

# "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 6

June 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 hope and pray that each and every one is safe and healthy in these unpredictable times.

I realize now how much I appreciate my garage. I keep myself busy catching up with the bottom of the "Honey Do" jar. After spending a lot more time in trying to get stuff back in order, I seem to rediscover things I lost or misplaced.



Just like everything else, our activities agenda has taken a big hit. I miss our monthly meeting. Regis informed us that the meeting room is still in limbo.

Our social calendar has been put on hold. Meetings, outings, tours and monthly lunches are things I miss the most. Everything so far has been cancelled or postponed. We thought about maybe a meeting outdoors and possible picnic but it's still a little bit too soon to take a chance.

FYI: If anyone as a member needs the use of my lift I am more than happy to accommodate your needs.

Please read your Newsletter and watch for future information as when we will be open for business.

God Bless you all.

EnjoyurV8B4its2L8

**Jeep**



### Officers & Board 2020

**President:** Jeep Iacobucci  
**Vice President:** Jack Bukszar  
**Secretary:** Neal Garland  
**Treasurer:** Dan & Diane Francis

#### Directors

Ken Bruening  
Rich Jandrey  
Steve Kronen  
Beth Schilling

**All Meetings are held at  
Stow Community Center  
3800 Graham Road  
Stow, OH**

"Kick Tires": 7:00  
Meeting Begins: 7:30  
Ends: 10:00 or Sooner

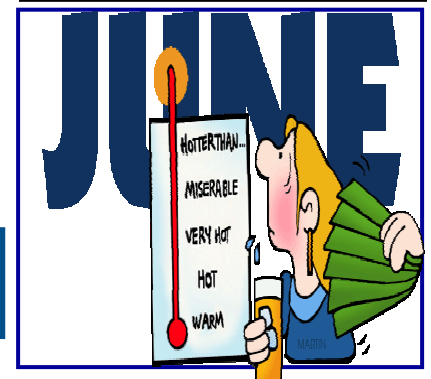
#### Website:

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

#### Editor

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**NO JUNE MEETING**



## 2020 Activities At A Glance

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



- ~~Saturday, July 25th, Northern Ohio RG Cruise to Midvale Speedway~~ **Cancelled**
- **Friday July 17<sup>th</sup> NORG Meeting MAYBE ????**
- **Coming in August** Gilmore Museum Cruise, Hickory Corners MI, **more information next month ~ See page 3 for more information**

### Welcome New Members

Reid & Terri Firestone  
 24 Samaritan Avenue  
 Ashland Oh., 44805  
 330-635-9855  
[reidfirestone@gmail.com](mailto:reidfirestone@gmail.com)



They own a 1941 Super Deluxe Ford



### NORG Cookie Bakers



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 Cruise to Gilmore Museum, Kalamazoo Michigan**

**AS OF NOW THE GILMORE  
MUSEUM CRUISE  
TO KALAMAZOO MI. IS  
STILL ON**

**DATES- AUG.21,22,23**



**HOTEL- FAIRFIELD HOTEL BY MARRIOTT  
RATES ARE- \$129.00 PLUS TAX**

**CALL THE HOTEL AT 1-269-979-8000 TO MAKE YOUR OWN RESERVATION**

**CUT OFF DATE FOR RESERVATIONS IS JULY 21.**

**ROOM CANCELLATIONS ALLOWED 24 HOURS IN ADVANCE PRIOR  
TO ARRIVAL**

**ANY CHANGES DUE TO THE CONVED19 WILL BE FORWARDED AS THEY  
BECOME AVAILABLE.**

**ANY QUESTIONS OR SUGGESTIONS PLEASE GIVE ME A CALL.  
JACK BUKSZAR 216-228-9168**







# 2020 National News

Early Ford V-8 Club of America

May I



## BUSTED!



I bought the Woodie at our spring Annual Car Show and Swap Meet in 2008.

Knowing that my wife would not be too happy about bringing home another "old car", I decided to keep it a secret. Maybe not one of my best moves.

I'm fortunate to have a large barn and at that time - plenty of space.

Karen rarely goes out to the barn. I could go as far as saying she never goes out to the barn. So, who's going to see a Woodie in the barn? Perfect camouflage or so I thought.

Well, it lasted about three months.

One nice summer day, I decided to take it out for a spin.

You guessed it, BUSTED.

I got the "look" and three words ... "Don't Tell me".

Well after a bit of negotiating, (it cost me a new bathroom), she mildly warmed up to it. The good news, twelve years later, I still have them both - the Woody and my wife that is.

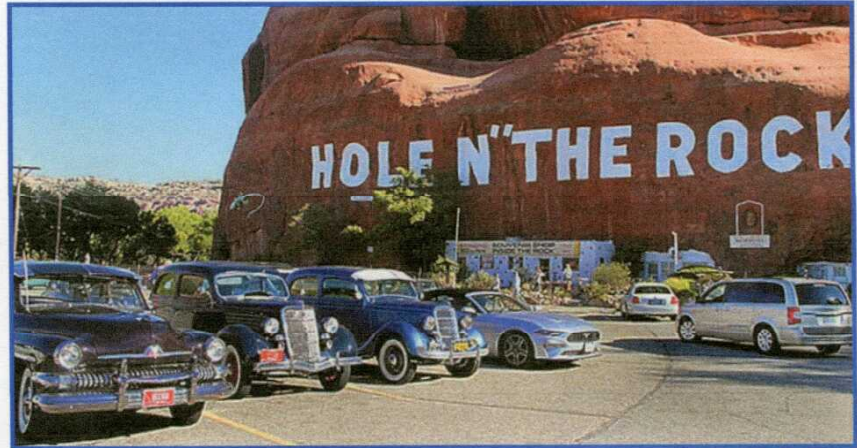
The really good news, is that I have space for one more. I know, I know, I'm living on the edge.

Kit Tucker

V-8 PAST-TIMES  
Geraldyn Miller, Editor  
New England RG #5

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

**The Forum  
Restoration Help  
[www.efv8.org](http://www.efv8.org)**



V-8s on the 2019 National Parks Tour. Complete story in the May/June V-8 TIMES.

## 2020 Membership Drive

Given the magnitude of "Stay-at-Home" orders issued by states across the nation, the Early Ford V8 Club Officers and Directors regret to announce postponement of the 2020 Membership Drive. Considerations driving this decision include:

- Inability of club members to meet in groups for planning and implementing crucial Drive details
- Cancellation of all meetings, shows and outings eliminate the primary attraction for prospective members
- Impacts of social-distancing restrict opportunities for club members to recruit neighbors, friends and new acquaintances
- Effective recruitment requires face-to-face contact, not the impersonal phone call affording an easy "No thanks."

Chances for implementing a successful Drive with significant membership growth will remain impacted by current Covid-19 conditions for an unknown number of months

The National Club Officers and Directors Will announce in November plans for the 2021 Membership Drive

The future 2021 Drive will be a motivator to bring back members with new memberships, enthusiasm and fresh ideas. Be thinking now of ways to use the 2021 Spring Drive to the benefit of your Club

## Raffle Car Update



Due to the cancellation of the Eastern National Meet in Morgantown, Pennsylvania in June, National Capital RG #36's raffle of a 1957 Mercury Montclair has moved to the Early Ford V-8 Museum. Proceeds from the raffle will still benefit the Museum, but now the Museum will run the raffle.

All tickets already sold have been entered into the drawing.

Tickets are \$10 each, 6 for \$50 and 15 for \$100. To purchase tickets using a credit card, call 260-927-8022, or send a check payable to the Early Ford V-8 Museum, P.O. Box 284, Auburn, IN 46706. Enclose a self-addressed stamped envelope if you want the stubs sent to you.

The drawing date has been moved to Sept. 5, 2020.

License #145296

**For The Latest News About  
The V-8 Club  
Visit The Website  
[www.efv8.org](http://www.efv8.org)**

## HISTORY OF THE CAR RADIO

Seems like cars have always had radios, but they didn't. Here's the story:

One evening, in 1929, two young men named **William Lear** and **Elmer Wavering** drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. **Lear** and **Wavering** liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, **Lear** and **Wavering** identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago.

There they met **Paul Galvin**, owner of **Galvin** Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. **Galvin** needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

**Lear** and **Wavering** set up shop in **Galvin's** factory, and when they perfected their first radio, they installed it in his Studebaker. Then **Galvin** went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work – Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

**Galvin** didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME: That first production model was called the 5T71. **Galvin** decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - **Radiola**, **Columbiola**, and **Victrola** were three of the biggest. **Galvin** decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the **Motorola**. But even with the name change, the radio still had problems:

When **Motorola** went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio --The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression –

*Continued on Page 6*



**Galvin** lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when **Galvin** struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from **Galvin** Manufacturing to "**Motorola**" in 1947.) In the meantime, **Galvin** continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the **Motorola** Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts

In 1940 he developed the first handheld two-way radio -- The Handy-Talkie --for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon.

In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.

**WHATEVER HAPPENED TO the two men: Paul Galvin's ? Elmer Wavering and William Lear,** ended up taking very different paths in life. **Wavering** stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning .

**Lear** also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet.

(Not bad for a guy who dropped out of school after the eighth grade.)

*Sometimes it is fun to find out how some of the many things that we take for granted actually came into being*

*Thanks to Jeep Iacobucci for the article on the Motorola Radio*

## NORG LUNCHEONS

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

**Neal Garland**, lunch locator

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

Contact Craig Gorris





**Test Your Knowledge of 1949 -1969 Ford Station Wagons**



1. Ford only offered two-door wagons from 19\_\_ to 19\_\_ and Mercury models were called Mercury \_\_\_\_\_.
2. Ford wagon models for 1954 were the Country Squire, the Ranch Wagon and the \_\_\_\_\_.
3. What was the last year that Ford and Mercury wagons offered any real wood side trim? \_\_\_\_\_.
4. Mercury's two 1955 wagon models were the Custom Station Wagon and the \_\_\_\_\_ Station Wagon.
5. A new, highly dressed up 2-dr. wagon was introduced in 1956 called the \_\_\_\_\_.
6. To compete with the Chevy Nomad, Ford offered another new 2-dr. wagon in 1957 called the \_\_\_\_\_.
7. Mercury offered the only 2-dr hardtop (no "B" pillar) wagons by any manufacturer from 1957 to 1959 and those models were called Voyager and \_\_\_\_\_.
8. Edsel offered a 2-dr. station wagon in 1958 only and called it the \_\_\_\_\_.
9. The last, full-size Ford 2-dr. wagon was the 19\_\_.
10. Falcon offered a great 2-dr. wagon from 1960 - 19\_\_.
11. All Fairlane 500 and Falcon wagons with wood-like trim were called \_\_\_\_\_s as were all Rancheros and Pinto wagons which were also all 2-dr. models.
12. If you answer all questions, you might be called what Ford was known as, The Wagon \_\_\_\_\_.




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**Bring Back the 2dr. Hardtop Wagon!!!**

- 12.- Master
- 11.- Squire
- 10.- 1965

- 9.- 1961
- 8.- Roundup
- 7.- Computer
- 6.- Del Rio
- 5.- Parklane
- 4.- Monterey
- 3.- 1953
- 2.- Country Sedan
- 1.- 1949-1951, Station Wagon

**WAGON QUIZ ANSWERS**



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*Thanks to Dan Francis for this information*



# Ladies Daisy Page



Another Handsome Soldier  
Guess Who He Is.

*Answer Next Month*

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

Answer to Last Month's Handsome Soldier ~ Frank Posar



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*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 JUNE 2020 Meeting**

**Happy June Birthday**

- 06 Bill Brown
- 07 Jack Bukszar
- 19 Dave Collette

