

# “The Headliner”

Newsletter of the Northern Ohio Regional Group #20  
Early Ford V-8 Club of America  
Our 50<sup>th</sup> Year



Volume 26 Number 11

November 2019

**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.”

I heard that I missed a great lunch at the Schnitzel House.

We had a great turn out and what I hear the food was excellent. Thanks again Neal for another great outing. Topping it off with a trip to Sweeties



Supporting North Gateway Tire was a very rewarding day. Jeff sends his gratitude to all that attended.

If you have not received your Fifty Anniversary license plate and key chain please contact Craig.

It was great seeing the faces of our new members at the monthly meeting.

You also might want to consider running for office or even being a board member....It is Very Rewarding

Sorry for being short and sweet. I m not up to par.

Do not miss our November Meeting. We will elect our 2020 Officers and Directors.

NjoyurV8B4its2L8

*Jeep*



## November Program

Our November Program will feature an encore from **Done Right Engine and Machine Company** located in North Royalton Ohio on the rebuilding and repair of Early Ford Flathead engines. His September program was fantastic.

## Officers & Board 2019

**President:** Jeep Iacobucci  
**Vice President:** Jack Buzszar  
**Secretary:** Virginia Herrmann  
**Treasurer:** Dan & Diane Francis

### Directors

Neal Garland  
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](http://www.norgv8club.org)

### Editor

Annette & Craig Gorris  
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## MINUTES OF October 18, 2019 N.O.R.G. MEETING

The meeting was called to order by President, Jeep Iacobucci at 7:30PM. Jeep asked the membership to introduce themselves and their cars. Jeep also thanked Judy and Don Brehm for the coffee and the refreshments for the evening.

Rich Jandrey and his son Rick entertained us for the evening on a view from the Hershey 2019 Car Show. Rick presented the pictures from the car coral and cars entering the show field. The picture's and the cars in the show range from Model T's to Rolls Royce's. Rick mentioned that U-Tube has a complete list of cars shown. Each year a program is issued. This issue informs the reader of parts for sale by the owner and the Vender spots. Hershey has any part you are looking for. Just may take time to locate it. As Rick presented the picture's he gave an explanation about them. He also mentioned not many flat heads in meet this year. The car show is for the car authenticity then the car condition.

Secretary, Ginnie Herrmann read the minutes of the September meeting. The minutes were approved by Jack Bukszar and seconded by Rich Jandrey. Treasurers, Diane and Dan Francis gave us an update of the money we have left. The minutes were approved by Neal Garland and seconded by Steve Kronen.

Neal spoke about the luncheon at the Das Schnitzel House in Parma. This restaurant is listed the 15th best restaurant in Cleveland. Please arrive at 11:45 am. After lunch a trip to the great candy store "Sweeney's" is scheduled.

Regis Schilling spoke about our web-site. It is still up and running.

Steve Kronen, our Historian presented the club with the original charter and a newsletter called the Greyhound from 1970. Thank you for the interesting paperwork.

In Craig's absence, Jeep said if anyone didn't receive the 50th Anniversary key chain and license plate, please discuss with Craig to receive them.

In Annette's absence Jeep spoke about the articles needed for the newsletter. Anyone with any interesting articles please submit to Annette.

If anyone is interested in putting on a Fall meet or anyone coming up with ideas please let an Officer know. Jeep emphasized the importance of a fund raiser. Perhaps Gateway tire Warehouse in Seville? Gateway put on a nice show for their 40th Anniversary. The day had a nice turn out and a thank you was given to the car club for the cars displayed.

Next month are the nominations. Neal Garland and Ken Bruening were the on the committee. Neal read the tentative slate of Officers for 2020.

Jeep spoke of his time in the V-8 club and how he has appreciated each event.

The installation banquet will be after the first of the year. If anyone is interested in ordering poinsettias see Beth Schilling. This is for the Relay of Life.

Jack Bukszar made a motion to make Jeremy Davis, an honorary member of the V-8 Club. Neal Garland approved and seconded by Denny Moore.

The meeting was adjourned at 8:30PM.

Respectfully submitted,

**Virginia Herrmann, Secretary**

## 2019 Activities At A Glance

- **Friday, November 15<sup>th</sup> 7:30 PM** Monthly Club Meeting, Stow City Center
- **Friday, November 22<sup>nd</sup>** NORG Luncheon, Beau's on the River *see page 11 for more information*
- **January 18<sup>th</sup> 2020** NORG Installation Banquet *see page 11 for more information*



### NORG 50th Anniversary Favors

If any member who did not attend the 50<sup>th</sup> Anniversary Party would like a souvenir key chain and license plate contact Craig Gorris ( e-mail [c.gorris@prodigy.net](mailto:c.gorris@prodigy.net) )



### NORG 2019 Membership Dues Are Due.

Your dues entitle you to our NORG monthly Newsletter, our 2019 NORG Membership Roster plus many, many great Club activities.

*Form on Page 6*



## NORG Cookie Bakers



*We realize that not everyone is available to bake cookies. We request, if possible, that you leave a small token donation to support our Club*



November Meeting

NEED VOLUNTEER

*Attached please find the minutes of the most recent Early Ford V-8 Club of America National Board Meeting. It summarizes the activities of the National. Of note is the declining membership. Just 10 years ago membership was over 10,000 members*



## The Early Ford Club of America

### **Summary of August 17, 2019 National Board Meeting Early Ford V-8 Club of America**

Meeting was called to order by President Michael Driskell at 10:01 a.m. CDST

Minutes of the May 18, 2019 board meeting via conference call were reviewed and approved.

Report on the club's financial report by Treasurer Dave Rehor was received and approved.

Board approved to continue to use Coughlan Napa CPA Company, Inc to audit the club's financial records.

Club book sales were reviewed and an additional 250 Flash Drives containing 50 years of the V-8 Times is back in stock.

Bruce Nelson reported on the National Meets and Driving Tours as follows:

#### **National Meets**

The Central National Meet held in Auburn, IN, August 24-27, sponsored by Ohio Regional Group #141 with assistance from the Indiana RG's will be ongoing or passed by the time this summary is received.

#### **2020**

We have 2 meets scheduled at this time; Eastern National Meet at Morgantown, PA June 15-18, sponsored by the National Capital RG #36 and the Western National Meet at Alamosa, CO, September 21-24 sponsored by the Hi Country RG #28.

#### **2021**

Western National Meet at South Lake Tahoe, sponsored by Mission Trails RG #32 June 13-17 2021.

#### **National Driving Tours**

Driving the Driftless, July 15-19 sponsored by the Twin Cities RG#46 was held and well

received by the participants and event surveys were very favorable. The second tour is the National Park Driving Tour, September 14-20 sponsored by the Hi Country RG#28. There are currently 32 registrations mailed in. There are no currently scheduled driving tours yet for 2020.

**Information and Registration forms for the above meets and tours are available on the club's website at: [www.earlyfordv8.org](http://www.earlyfordv8.org), under upcoming events.**

**The National Club is looking for Regional Groups to sponsor both National Meets and National Driving Tours. Contact any of the following Board members for information on how we can help; Bruce Nelson, Reuben Doggett, Gene Napoliello, Mark Strohecker, Rick Claybaugh and Connie Hall.**

Membership: Membership continues to slowly decline and stands at 7,669 at the end of July 31st.

**Web Administration:** Bruce submitted his report and reviewed sales of on line items. Top seller is the flash drive 50 years of the V-8 Times. Check our website if you are in need of any books or club items. **Note: On line store is closed until September 4<sup>th</sup>, Staff on Vacation.**

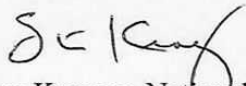
**Director Election for 2020-2022** board members ballots should be mailed back and postmarked by **October 15, 2019.**

**Insurance Update:** J.C. Taylor has sent out Regional Group invoices for Directors and Offices E&O insurance. **Be sure to send your renewals before November 1, 2019 or your insurance will be canceled.** Also, if your group is sponsoring an event please request a **certificate of insurance** which is available on the club website for your event. Allow 60 days notice for processing.

**Advertising/Marketing /Youth Committee:** Committee Chairman John Caldwell gave an extensive report on developing a long term strategy for growing club membership through attracting young non-member participants. An Internal and External Club focus is on going and further information is evolving and will be reported at the November meeting. Read John's article in the July/August V-8 Times on page 81.

The National Board Face to Face meeting will be held in Ft. Meyer, FL February 10-12, 2020.

Respectfully Submitted,



Steve Kroeger, National Secretary

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

Year  
2020

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
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____



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MAIL TO:  
Craig Gorris  
10160 Echo Hill Dr.  
Brecksville, OH 44141



## This Odd-Looking Cab-Over Truck Was the Only One Ever Delivered To a Customer.

If you thought that monster of a [Ford F-550 6x6](#) was a unique expression of a heavy-duty truck, then check out this 1926 Fordson prototype. [Mecum](#) will be auctioning this truck off next month as part of a grouping of antique trucks, but it's hard to think that any will have more relevance or significance than this one: Ford's first-ever heavy-duty truck. Fordson was a brand of tractors from Ford Motor Company, so it only makes sense that Ford's first heavy-duty truck combined elements from its agricultural and automotive branches. In terms of its historical significance, this 1926 Fordson was the only truck like it to be delivered to a customer, and while it sounds like other Fordson trucks may have been built as proto-



types, this one is believed to be the only surviving Fordson truck left in existence. This truck was displayed at the National Automobile Museum (The Harrah Collection) in Reno,



Nevada before being auctioned off in 1983. What made this truck special is that the drivetrain was derived from a tractor to help deliver a two-ton payload capacity. While the engine and transmission were production units, the chassis was purpose-built for this heavy-duty truck. The Fordson prototype used Ford's standard beam axle, transverse leaf spring front end, but to handle the heavier payloads, the truck utilized a unique four-link rear suspension setup with inverted, cantilevered leaf springs. The most unique element of the design, of course, is the fact that it's a cab-over truck with the engine positioned underneath the

cab in between the seats. While the cab was sourced from a Model TT truck, it was modified to include a raked windshield and forward hinged doors. The fenders and headlights were from a Model T, but the squished face and exposed front portion of the frame give this truck an odd look.



*Thanks to Jeep Iacobucci for this article*

## For Sale 1936 Ford Cabriolet & Mullins Trailer

Due to the passing of one of club members, I am trying to sell this '36 Cabriolet and the Mullins for his widow. The car is immaculate - perfect fit and finish everywhere.

It has been driven very little since its total restoration.

Can be driven anywhere, anytime. Asking upper \$50's OBO for 1936 Ford Cabriolet; \$5000 OBO for Mullins (has correct hubcaps).

It is very hard for me to pass up such a great deal, but.....Please call/email for more details,

Dave Collette

[collettesr@aol.com](mailto:collettesr@aol.com)





## THE "ALL NEW" 1949 FORD

Seventy years ago, the Ford Motor Company was facing financial difficulty. Years of mis-management by Henry Ford who would not change the chassis design, an update of the Model T as well as his many "cronies" who had their own agenda brought the Ford Motor Company from a financially sound enterprise to the door of bankruptcy.

Realizing the very existence of the company was at stake, Henry Ford II hired the "Whiz Kids" a group of ten United States Army Air Forces veterans of World War II who became Ford Motor Company executives in 1946.

The group was part of a management science operation within the Army Air Force known as Statistical Control, organized to coordinate all the operational and logistical information required to manage the waging of war. They participated in the broader revolution in logistical and organizational science that World War II fostered. After the war, some of the group discussed opportunities to go into business together.



*1949 Ford Fordor Sedan*

The group initially worked together as one organization, the planning department, headed by Thornton. McNamara was Thornton's deputy; Miller focused on reports for senior management, Lundy on financial planning, Mills on facility and program plans, Reith on administrative budgets, and Wright, Moore and Bosworth on administrative issues. Over a few years, they all attracted favorable attention for their work, and some began to move on to other assignments.

The "Whiz Kids" helped Ford to implement sophisticated management control systems to govern the company, control costs, and review strategic progress. They also instituted modern recruitment and training programs and career planning aimed to provide Ford Motors with a Financial Talent pool.

Their first project was the 1949 Ford.

The 1949 Ford was the first all-new automobile design introduced by the Big Three after World War II, civilian production having been suspended during the war, and the 1946-1948 models from Ford, GM, and Chrysler being updates of their pre-war models. Popularly called the "Shoebox Ford" for its slab-sided, "pontoon" design, the 1949 Ford is credited both with saving Ford and ushering in modern streamlined car design with changes such as integrated fenders and more. This design would continue through the 1951 model year, with an updated design offered in 1952.



*1949 Ford Convertible*

After sticking with its well-received previous model through model year 1948, Ford completely redesigned its namesake car for the year 1949. Save for its drive-train, this was an all-new car in every way, with a modern ladder frame now supporting a coil spring independent suspension in front and longitudinal semi-elliptical springs in back. After sticking with its well-received previous model through model year 1948, Ford completely redesigned its namesake car for the year 1949. Save for its drive-train, this was an all-new car in every way, with a modern ladder frame now supporting a coil spring independent suspension in front and longitudinal semi-elliptical springs in back.

The engine was moved forward to make more room in the passenger compartment and the antiquated "torque tube" was replaced by a modern drive shaft. Ford's popular 226 CID (3.7 L) *L-head* straight-6 and 239 CID (3.9 L) *Flathead* V8 remained, now rated at 90 hp (67 kW) and 100 hp (75 kW), respectively.

The 1949 models debuted at a gala at the Waldorf-Astoria Hotel in New York City in June 1948, with a carousel of the new Fords complemented by a revolving demonstration of the new chassis. The new integrated steel structure was advertised as a "lifeguard body", and even the woody wagon was steel at heart. The convertible frame had an "X member" for structural rigidity.

*Continued on Page 10*

From a customer's perspective, the old Custom, De Luxe, and Super De Luxe lines were replaced by new Standard and Custom trims and the cars gained a modern look with completely integrated rear fenders and just a hint of a fender in front. The new styling approach was also evident in the 1949 Mercury Eight and the all-new Lincoln Cosmopolitan. The styling was influential on many European manufacturers, such as Mercedes Benz, Borgward, Austin, Volvo and many others. The all new 1949 Ford was said



**1949 Ford Tudor Sedan**

at the time to be the car that saved the Ford Corporation. Competition from GMH was surpassing the Old Ford designs. In some ways the vehicle was rushed into production, particularly the door mechanism design. It was said that the doors could fling open on corners. In the 1950 model there were some 10 changes in the door latching mechanism alone.



**1949 Ford Coupe Utility-Australian**

1950 saw a new Crestliner "sports sedan"—a 2-door sedan with 2-tone paint intended to battle Chevrolet's popular hardtop coupe of 1950. Another new name was Country Squire, which referred to the 2-door wood-sided station wagon. All wagons received flat-folding middle seats at mid-year, an innovation that would reappear in the minivans

of the 1990s. The 1949 and 1950 styling was similar, with a single central "bullet" in the frowning chrome grille. In the center there was a red space that had either a 6 or 8 depending if the car had the six-cylinder engine or the V8. The trim lines were renamed as well, with "Standard" becoming "Deluxe" and "Custom" renamed "Custom Deluxe". The new Fords got the now-famous "Ford Crest" which appeared on the division's



**1950 Ford Country Squire**



**1950 Ford Crestliner**

vehicles for many decades in one form or another. A Deluxe Business Coupe was also marketed

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The 1951 Fords featured an optional Ford-O-Matic automatic transmission for the first time. Ford finally answered the Chevrolet Bel Air and Plymouth Belvedere charge with the Victoria hardtop in 1951, borrowing the term from the Victoria Carriage. The car was an instant hit, outselling the Chevrolet by nearly 10%. The Crestliner continued for one more year, however. All 1951 Fords sported a new "dual-bullet" grille and heavy chrome bumpers. This year Ford also added a new "turn-key" ignition. Front suspension is independent coil springs. Head room was 36.1 inches



**1951 Ford Victoria Hardtop**

# Ladies Daisy Page

## NOVEMBER LUNCHEON FRIDAY, NOVEMBER 22

Seventeen members of NORG turned out for our October lunch at--where else in October?--Das Schnitzel Haus in Parma. Everyone seemed to enjoy the food and the atmosphere and the bad jokes. For our November outing we will visit Beau's on the River restaurant located in the Sheraton Suites Hotel, 1989 Front Street in Cuyahoga Falls, Ohio 44221 on Friday, November 22. Their phone number is 330-920-7530. This restaurant is located in the lower level of the Sheraton Suites hotel and offers a spectacular view of the Cuyahoga River. Their lunch special is a buffet which is priced at \$13.95. If you come into Cuyahoga Falls on State Route 8, exit at the Broad Street exit and you will practically be in the Sheraton's parking lot. Stairs leading down to the restaurant level are a bit steep, but there is an elevator that will take you from the lobby on the main level to the restaurant level if you don't feel like using the stairs. Plan to arrive at 11:00 a.m. and bring your appetite and more bad jokes with you. This is a high class place, so be sure to wear socks that match. Or at least wear socks. See you there!



**Neal Garland, Activities Chair.**

## NORG INSTALLATION BANQUET & INSTALLATION OF 2020 OFFICERS

**SATURDAY, JANUARY 18TH  
MORE INFO IN DECEMBER-JANUARY  
HEADLINER**



### We still need help for your Newsletter regarding the following:

1. Information about your hobby or your special pastime
2. Interesting information about you and your Family
3. How you found your V-8 including before and after photos
4. Any other information that would be of interest to our Club

*You do not need to be a scribe, just send us the information  
and we will create the story*



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## Happy November Birthday

- 04
- 11
- 24

Annette Gorris

Jay Rounds

Gene Sanders



Don't Forget to Check out our updated website :  
[www.norgv8club.org](http://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](mailto:annette.gorris@gmail.com)

November 2019 Meeting  
Friday, November 15<sup>th</sup> 7:30PM  
Stow City Center