

# "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 10

October 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 seriously hope this letter finds you all in good health. There really ain't much to expound on for obvious reasons. I haven't been doing much and tired of looking for things to do. Although I did experience a little excitement last week. I found myself looking for my glasses without my glasses. 😊



I recently had a email board meeting pertaining to elections for the new year. The over all consensus was to keep it status quo until we get back to normal.

If you have any ideas of any thing to do as a group to try to keep our continuity, would be greatly appreciated. I myself am a little skeptical about a gathering. I thought about doing a day trip to an ice cream treat some where. Or even a BYOB sit in and share some laughs.

Contributions of a story or an unusual experience with your V8 would bring a smile while enjoying our newsletter.

What was Henry Fords nickname?  
"Crazy Henry"

God Bless you all and stay safe. Please keep your prayers in mind for our shut-ins

NjoyurV8B4its2L8.

**Jeep**



**NO OCTOBER MEETING**

### Officers & Board 2020

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

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Rich Jandrey  
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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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## 2020 Activities At A Glance

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



- **No More Meetings at the Stow Community Center. It is Closed for the remainder of the year. If anything changes, we will notify you in this Newsletter**

### **Your Editors Need Your Help!**

As a result of the COVID 19, our reserve of articles and photos is becoming low. We will attempt to continue to search for items for your Newsletter. Unfortunately, without outings and activities, there is nothing to share with you.

If you have something newsworthy to share with our club, if you have a story about your V-8, or if there is an interesting photo of club activities, please send it to us.

### **Death of Member**



Moses (Morrie) Dannenhirsh, an Early Ford V-8 Club of America and Northern Ohio RG member for over 30 years, passed away earlier this month. He was a retired school teacher who enjoyed vintage vehicles. Morrie owned a 1937 Ford Cabriolet, which he sold to member Pat Rooney, a 1936 Buick Roadmaster and a 1969 Corvette. In addition to being a member of NORG he was also a long time member of AACA, His obituary is listed below.

Morrie Dannenhirsh age 80, passed away on Saturday, September 26, 2020. Beloved husband of the late Wendy Dannenhirsh (nee Kaufman); dear brother of the late Marjorie Seal. Survived by Mordechai Seal, Elana Flax and Joel Seal. Graveside services were held at Mt. Olive Cemetery, 27855 Aurora Rd, Solon, OH 44139



**Our NORG President, Jeep Iacobucci, has had quite a reputation as a stock driver. The following article, from a racing magazine, will give you an insight into his background and successes**

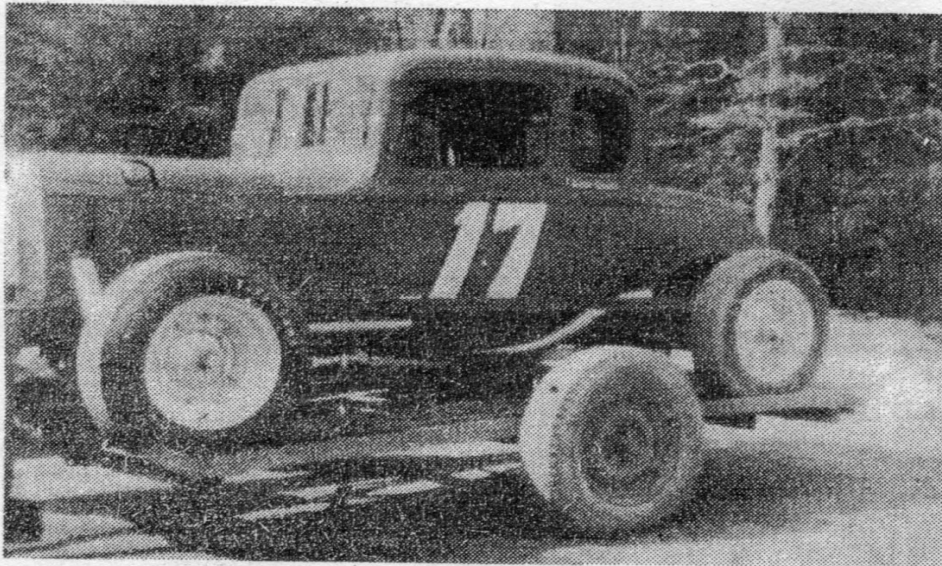


## **Jeep Iacobucci... Ohio's Racing Legend (Part 1)**

When I first moved to the Pittsburgh area in 1968 for an employment opportunity, I had to rely on public transportation to get around because I couldn't afford a car. And the only people I knew were the guys at work. Sure, my job training was important. But one of the first questions I remember asking on the job was, "are there any stock car

tracks around here?" Judging from the non-verbal responses of shoulders shrugs and looks of bewilderment, it didn't take me long to realize my co-workers were not racing fans. Finally, someone in the background piped up, "I think they have them up at Heidelberg and South Park."

I did some more research and found out that South Park Speedway was closed, but I could get to Heidelberg Raceway by taking three buses. I'd have to wait for a bus until 2 o'clock in the morning to get



**Jeep's first car, a 1933 Ford Coupe.**

me home, but I didn't care. Growing up watching dirt track racing at Jennerstown, Greater Johnstown, and Windber, I wasn't sure I was going to like the asphalt, but it didn't matter. I just wanted to see some races. I'll never forget the day I first walked into Heidelberg Raceway. It was unlike anything I had ever seen before, and the races were terrific. I was in awe the whole evening.

Attending the races at the Heidelberg Raceway from 1968 through 1973 became a big deal for me. Friends I made at the track insisted on picking me up and taking me home after the races so I didn't have to ride the buses, and I eventually

purchased my own car. Now, almost 40 years later, I guess it's safe to admit that I occasionally called off work to watch the races at Heidelberg.

One of the first races I saw at Heidelberg in 1968 was the Tri-State 150. All the fans were excited because over a hundred cars would try to qualify for the race, and outside invaders from Ohio, Michigan, Indiana, and several other states would come in and try to beat the regular competitors.

The No. 69 Late Model with an Indian Chief on the side immediately caught my eye that day during the "fast lap" or practice session. It was a car I had never seen before, and was fast and smooth. I wondered who the driver was and where he was from. Those questions were quickly answered during time trials when the late, great announcer Bill Steinbach relayed in a booming voice, "Driving the number sixty-nine (pause)... out of Cleveland, Ohio (pause)... Jeep (pause)... eeeeeeeeee-yock-a-BOOOOOOOOO-cheeeeeeeeeeee!!!"

Jeep quickly became one of my favorites. Knowledgeable racing fans informed me that he was a big winner on the Ohio asphalt circuit. I'd cheer for him every time he came in to take on the regulars. "We went to Heidelberg mostly for the 150's and the Pittsburgher 200's," said Jeep during a recent interview. "Those guys came from all over. It was a tough field down there. I always looked forward to racing at Heidelberg at the end of the year."

*Continued on page 4*



...the end of the year.

Heidelberg had a dirt surface when Jeep first came to compete in 1963. "I really wasn't used to racing on dirt when I first got there," he remembers. "The car wasn't really set up for dirt. Then they changed the track over to asphalt. It was a lot more fun for me. I liked the asphalt a lot better. It was tough to qualify because there were usually over one hundred cars for the big races", he continued.

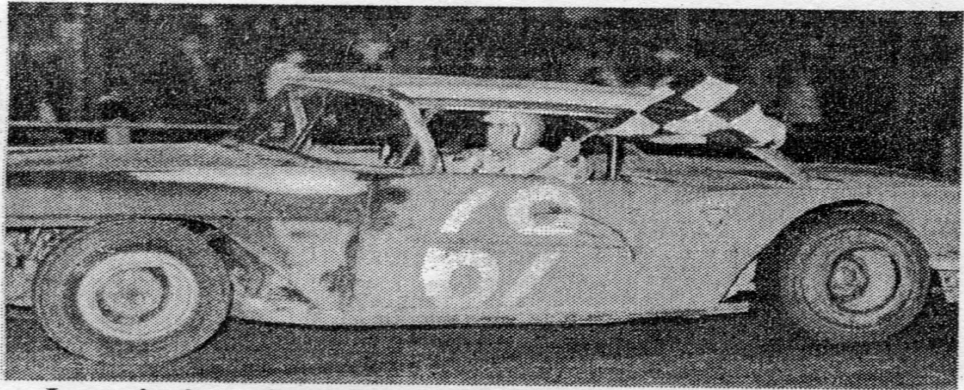
One of those cars was driven by Herb Scott, a multi-PRA champion. "Herb Scott and all of those guys were tough," said Jeep. "I'm kind of blunt on a lot of names, but Herb Scott was probably my idol there. He was the guy to beat."

Jeep has many great memories of Heidelberg. He recalls, "One time, I didn't make the feature and had to run a semi-feature. Kenny Lowe and I were coming across the finish line. Somehow or another, we got tangled up. I got a hold of Kenny's fender. I won the race, but Kenny claimed he won it because his fender was hanging on the front of my car."

He continues, "I started last in another race with no brakes. We were an alternate and didn't have any brakes on the car at all. I figured I'd just go a couple of laps, but I was doing pretty good, so I stayed out there. I ended up tenth in the race."

Heidelberg Raceway had a famous dip or "ski jump" in turn one Jeep remembers well. He relates, "It was there on dirt and was still there when they paved the track. I loved it. It was like being on an elevator. Ron Fike once started beside me in a race. I was on the inside, and he was on the outside. We ran side by side for one or two laps. Coming into turn one, we hit the ski jump. I saw him go up in the air, and he disappeared. I didn't see him anymore. The next time I came around, I noticed he wrecked his car pretty bad."

The year 1972 was a very successful one for Jeep and his racing team. Jeep won 10 out of 32 feature races at eight different race tracks, and finished at least in the top ten numerous times. The race car was owned by Blackie Joseph, and still had the distinctive picture of an Indian Chief on the side. The pit crew members were Bill Andreski, Joe Schustek, Tom Stakowski, Bob Giachetti, and Dave Osadczyk. Giachetti



**Jeep winning a Semi-Feature on May 23, 1965 at Midvale**



### **Jeep Iacobucci... Ohio's Racing Legend (Part 2)**

The native Clevelander never owned his own race car, but drove for several owners including Lalor Herst (1954-1955), Tom Hinske (1956-1959), Mac McClenon (1960-1962), Charlie Bridwell (1965-1971), and John "Blackie" Joseph (1972-1975). Jeep just didn't show up at the track on race day to drive.

During the week, he was right there in the garage, getting dirty with the owner and crewmembers, working on the car. "I made sure I knew what was going on," he said. He was sometimes able to race when he served our country in the United States Army from 1960 through 1962.



**Jeep ready to race in 1973.**

According to the August 1973 edition of "Wheel World", Joseph's racing roots went back to the 1930's. The magazine quotes Blackie as saying, "I look for the best in a driver: one who knows the track, knows when and how to move, and how to keep out of trouble. My racing philosophy is put your foot in it and win." For those obvious reasons and many more, he chose Jeep Iacobucci as his driver.

"I had most of my success with Charlie and Blackie," said Jeep. "Charlie had a 1961 Ford and his driver didn't show up one day. I got there early and qualified his car for him. I qualified it faster than the one I was driving. Charlie asked me whether I wanted to drive for him. I wasn't sure what I wanted to do. We talked about it and actually

switched drivers in both cars. I stayed with Charlie for many years."

Bridwell was a great mechanic who was frugal by nature. Jeep said, "We called Charlie 'The Junk Man'. He was on a low budget and would use junkyard parts. His race cars would really run good. One night, Tony Dilillo's car owner threw some rocker arms in a garbage can at the track. Charlie dug them out of the garbage can, and put them in our race car. That thing ran like heck after that!"

A newspaper clipping from 1967 reveals that Jeep was the first driver in the 8-year history of Cloverleaf Speedway to win a track championship racing a Ford. Another clipping from 1973 mentions that Blackie's race team won the most money in the 1972 season of any Late Model in the history of Cloverleaf Speedway with Jeep as the driver.

"Cloverleaf Speedway was my home track," said Jeep. "That was my back yard. My money tracks were Cloverleaf, Lorain County, Midvale, and any Ohio tracks I was close to. I was pretty much set up for them. I won four Late Model track championships in my career, two at Cloverleaf, and two at Lorain County."



Jeep enjoyed competing at Midvale Speedway. He said, "Midvale was a nice track. It was family run. The Tolloty family ran it. They were a lot of fun and very fair. Gene used to meet the guys at the pit entrance before the race and told everyone how glad he was that they came. He was a good promoter."

"I thought I did very well at Midvale Speedway," Jeep commented. "I won a few features there, including a Firecracker 150. I think I had one or two track records. We had team races at Midvale. Teams were from Ohio, Pennsylvania, Michigan, and Indiana, and I won one of them." Australian Pursuit races were popular back in the day. In those races, drivers who were passed were eliminated from the race. "I never cared for those too much," Jeep stated. "I liked the long races."

His most embarrassing moment in racing happened during a team race at Midvale Speedway. Jeep recalls, "During a team race at Midvale, I was running first and my teammate was running second. On the last lap, he decides to pass me. And he took us both out."

"I did a lot of racing up in Michigan and Indiana at tracks like Flat Rock, Fort Wayne and others," said Jeep. "I really enjoyed those tracks up there, also. Probably the most memorable race I ever ran was in Avilla, Indiana. I believe I finished third. It was a 100-lap race up there and they had over 300 cars that came to qualify for the race. Out of those 300 cars, there were two Fords. I was the only Ford that made the field, and was the second fastest qualifier. Carl Smith, Bob Senneker and I lapped everybody twice in the race."



**L-R Kenny Martin (car owner John Joseph's grand son), Jeep, Lou Bors, (Best Friend) Dave Osadzuk, crew member - did books, Junior Joseph (car owners son). Trophy was for winning the MidOhio 200 at Cloverleaf.**

Jeep ran one or two dirt tracks a year after making the transition to asphalt. "I never really did very well on dirt with the setups I had," he remembers. For five years, he raced a Crosley in the stock division at an indoor track during the winter-time.

Facing some very tough competition through the years, Jeep ranks Roy Gemberling, Bob James, Joy Fair, Danny Byrd, Tony Diano, Bud Middaugh, Jimmy Bickerstaff, as well as Herb Scott, at the top of the list. Jeep said he was happy to hear that Herb Scott recently received national Hall of Fame recognition. "They were all good competitors," Jeep remembers. "It's like bowling or anything else, you run with them guys, the better you get. You run with the good guys."

Jeep also had high praise for John Markum, the founder of the Marc Racing Series, which is now the ARCA Remax Racing Series. "You never went home broke with John Markum," Jeep recalls. "He always made sure you got home. One time in Indiana, he didn't have enough cars to make a full field. So he went out and rented four cars. He asked me to drive one of them. He instructed me to start the race, then after about three laps, pull off. Well, I started doing pretty good with that thing. I didn't want to pull out. It was a dirt track, and I really started pushing and shoving. John was pretty upset. I ruined his car for him. But John was a neat guy."

**Next week will be the final part of Jeep's Story**

*Continued on Page 5*

**Remember to Vote For Steve Kronen  
as Central Division National Director  
Ballots to be in By October 15th**



Let's Go . . .  
**RACING**  
 by Dave Dragovich

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Jeep ran his final race in 1975 driving a 1969 Ford Fairlane. Why did he hang up his racing helmet in his prime at 38-years of age? He relates, "I came home one Sunday night after a race at Cloverleaf and saw my son laying there sleeping. I thought about how big he was getting, and all the things I was missing. I got tired of looking at my family through a chain link fence."

The family Jeep fondly speaks of is his wife Georgene, and children Don, Alan, and Sue. The kids are all grown now, the youngest being 33-years old. Jeep retired from his job as a heavy equipment mechanic six years ago. He was in charge of the equipment shop at Medina Supply when he retired. He doesn't attend races very much anymore.

"I'm pretty involved with my old car," he said. "I have a 1947 Mercury Coupe, and just made a coast to coast trip with it. I put 6,931 miles on it traveling from Virginia to California. The trip took 31 days. Among the roads we traveled were Route 40 and Route 66. One of the things I wanted to do for a long time was stand on the corner of Winslow, Arizona, like the song says."

A few years ago, Jeep was inducted into the Ohio Twin State Auto Racing Club Hall of Fame. He humbly said, "I don't think I deserved it. There are a lot of guys who deserve it more than I do."

Jeep was born Don Iacobucci in 1937 in the Italian district of Cleveland, Ohio next to the Polish district. He was a paper boy for polka great Johnny Pecon. Polka king Frankie Yankovic lived nearby. Everybody wonders how Jeep got his nickname. "It's a long story," he laughed. "Everybody in my neighborhood had a nickname. I was the smallest guy in my neighborhood. We all watched Popeye and read the comic strip. There was a little guy named Jeep in the series. That's what my friends called me."

Jeep Iacobucci was one of the finest stock car drivers in the state of Ohio and beyond. It was an honor for me to write a story about him. I thank him for his time and for providing me with a wealth of information. A special thanks to Denny Hudock, Dale Miles, and Darlene Hassey for helping me contact Jeep a few years ago. And I'm really glad I decided to take those three buses to Heidelberg.





Member **Steve Kronen** purchased a low mileage 1947 Ford Convertible in 2017. He has begun a frame-off restoration. The following are photos of his progress







We will add more photos as Steve progresses on his project



# Ladies Daisy Page

We are still in need of information for the Ladies Daisy Page. Ladies, do you have a photo of your special teenage beau, how about that special interest. Why not share it with our members.



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 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 SEPTEMBER 2020 Meeting**

**Happy October Birthday**

- 04 Pat Rooney
- 05 Dave Nagy
- 07 Kathleen Nagy, Lou Ann Marx
- 10 Richard Jandrey
- 13 Steve Kronen, Denny Moore
- 16 Pat Hergenroeder, Ken Thomas
- 17 Carol Neidert



**HAPPY BIRTHDAY**