

# “The Headliner”

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



Volume 27 Number 5

May 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.”

Before I call this meeting to order I want to tell you about two silk worms that had a race. They ended up in a tie.

I hope and pray this message finds every one of us safe and healthy in this time of uncertainty.

There ain't much to dwell on not knowing what tomorrow will bring. I try to stay busy and stay in touch with loved ones. I never thought how much I appreciate my barn. I even made a little workout area just to keep myself moving.



I hope everyone got their roster by now. Wow! In my opinion, Craig and his team has put a huge effort into a world class roster. With support of Guy Shively's graphics and Deb Heeter's printing connection, it is outstanding. Appreciating all the hours spent collecting and compiling all the information. Thank You CRAIG.

Again guys, Our Newsletter is a common bond and the backbone of our great Regional Group. Please, if you have anything to contribute please don't hesitate.

I know this is short and sweet, hoping to get our wheels rolling again soon. We have a lot to do that needs to be done. Also please keep our shut ins in our thoughts and prayers.

EnjoyurV8B4its2L8

**Jeep**



My 47 Waiting for Spring

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

### Editor

Annette & Craig Gorris  
10160 Echo Hill Drive  
Brecksville OH 44141  
440-526-6138  
annette.gorris@gmail.com



**NO May MEETING**



## 2020 Activities At A Glance

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



- ~~Friday, May 15<sup>th</sup> 7:30PM Monthly Club Meeting, Stow City Center.~~
- ~~Saturday, May 23<sup>rd</sup> Wheels & Keels at Cleveland Yacht Club~~ **Cancelled**
- ~~Monday June 15<sup>th</sup> through Thursday June 18<sup>th</sup> Early Ford V-8 Club Eastern National Meet held at Morgantown PA.~~ **Cancelled**
- **Saturday, July 25th, Northern Ohio RG Cruise to Midvale Speedway** *see page 3 for more information*
- **Coming in August Gilmore Museum Cruise, Hickory Corners MI, more information next month**

**For Sale  
50th Anniversary  
Key Chains  
\$5.00**



Contact Craig Gorris



*COVID19 Protection for  
Motor Heads*



## NORG Cookie Bakers



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

## 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: 1951 Ford Victoria. \$1500

- No Title, Engine or Transmission

Bill Nicholl, (440) 477-9951



The Early Ford  Club of America

April 2020

Members of the Early Ford V-8 Club;

In an effort to help keep communication going during this time of 'shelter at home', the Board of Directors of the Early Ford V-8 Club are doing all we can to help out our members. On the Regional Group level we are going to be sending out 'email blasts' to the RG newsletter editors so that they have something to print in place of car show reviews / tours. We hope that you enjoy our efforts and appreciate our staff assistance. If your newsletter editor is not getting the emails, make sure they contact any Regional Director to get on the list.

We hope you are well, keeping that safe distance, and thinking positive.

Bruce Nelson  
President - Early Ford V-8 Club  
And the Board of Directors

## MIDVALE SPEEDWAY HALL OF FAME WEEKEND JULY 25, 2020

LODGING AT THE COUNTRY INN AND SUITES DOVER  
1120 GATEWAY PLACE  
DOVER, OH 44622

CALL HOTEL TO MAKE YOUR OWN RESERVATION  
**PHONE 1-330-365-9390**



**RATES ARE 1 king \$109.00 + tax Including breakfast**

The *Ford Motor Company* was very proud of having a V-8 engine in the "Low Priced Field" of automobiles. The V-8 Ford was legendary in tales, racing and song. Here are a few emblems. Can you spot the four that are not Early V-8's?



1.



2.



3.



4.



5.



6.



7.



8.



9.



10.



11.



12.



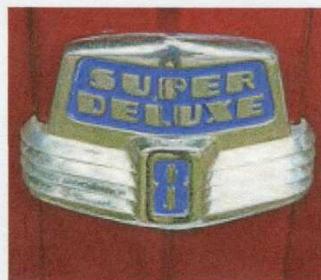
13.



14.



15.



16.



17.



18.

Note: All Mercurys produced from 1939 to 1954 were made with Flathead V-8's.

**ANSWERS 3, 10, 15, 17**

*Thanks to Denny Moore for this quiz*

## Story of Lewis Bandt, Creator of the Ford Coupe Utility (UTE)

By Craig Gorris

With contributions from Peter Hibbert & Trevor Paulsen of Australia & Dave Warman of New Zealand

Louis Thornett (Lewis) Bandt (1910-1987), motor vehicle designer and engineer, was born on 26 February 1910 at Moonta, South Australia, eldest of five children of Louis Seymour Bandt, butcher, and his wife Ethel, née Hobbs, both born in South Australia. After World War I the family moved to Adelaide. Encouraged by his father, in 1924 Louis junior began a fitting and turning apprenticeship with Duncan & Fraser Ltd.

This firm specialized in the modification and sale of T-model Fords, and Bandt spent most of his time designing custom-made bodies. In 1927 he moved to Victoria to work for the Melbourne Motor Body & Assembling Co. Pty Ltd. Two years later he was appointed a junior draughtsman at the Geelong plant of the Ford Motor Co. of Australia Pty Ltd. He became the first designer on the staff of Ford's Australian subsidiary. A job at the factory was arranged for his father, and the rest of the family moved from Adelaide. Although he was to enjoy a 46-year career with Ford, Bandt's chief distinction is the design of the 'coupe utility'.

Pickup trucks back then weren't like the pickup trucks of today. Rough-riding, utilitarian and largely open-air, these were used for actual work, not the double-duty family outings they're used for today. As an example, take a look at the 1931 Model A pick-up truck and imagine that this is your only vehicle.

Farmers, the main customer for commercial vehicles, could not afford two vehicles, so they had to make the choice of a vehicle to help them on the land or a family vehicle. Usually the needs of the land won and the tough family truck doubled as the family car. As a result, the family had to make do with 'buckboards': open-sided, soft-canopy Model T cars converted by adding a rear timber tray to carry supplies, produce and livestock during the week and the family in their Sunday best heading off to Church in the smelly, truck.

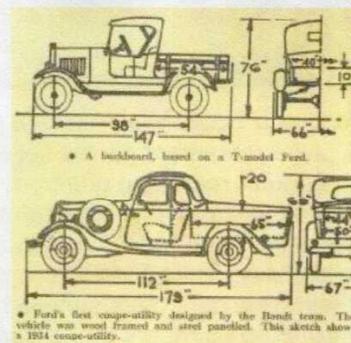


In 1932 a Gippsland farmer's wife broke out some stationery and wrote a letter to Hubert French, the managing director of the Ford Motor Company of Australia pointing out the need for a combined work and passenger vehicle. "My husband and I can't afford a car and a truck," her letter read, "but we need a car to go to church on Sunday and a truck to take the pigs to market on Monday. Can you help?"

French could've crumpled the letter up and thrown it in the garbage, but instead he passed it on to his sales manager, Scott Inglis. Inglis then forwarded it to Slim Westman, the plant superintendent. Westman brought the letter to 22-year Lewis Bandt, who was Ford Australia's sole designer. They apparently deemed the farmer's wife's needs relevant, and started a discussion: Could they design and produce something that would fulfill this requirement? Was it possible for a car to do truck duty? How heavy is a pig?

Westman quite rightly reckoned that if we cut down a car and put a truck bed on the back, the whole thing would tear in half once there was weight in the back. Bandt's innovation provided for an enclosed, protective and comfortable cabin at the front and a truck bed at the back, 5 ft. 5 ins long and able to carry 1200 lb.

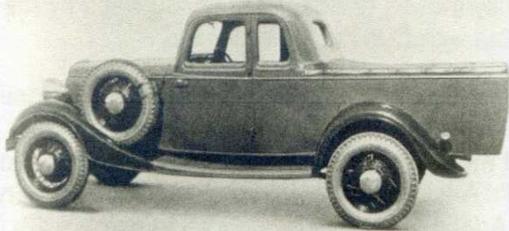
Bandt later said. "I told him I would design it with a frame that came from the very back pillar, through to the central pillars, near the doors. I would arrange for another pillar to further strengthen that weak point where the cabin and pick-up bed joined. I said to my boss Westman, boss, them pigs are going to have a luxury ride around the city of Geelong!"



You can see how the Model A passenger cabin and the truck's pick-up bed have little to do with each other. In contrast, look at how Bandt connected the cabin and the bed's sidewalls into a continuous form, not just for looks, but for strength:

*Continued Page 6*

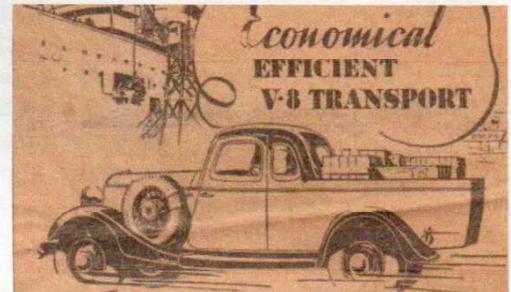
Bandt began working his ideas out in 1:1 scale, drawing orthographic views on a massive 30-foot-long blackboard. He showed the completed design to Westman, who then authorized the production of two prototypes. Bandt's plan was to take the Ford Coupe of the day's design and replace the sloping rear trunk lid with a steel enclosed pick-up bed complete with a fold down tailgate. It had the face of a car, respectable, church-parking-lot friendly-yet could indeed haul pigs (or any weight up to 1,200 pounds) in the rear, strengthened by Bandt's monocoque design and powered by Ford's V8 engine; business in the front, function in the back. By 1933 the design and a prototype and approvals were complete and the world's first ute rolled off Ford's Geelong's assembly plant in 1934. The utility was a huge success, with farmers now having the perfect multi-purpose vehicle, where they could take the pigs to market during the week and then take the family to church on Sunday in relative comfort.



THE NEW FORD COUPE UTILITY 302

version, known as the roadster utility, was produced by Ford throughout the 1930s. The ute was quickly recognized as the ideal farmers' vehicle. The 1930s were exciting days for the emerging automotive industry, and Australia was fast developing a strong vehicle manufacturing presence. 1927 saw Ford's ground breaking Model T coming to the end of its long production run and the introduction of a new suite of innovative cars offering new levels of refinement, luxury and features never before seen taking the market by storm. However, the progression of small commercial trucks left a lot to be desired, being often just crude work vehicles with little comfort and spartan features. This gap in the market led to the creation of what would become one of the important segments in the world's vehicle industry over the next century, the coupe utility, or ute

When the Australian version was displayed in the US, Henry Ford nicknamed it the "Kangaroo Chaser". A convertible



On 6 September 1941 at Prospect North Methodist Church, Adelaide, Bandt married Nellie Alice Rowe, a music teacher. A charity worker and, from childhood, a committed member of the Methodist (later Uniting) Church, she was an accomplished artist who painted Ford's nativity scene at Christmas.



1935 Roadster Utility

During World War II, Bandt helped design long-range fuel tanks for Spitfire and Thunderbolt fighter planes. He won bronze medals in the annual British Empire motorcar design competitions in 1947-48. Among the most popular of Bandt's later designs were a station wagon conversion of the Mark II Zephyr in the 1950s and a right-hand drive version of the 1967 Fairlane and the never-approved Falcon convertible, of which six were built outside Ford in 1962

In the mid-1960s he spent some time at Ford's Canadian plant. Back at Geelong, he was manager of body engineering. He had several terms as chairman of the

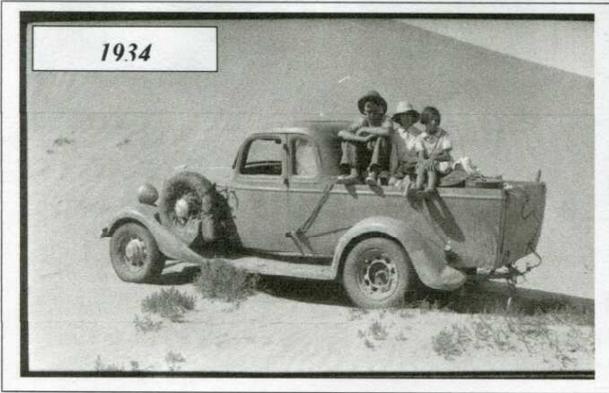
Geelong and South-West Victoria group of the Society of Automotive Engineers, Australasia. He retired in 1975. As a retirement gift his colleagues wanted to present him with a ute. Since none could be found, his fellow workers recreated one from a 1933 Ford Sedan. Lew drove the vehicle after his retirement. Ironically, Bandt died inside of one of his most influential designs. . On 18 March, 1987, he took part in an Australian Broadcasting Corporation television documentary about the utility. While driving his restored 1933 model home that day, he collided with a truck on the Midland Highway, near Bannockburn, and was killed. His wife and their three daughters survived him. His widow donated the wreck back to Ford with the request that it be restored. The Members of the Early Ford V8 Club of Victoria took on the project, and it was during the rebuild, that it was changed from a 1933 model to a 1934 model

*Continued Page 7*



*Lewis Bandt and his recreated 1933 Ute*

**Various Coupe Utilities**



**1934**

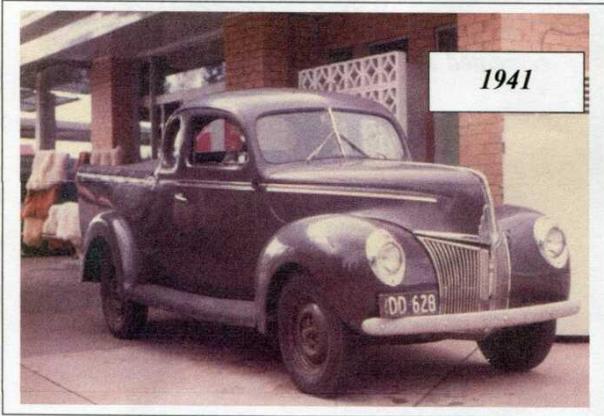


**1937**



**1936**

*Continued Page 8*



1941



1939

Rally No. 49 - Celia & Angela Baker 1939 - Std Utility QLD



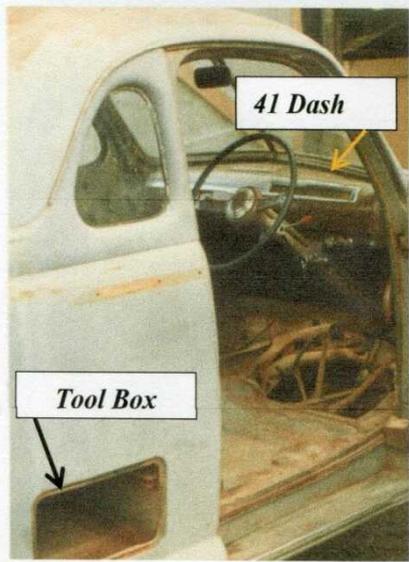
1946



1954

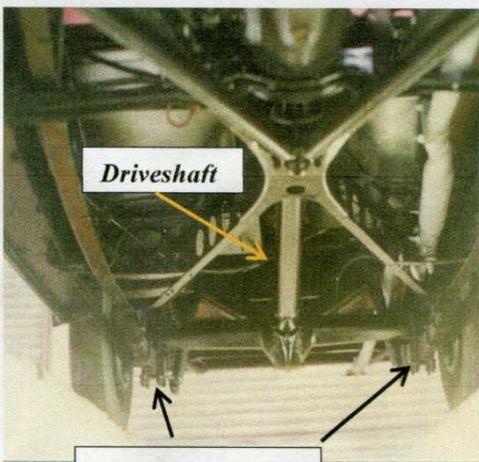
*The 1954 Australian Fords still used a Flathead V-8 and "A" frame suspension rather than ball joints*

**Editor's Note:** The 1946 Coupe Utility belongs to a friend of mine, Dave Warman, of Christchurch, New Zealand. He purchased it in Australia and restored it. It is quite unique. All 1946-48 ute's contained a 1941 dashboard, an open driveline with twin rear springs, not a torque tube and single semi-elliptic spring as the U.S. 1946-48 cars. It has right hand drive, column shift with a transmission designed with linkage on right side (see photos)



41 Dash

Tool Box



Driveshaft

Leaf Springs



Linkage

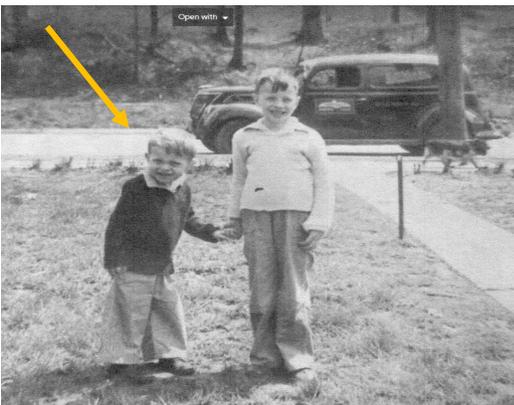
# Ladies Daisy Page



**Do you recognize this handsome soldier ?**

**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 Little Boy admiring 1937 Sedan Delivery Dave Collette**



**Please Patronize Our Advertisers**

**Busy Bee**  
 301 S. Court St. · Medina, Ohio  
 Complete Exhaust Repair... & So Much More

*Family Owned and Operated Since 1983*  
*Come and See Craig or George!*

**Brakes**  
**Shocks**  
**Suspension**  
**Engine**  
**Diagnostics**

**Gas Tanks**  
**Radiators**  
**Tune Ups**  
**Emission Repair**  
**Batteries**

**Craig/George**  
**330-725-2727**

**website:**  
**bzbmuffler.com**

*It won't take long...Did it?*



**CHIEFTAIN**  
**Trucking & Excavating**  
 FBE / DBE Certified

3926 Valley Road, Ste. 300  
 Cleveland, Ohio 44109  
 Office (216) 485-8034  
 Cell (216) 906-9002

**KEN MARTIN**  
 kmartin@chieftaintrucking.com

**NGT**  
**NORTH GATEWAY TIRE CO. INC.**  
 PASSENGER-INDUSTRIAL-FARM-TRUCK TIRE SERVICES

WHOLESALE TIRE DISTRIBUTOR

**DARRELL L. HILL**  
 PRESIDENT

4900 ATLANTIC DRIVE SEVILLE, OHIO 44273  
 1.800.228.4064

330.769.0791  
 FAX 330.769.3959  
 EMAIL darrell@dktire.com

**Chesterland Auto Body**

CHESTERLAND AUTO BODY & MECHANICAL

8032 Mayfield Road  
 Chesterland, Ohio 44026

Phone: 440-729-9506  
 Fax: 440-729-7917

Visit us at: chesterlandauto.com

**CAB TOWING SERVICE**  
 440-729-9506  
 Bill Marx

*Since 1957*

**Happy May Birthday**

- 05 Rose Dawson, Paul Neidert
- 07 Virginia Herrmann
- 11 Craig Dawson
- 13 Frank Posar
- 14 Elaine Hlavacs
- 23 Michelle Bruening
- 25 Karen Mihalek
- 27 Josh Madden



**HAPPY BIRTHDAY**

*Don't Forget to Check out our updated website : [www.norgu8club.org](http://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 May 2020 Meeting**