typical example of the memorial bricks two of which recognize two members of our Northern Ohio Regional Group.



Bill Cassidy

Ruth Canankamp



**7th ANNUAL JOINT CRUISE
TO BE HELD IN CLEVELAND, OHIO
AUGUST 2-5 2018**

**SOME DETAILS OF THE WEEKEND
INCLUDE A GUIDED BACK STAGE
TOUR OF THE CLEVELAND PLAY HOUSE THEATERS, A
GUIDED TOUR OF THE CRAWFORD AUTO AND
AVIATION MUSEUM INCLUDING RIDES ON THE
RESTORED CARROUSEL FROM THE FAMED EUCLID
BEACH AMUSEMENT PARK.**

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MORE INFORMATION TO FOLLOW



Maybe He shouldn't have taken the shortcut

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STATE

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SPEED PARTS & AUTO ACCESSORIES
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NORTH CENTRAL OHIO'S LARGEST MEET!

**53rd Annual Swap Meet 2018
CAR CODDLERS OF OHIO, inc.**

Sunday, May 20, 2018 - Erie County Fairgrounds

3110 Columbus Avenue, Sandusky, Ohio 44870

All Makes Car & Truck Parts - All Years!

Arts & Crafts • VENDORS WELCOME

Inside Space - 10 Ft. Table \$15.00

NO PRE-REGISTRATION OUTSIDE (10x30) \$10.00

includes admission for 2 people

CAR CORRAL \$10.00 per space includes admission for driver.

Children Under 12 FREE **GATE ADMISSION \$5.00**

Vendor gate open at 6:00am Buyers welcome from 8am - 3pm

Enjoy Entertainment By Frank Lamanna

Plenty of up close parking!

Food & Refreshments Available!

CAR CODDLERS OF OHIO, INC.

Car Coddlers of Ohio and its Officers and Members are not responsible for any injury or personal property loss that may arise.

No food or beverage to be sold by vendors.

For information call: Rod Litz 419/271-1760

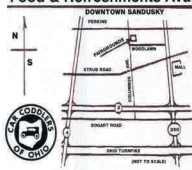
Fill out Pre-Registration Form, and mail Check or

Money Order made out to Car Coddlers of Ohio

Send to: Car Coddlers of Ohio c/o Joe Milas

14217 Baird Road

Oberlin, Ohio 44074



Vendors Pre-Registration Form

Vendor Spot(s) from last year: _____

Vendor Pricing: _____ Inside Space(s) - 10 Foot Table Furnished \$15.00 each: _____ (please mark how many)

Electric: Yes _____ No _____ Type of Merchandise For Sale: _____

Name: _____

Address/City/State/Zip: _____

Home Phone: _____ Business Phone: _____ & Cell Phone: _____

The War Years

For a people unused to any kind of wartime sacrifice, WPB Directive No. 1 to OPA, January 1942 - instituting rationing - came as a shock. Suddenly, U.S. Citizens were stuck with a mess of little books and stamps that limited the food and gas they could buy. Gasoline rationing was especially onerous. When the average driver received an "A" card limiting him to a mere three gallons of gas a week, he started to cheat. By late 1942 gas chiseling became a national scandal, but eventually most drivers turned in the extra cards they had wheedled and made do with the patriotic three gallons.

Almost everything that Americans really loved to eat - meat, coffee, butter, cheese, sugar - was strictly rationed by a point system that drove housewives and grocers crazy. The OPA issued ration books of stamps with point values and assigned specific point values to foods. Housewives paid the grocer stamps as well as cash. The grocer, to replenish his stocks, sent the stamps to his wholesaler. The wholesaler turned the stamps in at his local bank and got credit to buy more food.

For the second time in the 38-year history of the Ford Motor Company, major interest in its manufacturing activities swung from motorcars and farm equipment to the machinery of war - tanks, jeeps, aircraft engines, airplanes, gliders and carriers.

Thunderheads of European turmoil rolled over the horizons during 1940. The world's moral fiber was strained to the breaking point. The strands snapped one by one until on December 8, 1941 we were at war. The cry for arms went 'round the globe. Industrial plants became war plants; schools became training centers; peaceful production ceased and as demands increased, available manpower decreased, until even the women doffed their aprons to replace their men at drill press and lathe.

Although devoted to peace and humanitarian pursuits, the Ford Motor Company diverted its abilities and resources to the construction of machines whose purpose was destruction. Yet out of it all grew the opportunity to justify once more the nation's trust in the Ford name. Since weapons had to be built, Ford determined to build the *fastest* bombers, the *safest* tanks, the most *dependable* engines...to build in such quantity that never again could it be said: "to little and too late." The anomaly of a peaceable man, Henry Ford, turning his massive manufacturing empire over to the construction of instruments of war, was now complete.

One of the first moves was the construction of the giant Willow Run Bomber Plant where Consolidated B24E United States Army Bombers and parts of sub-assemblies for other airplane plants could be produced. Excavation work began in April 1941, and in less than six months 740,000 sq. yds. of landing field runways were poured and machinery was being moved under acres of completed roof sections.

Willow Run represented the first application of precision mass production and engineering to the building of airplanes. As the pioneer of modern continuous-line manufacturing in volume with its attendant benefits of low cost and interchangeability of parts, Ford was able to translate this principle into a steady flow of airplanes at the rate of a completed bomber per hour. These *were finished* products. The bombers were flown away in fighting form.

With the nation and half the world facing the prospect of war, men, materials and military vehicles were urgently needed. They say that the times produce leaders, and men such as Eisenhower, Patton and Bradley rose to meet such a challenge. It also produced an inanimate object made of steel, glass, rubber, copper and canvas, designed and created in the form of a motor vehicle the like of which the world had never seen. Almost instantly, overnight a vehicle more popular than even Henry Ford's Model T won the hearts of millions of Americans and peoples of all nations. The "Jeep" was born.

Unlike the Model T it really didn't have a father; rather it was the product of many men and three major companies. The credit for designing the forerunner of the popular Jeep of World War II days belongs to Karl K. Probst of the American Bantam Car Company, their chief engineer in 1940. Probst brought together in his design the ideas of the Army Ordnance Department Technical Division, dating back to after the First World War, the Infantry Board's desire for a small car, the Marmon-Herrington Company all-wheel-drive vehicles and the Howie-Wiley machine gun carrier. Finally in June of 1940 the army set out details of the type of vehicle they were looking for. They suggested the vehicle that would meet their requirements would weigh no more than 1200 lbs., have a wheel base of 75" or less and an overall height of 36".

It should be able to operate at walking speed and travel up to 50 m.p.h. It should feature a two-speed transfer case, a front driving axle in addition to the rear axle and several other minor specifications.

On July 11, 1940 invitations to bid on seventy light reconnaissance and command cars were issued by the army. On July 22 Bantam was awarded the contract. Working under impossible time conditions, the vehicle was designed in five days. Karl Probst built and delivered in forty-nine days the prototype, and thus the American Bantam Car Co. produced the forerunner of the World War II Jeep. Delivered to Holabird Depot at 4 pm. September 23, 1940, American Bantam Car Company met the deadline. Watching in the wings during the test of the vehicle were Willys-Overland and Ford engineers. Both Willys-Overland and Ford submitted prototype vehicles on the 13th and 23rd of November respectively. The Willys-Overland entry was known as the Willys Quad, and the Ford product was known as the Ford, GP "Pygmy" which incidentally is alive, happy and well in the Henry Ford Museum.

At this time Bantam was busy supplying the seventy vehicles called for on the original contract. Bantam 1/4-ton Army Truck, Serial Number 1007, is on display in the Smithsonian Institute. It is, of course, the seventh Bantam in the series built.

In the course of events and the problems created by the mishandling of the initial bids and contracts, each of the three companies was awarded a contract in November 1940 to produce 1,500 vehicles. By this time, of course, the original Army specifications had been found to be too stringent and, as a result, were relaxed somewhat. Edsel Ford drove Ford's first Jeep off the assembly line on February 28, 1941. This was the first of the 1,500 production models of the Ford GP. It is understood that both Bantam and Ford's original contract for 1400 vehicles was increased during production. Now Bantam was to supply approximately 2,642 vehicles known as the Bantam 40 BRC, which stands for the year and the abbreviation for Bantam Reconnaissance Car. Ford's production was increased to 3,700 Ford GPs. GP was Ford abbreviation for General Purpose.

There is still a mystery and controversy surrounding the word "Jeep" and how it came to be used. One of the popular suggestions is that Jeep came from the contraction Ford GP when trying to pronounce the model designation Gee Pee which was later spelled J-E-E-P. However, there are other suggestions that have equal merit.

When the military had finally reviewed the complete initial quotas of 1,500 vehicles from each firm, they felt that they had sufficient on hand to make all the detailed comparisons and field trials that were required. The military minds seemed to be most concerned with the vehicle engines. It was felt that the bodies were all very similar to the original Bantam concept. They believed that the Willys were better in most aspects of performance, followed by Bantam and Ford. Ford was found to be superior in a number of secondary features such as passenger comfort, and control arrangements (handbrake, gear levers and headlight design). Undoubtedly this was due to their great experience in car production. Practical experience over the years has shown that, to date, Ford GPs and GPWs (General Purpose Willys) have stood the test of time better in many areas such as chassis and body design than their competition.

The military called for improvements in all three designs and wanted to set an improved standard for the large production contracts that were to follow. The Quarter Masters Corps designated Willys to produce the improved design incorporating the best features of the three major companies, and on July 23, 1941 a contract was awarded to Willys for 18,600 Jeeps. The standardization for more than 600,000 Jeeps to come was designated MB Truck 1/4-ton 4x4 Utility. By the fall of 1941 the demand for the new tough vehicle was exceeding all estimates and a second source of production was sought. An agreement was formed whereby Willys would turn over all specifications and designs to a second manufacturer, but it in turn would be guaranteed over half the production of all Jeeps to be made. In early November Ford was chosen as the alternate production company. Soon after Ford was awarded the contract to produce 15,000 Ford GPWs to cost approximately \$14,600,000. After World War II Ford ceased production of the Jeep until 1952, when Ford of Canada was awarded the contract by the Canadian Government to produce the updated version of the World War II Jeep. The Willys-Overland Company agreed to allow Ford of Canada to produce under license 4000 of their Model MC popularly known as the M38. Again under similar arrangements, Ford of Canada produced the modified version M38A in 1953. On completion of this contract Ford did not produce any more Jeeps until the Mid-Sixties when the latest military specification and the M151 Jeep were designed.

The V-8 Album

Ladies Daisy Page

Hoping these few animations will help eliminate these dreary winter days. Enjoy and have a pleasant & sunny month of March

You can tell a lot about a woman by her hands. For instance, if they are around your throat she is probably slightly upset.

©womenafter50.com

Me: (sobbing my heart out, eyes swollen, nose red)...I can't see you anymore...I am not going to let you hurt me like this again!

Trainer: It was a sit up. You did one sit up.

womenafter50.com



I believe my house is haunted. Every time I look in my mirror a crazy old lady stands in front of me so I can't see my reflection!



I think I have an urge to clean the house today...

Wait...NO.

False alarm!

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When life gives you Lemons



Throw it back and ask for Chocolate.

I am totally exhausted! I just did 99 sit-ups! The fact that I did them over a 40 year time period does not diminish the accomplishment!

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Certified Auto Electric Inc.
 Home of the 6v to 12v conversion kit

Earl & Jeff Greenberg

440-439-1100
 online ebay store & facebook

225 Northfield Rd
 Bedford Oh 44146



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

March 2018 Meeting
Friday, March 16th 7:30PM
Stow City Center

Happy March Birthday

- 04 Momoe Garland
- 05 Sue Brown
- 15 Andy Sollers
- 19 Ken Canankamp
- 21 Kathy Kessler

HAPPY BIRTHDAY!

