

“The Headliner”

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



Volume 27 Number 3

March 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.”

I can't believe how fast that time has a way of getting away. It seems like yesterday that we had more time to do our every day normal chores. We didn't have all the modern and convenient things to aid us to go about our days more easily. For instance, I liked it a lot better when I was smarter than my phone.

Much of our day is absorbed with the hustle and bustle of the world in a panic attack of everything from politics to the virus. Things like Apps, Modems, Hard drives have integrated into our every day living.

I had a little “Me Time” just sitting in my garage doing nothing. I stared at my old V8 and thoughts of the good times we had together. I cherish the miles and friends that we gleaned along the way. I'm looking forward and just know there are many more good times and many more friends to meet. I'm looking forward for a very active and busy summer.

We kicked it off with a nice turn out at our first meeting. We also had a great monthly lunch at the Honeymoon Diner in Manchester, thanks to our Galloping Gourmet Neal. A great time and Good friends and food.

Congratulations to Annette and Craig for their Newsletter Award. I'm aware that this is a thankless job, but more aware it is the backbone of our great club.

Our own V8 Tour Nazi Jack has planned some exciting events to partake. Only you can help make them a success. All events will be detailed in the Newsletter

I want to personally thank everyone for expressing their opinions and willingness to getting involved in things to come. We are family.

Please stay healthy and remember our shut ins in your prayers

NjoyurV8b4its2L8

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.norgov8club.org

Editor

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NO MARCH MEETING

Corona Virus Issue



N.O.R.G. MINUTES FOR THE MEETING OF FEBRUARY 21, 2020

The meeting was called to order at 7:30 p.m. by **president Jeep Iacobucci**. Jeep asked members to introduce themselves and their cars. We are all getting anxious to get our favorite vehicles out of storage and begin polishing and trouble shooting for the summer season.

Program chair Rich Jandrey introduced Michael Pietro, owner of Michael's Racing Engines, which is located at 9566 N. Bedford Road in Macedonia, Ohio. The phone number is 330-467-1661. The business was started as a salvage yard by Michael's father in 1950 and has gradually evolved into the full service machine shop and parts store that it is today. Michael described the range of services his shop can provide. They will do machining your block and heads and you can do the assembly, or they can produce a complete ready to go engine. And, YES, they can do flatheads! Give Michael a call and he will be happy to discuss your project with you. Thank you, Michael!

President Jeep called our attention to a beautifully done club banner produced by member **Denny Moore**. The banner can be used to help publicize the club at swap meets, cruise ins, car shows, and other club activities. Thanks Denny!

Jeep asked new secretary **Neal Garland** to read the minutes of our previous meeting. However, Neal failed to bring the newsletter from our previous meeting (which was held last November), so he had no minutes to read. He offered to make up something on the spot, but the offer was turned down by the members. He will try to do a better job next time. Maybe.

Member **Lois Stallard** has completed the annual audit of our financial records and found everything to be in order, except for a missing amount that is exactly the same as the price of two round-trip airline tickets to Las Vegas.

Treasurers Dan and Diane Francis reported that we still do have money in the treasury, probably, although they have not had time to check the books carefully since getting back from Las Vegas.

Historian Steve Kronen reported on a club newsletter from 1978 that he found in our archives. He also noted that Regis Schilling was nominated for treasurer in 1979 and that the cost of dues for the club in 1980 was \$5. The good old days, eh?

Membership chair Craig Gorris reported that we have 112 members paid up for 2020 and that the club roster for 2020 will be distributed at the next meeting. Again, we thank Debbie Heeter for her help in getting the roster printed for an economical cost. We will send Debbie a token of appreciation in the form of a gift card to a local restaurant. Craig also reported that members **Jim Bates** and **Charlie Jandik** were both injured in separate accidents on the way to Florida. It would be a good idea to send cards to them wishing them a speedy recovery. Craig also informed us that he received a letter from long-distance member Gary Bukszar expressing his thanks for the V8 license plate made by Denny Moore and the V8 key chain that were distributed to all members as part of our 50th anniversary celebration. Since Gary lives in Florida, Craig mailed the items to him. It was thoughtful of Gary to send such a letter.

Sunshine chairperson Georgene Iacobucci said she had nothing new to add to what Craig had just reported about Jim and Charlie. The fact that she had nothing new to add was in itself good news.

Newsletter co-editor Craig Gorris informed us that **Annette Gorris** had hip replacement surgery three weeks ago. She is doing OK now and has even survived Craig's efforts to keep the household running. No word on whether or not Craig's cooking qualifies as gourmet yet. Maybe we should send Annette two get well cards—one for her surgery and the other for Craig's cooking? The "mystery cub scout" in the picture included in Daisy Page of the February newsletter was—are you ready?—Jeep Iacobucci. Annette encourages members to send in pictures of their own younger days to see if anyone can figure out who is who.

Webmaster Regis Schilling reported that all is well with our web page. He has not detected any recent attempts to hack into it. (Probably the Russians are too busy trying to create mischief with our upcoming elections to bother with NORG.)

Beth Schilling informed us that she is working with the Stow officials to secure our meeting room for the coming year. She does not expect any problems in this effort.

Frank Posar is taking orders this evening for club clothing items. Be sure to see him before leaving tonight if you want to order anything.

Jeep asked if anyone had seen the "Fords and Ferraris" story. Seems that a special set of cylinder heads that were supposed to be used in that race by a famous race driver mysteriously disappeared. To this day, nobody knows what happened to them. Well, almost nobody. Jeep expressed satisfaction with the informal nature of our installation banquet. Everyone seemed to have a good time. Members agreed. Jeep also informed the members that the first Board of Directors meeting for 2020 was held on February 2nd. Plans for a busy year were discussed, some of which are presented below.

Snyder's Antique Ford Parts in New Springfield, Ohio, for a tour of the Snyder Museum. We will then adjourn to a nearby Amish style restaurant for lunch. More details will be provided later.

Continued on Page 3

February NORG Minutes continued

Activities chair Neal Garland announced that our first V8 lunch for 2020 will be held on February 29 at the Honey-moon Grille located at 3458 Manchester Road in Portage Lakes, Ohio. Members should plan to arrive at 11:00 a.m. Also, Neal has been working with Dave Collette on a joint outing with the Pittsburgh V8 group. We will meet at 10:00 a.m. on April 18 at Snyder's Antique Ford Parts in New Springfield, Ohio, for a tour of the Snyder Museum. We will then adjourn to a nearby Amish style restaurant for lunch. More details will be provided later.

Jeep noted that the club had planned to use raffle tickets from the upcoming Eastern National Meet as prizes for our 50/50 drawings at club meetings. However, someone Dan Francis knows bought the entire batch of tickets. Members who want to buy tickets should contact the Eastern National organizers.

Jeep emphasized that the club needs to sponsor some fund raising activities to boost our financial position. Member **Pat Rooney** has negotiated a possible (probable) swap meet we can put on at the Marshall Ford dealership in Mayfield Heights in 2021. Further negotiations are under way. Jeep read a number of job positions that will need to be filled in order for this activity to be successful and called for volunteers to fill them. Numerous members volunteered. Jeep emphasized that participation of all club members will be necessary in order to make this swap meet as successful as it can be. More on this later.

Tour chief Jack Bukszar announced definite plans for two overnight club activities this year. We have been invited to return to the Midvale Race Track on July 25 to watch the races and—probably—to once again make a lap around the track in our flathead powered cars. Also, in mid-August, there will be a tour to the Gilmore Auto Museum near Kalamazoo, Michigan. The tour will occur on a Friday, Saturday, and Sunday in August. The exact dates have yet to be determined. The Nifty Fifties club will also participate in this tour. Jack also announced that the Chicago V8 group has invited us to join them on a 5-day tour around the state of Michigan. The tour will begin and end in Kalamazoo. If you are interested, contact Jack for more information.

Member **Earl Peters** announced that he is planning a tour on May 2nd to visit the Templar Car Museum in Cleveland. An art show is also being held on that date in the same building. The tour will include a lunch stop at the Tic Toe Restaurant, followed by a visit to the Crawford Museum. Contact Earl for more information if you are interested in joining this activity.

Rick Jandrey announced that there will be a Richfield car show on July 25 or 26. It will be held at the intersection of State Route 303 and Broadview Road. Rick will have more information on this later.

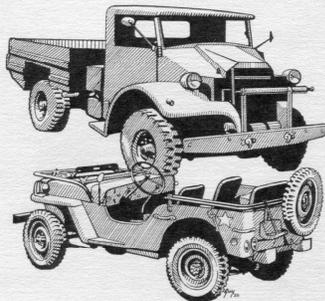
Denny Moore offered thanks on behalf of the club to Frank Posar for his excellent job on articles for the V8 Times magazine. Thanks much, Frank!!

Neal Garland, Secretary

*We will distribute our
2020 NORG Roster at
the March Meeting Be
sure to be there*

Northern Ohio
Regional Group

Membership Roster
2020



**2020 Eastern National Meet
June 15-18, 2020**

**Classic Auto Mall
Morgantown, PA**

National Capital Regional Group #36

**Welcome Party • Seminars • Swap Meet
Bus Tour to Valley Forge/King of Prussia Mall
President's Meeting
Concourse • Ice Cream Social • Car Show
Awards Banquet
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And Much More!**

As an incentive to stay at the headquarters hotel, a drawing will be held for those who register before January 1 and stay 3 nights or more your hotel room cost will be paid for.

Paula Ruby, Chairman
2332 Mt Ventus Road #1
Manchester, MD 21102
Phone 410-299-3837
Cell 410-627-1642
Email: Paulasparkard@Hotmail.Com

Norm Heathcote, Registration Chairman
305 Gwynnbrook Avenue
Owings Mills, MD 21117
Phone 410-227-2040
Email: vvomllc@hotmail.com

More Information available at
"Upcoming Events" • www.efv8.org

2020 Activities At A Glance



- **Friday, March 20th 7:30 PM** Monthly Club Meeting, Stow City Center.
- **Saturday March 28th** March Luncheon ~ Michael Angelo's Winery *see page 5 for more information*
- **Saturday, May 2nd** Cruise to Templar Automobile Factory
- **Saturday, May 23rd** Wheels & Keels at Cleveland Yacht Club
- **Monday June 15th through Thursday June 18th** Early Ford V-8 Club Eastern National Meet held at Morganton PA. *see page 3 for more information*
- **Saturday, July 25th,** Northern Ohio RG Cruise to Midvale Speedway *see page 5 for more information*

Member Denny Moore Designed and Created this 5' x 3' NORG Club Banner to be Displayed at our Monthly Meetings



NORG Cookie Bakers

March Meeting	Beth Schilling
April Meeting	Rose Dawson
May Meeting	Dan & Diane Francis
June Meeting	NO MEETING
July Meeting	Georgene Iacobucci
August Meeting	Ginger Posar
September Meeting	Sharon Bukszar
October Meeting	Dianne Moore
November Meeting	Kathy Kessler

MARCH LUNCHEON

Twelve members of NORG enjoyed lunch for our February outing at the Honeymoon restaurant in Portage Lakes, Ohio. We did a good job of sampling the food and beverages and, of course, told our share of tall tales about the good old days.

For our March lunch we will make a return visit (due to a number of requests from members) to Michael Angelo's Winery located at 5515 Broadview Road in Richfield, Ohio 44286.



Their phone number is 440-552-2815. They don't open for lunch until 12:00 noon, so plan to show up then. The date is Saturday, March 28. They do serve adult beverages.

Maybe that's why it's called a winery? At any rate, come hungry and thirsty and full of bad jokes to share. See you there!

Neal Garland, Chief Lunch Locator

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The Success of the 1949 Ford.

No one outside of the company has seen the off-roader yet but the anticipation is huge. Looking back, several other Ford models have enjoyed this level of success. The original Mustang stands out as one of its better-known home runs; the 1949 range is more obscure yet it's the superstar that saved Ford. As we wait for the Bronco to break cover, we're taking a look at how – and why – Ford developed its 1949 range in record time. Without it, there would likely be no Bronco, Mustang or GT to speak of, which is why the story is important to Ford-fans everywhere



Sailing in choppy waters: Edsel Ford, the only son of Henry Ford became president of the family business in 1919, though most historians agree his father continued to make important calls behind the scenes. In the early 1940s, he worked closely with E.T. Bob Gregorie, the company's head designer, to create a new model line tentatively scheduled to reach showrooms for the 1943 model year. The car never saw the light that awaits at the end of a production line. Ford quickly shifted its full attention to national defense when the United States entered World War II and Edsel Ford unexpectedly died of stomach cancer in 1943, aged just 49. His father again took over the company he founded but his health was failing, partly because he suffered from a series of strokes in the 1930s.

Ford and the Whiz Kids: Henry Ford II, Edsel's oldest son and Henry's oldest grandson, became president of Ford on 21 September 1945. He was 28 years old and knew he lacked the experience needed to turn the family business around. He started by overhauling Ford's executive structure and notably hired several men (including Ernest Breech) from General Motors (GM). He also recruited the Whiz Kids, a group of World War Two veterans who were part of the Army Air Force's Statistical Control operations. If they could orchestrate America's involvement in a global conflict, they might know how to keep a carmaker healthy as it retooled for civilian production

From war to peace: Ford, like all of its rivals, released warmed-over pre-war models when peace returned. It was too late to bring the planned 1943 model to showrooms so work began on new projects. Executives envisioned a *small, entry-level model* and a *bigger car positioned above it*. The development process accelerated in 1946 and product planners aimed to release both models in time for the 1948 model year, beating arch nemesis Chevrolet to the market by a comfortable margin. It helped that the men Henry Ford II hired from GM had a valuable insight about that company's future product roadmap.

What's old is new again: In the meantime, Ford continued selling pre-war models updated with a handful of visual tweaks. Its 1946 range included the Deluxe and Super Deluxe series each available with a six- or an eight-cylinder engine and in a variety of body styles. Sales were relatively low and Ford's finances began crumbling.

Continued on page 7

The full-size car gets axed: Ford's new-for-1948 range remained on track for an introduction that would have likely taken place in 1947 until Ernest Breech, one of the executives poached from General Motors, decided to delay the full-size model. He worried such a big, heavy car wouldn't be competitive. The project had reached an advanced stage in the development process so *canceling it wasn't an option; it was instead given to Ford's Mercury* division where it gradually morphed into the Eight released in 1949



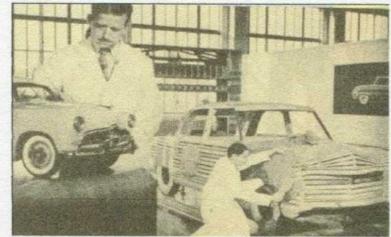
and the small car gets canceled, too : Ford *canceled the smaller car, too.* According



to Consumer Guide, executives realized it would cost only 17% less than the bigger model that had just been canned. Their options included releasing it and positioning it above its rivals, pricing it lower and selling it at a loss and delaying it to make it cheaper. They instead chose to give the design to Ford's French division, which turned it into the Vedette, and start from scratch. By this point everyone knew nothing would be ready in

time for the 1948 model year.

Ready, set, draw!: Ford launched an internal design competition to speed up the development process. Stylists ET Bob Gregorie (who still ran the firm's design department), Joe Oros, Elwood Engel, George Walker, Richard Caleal, Bob Bourke, and Bob Koto all participated in the various designs submitted. Precisely who did what – and who styled the winning design – remains a highly contentious point in 2020



Gregorie vs Walker: Stylists who wanted to participate in the contest had 90 days to submit a 1/4-scale model made of clay. Decision-makers selected Caleal's proposal (submitted in Walker's name) in

August 1946, a surprising move that angered Gregorie. In part to appease him, Ford organized a second contest and this time asked for a full-size clay model.

Gregorie and Walker were the only designers invited to participate, though neither men worked alone; making a car out of clay required a tremendous amount of time

Getting it right: Here again, mass confusion ensued about who did what, and which designer deserved credit for which styling cue. What's certain is that Walker's proposal was again chosen over Gregorie's on the condition that its front end receive a comprehensive redesign to make it more eye-catching. Ford's first new car in nearly a decade needed to be a home run, the kind of car motorists would rush into showrooms to buy.

Testing starts: With the final design selected, if not locked in, Ford launched the next phase of the development process. Engineers began testing the 1949 models in early 1947 by concealing the new mechanical components under existing bodies, and the first full prototypes hit the road a couple of months later. Time was running out, delaying the car until the 1950 model year was not an option, yet road testers

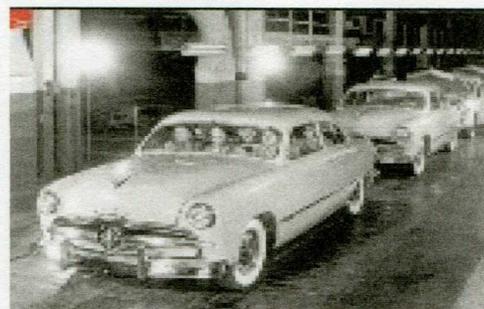
Continued on page 8

managed to put over one million miles on the various test mules built in a little over a year

Ford's star-studded debut: The development process took 10 million man-hours and cost Ford an estimated \$72 million (about \$770 million in 2020 money). It culminated on June 18, 1948 when the company introduced its 1949 model range at a no-expenses-spared event held at the Waldorf-Astoria hotel in New York City

Shaped like nothing else: The 1949 models were about four inches lower than their predecessors and they looked considerably more modern. Most agreed the propeller-shaped chromed grille was the car's most distinctive design feature but the smooth, slab-sided body was revolutionary as well. The sheet metal hid an independent front suspension that improved the ride quality and a spacious, comfortable interior.

Ford's victory: Henry Ford II completely silenced the critics who claimed he didn't have the experience needed to lead Ford by successfully bringing the 1949 models to production in about 18 months. He personally drove the first example out of the Rouge factory in Dearborn, Michigan (pictured). Millions followed; Ford received over 100,000 orders for the new car on the first day it began selling it from a public ravenous for a new car to buy, with money to pay for it from a booming economy



The 1949 range: Ford's 1949 line-up included a base trim called Standard Series and a more upmarket variant named Custom Series. Each was offered in a variety of body styles including a two- and a four-door sedan and a six-seater coupe. Standard customers could select a three-seater business coupe with a vast storage space in lieu of the rear seats while Custom buyers had the option of ordering a convertible or a wagon (pictured).

Ford's 1949 range, by the numbers: The Standard and Custom models were further divided into six- and eight-cylinder variants. Both came equipped with a 3.7-liter straight-six rated at 96 HP in their most basic configuration. Buyers who needed more could order Ford's venerable 3.9-liter flathead V8 with 101 HP on tap. The rear wheels received power from a three-speed manual transmission regardless of how many cylinders were under the hood. An overdrive function was offered at an extra cost.

Life aboard: The 1949's interior was just as modern as its exterior. Most body styles offered space for six passengers on a pair of bench seats, though the business coupe had a three-seater capacity and the wagon could hold eight people. Ford proudly highlighted the model's "lounge car interior, luxurious appointments and picture window visibility" in period ads

How much did the 1949s cost?: The cheapest 1949 Ford was the business coupe. Aimed largely at professionals, it was priced at \$1333 (around \$14,000 today) when equipped with a six-cylinder engine. At the other end of the spectrum, the V8-powered wagon cost \$2264 (about \$24,000 in 2020). To add context, the average annual wage in America in 1949 was \$3,000 (approximately \$32,000 today).

Reaping the rewards: Bringing the 1949 range to the market in such a short amount of time was an extremely difficult and stressful job. Many assumed it couldn't be done but Ford pulled it off and reaped the rewards. It built 1.12 million

Continued on page 9

cars in 1949, a significant increase over 1948's total and about 100,000 more units than Chevrolet manufactured that year. Crucially, historians estimate the new 1949 range earned Ford a handy \$177 million profit (approximately \$1.9 billion in 2020).

The 1949's aftermath: It's not far-fetched to claim the 1949 range saved Ford. Healthy sales in the early 1950s gave the company the confidence and the credibility it needed to go public in 1956, a move Henry Ford wanted to avoid at all costs, but he was no longer around to object. Some of the profits generated by the 1949 models and their derivatives also funded the development of new models, like the original Thunderbird (pictured) released in 1955.



From Michigan to Washington: Many of the men Henry Ford II hired when he became Ford's president to work on the 1949 project quickly moved up in the carmaker's hierarchy. Robert McNamara, one of the ten Whiz Kids, notably became the company's president in 1960, a stunning accomplishment considering all of his predecessors belonged to the same family tree as founder Henry Ford. He didn't spend long at the top; American president John F Kennedy appointed him Secretary of Defense that same year and he kept this position until 1968. He notably helped America steer through the 1962 Cuban Missile Crisis – but also escalated the country's involvement in the Vietnam War.

The 1949 Ford in 2020: Even 72 years after their introduction, the members of Ford's 1949 range aren't terrifically rare. The most difficult part is finding one that hasn't been modified or driven into the ground. Many were transformed into hot-rods with varying degrees of skill and thousands ended up rotting away in fields or barns. Plan on spending no more than \$10,000 for a project that runs, drives but needs work and closer to \$25,000 for a turn-key, never-



modified car in good condition. Some body styles are more sought-after than others; wood-sided wagon models sometimes trade hands for nearly \$100,000. Also, keep in mind a vast majority of the production run stayed in America so that's your best starting point if you're in the market for one in any condition

Thanks Jeep Iacobucci

Ideas From The Past

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Disposing of used engine oil can be a problem. Solution: Dig a hole in the ground with a posthole digger and fill it with fine gravel. Then pour in the oil. It will be absorbed into the ground before your next change. Cover the spot with soil.

166 POPULAR SCIENCE JANUARY 1963

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He'll be in kindergarten

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Remember This in the 50's

Ladies Daisy Page

**Can you Guess
Who the Lovely
Young Woman and
Handsome Soldier
Are?**



**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 Cub Scout Photo: ~ Our Own "President" Jeep Iacobucci

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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 March 2020 Meeting
Friday, March 20th 7:30PM

Happy March Birthday

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



HAPPY BIRTHDAY