

“The Headliner”

Newsletter of the Northern Ohio Regional Group #20
Early Ford V-8 Club of America
Our 52nd Year



Volume 28 Number 2

February 2021

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.”

Although last year proved to be a very trying time for all of us. Hoping 2021 will be much better. I myself look forward to reestablish our club functions.

I regret not being able to hold monthly meetings where we get to see old and dear friends. I'm looking forward to meet and greet our newest members. Pardon me while I try to find my glasses without my glasses 😊

I want to express congratulations to our faithful member Steve Kronen on his election of Central area director for the V8 club. Also the duties of the National Meets Board and also National Driving Tours Director. I believe he is the best man for the job. Also good member Dave Collette has also been a great representation to our Region. Proud to have members like you guys.

Maybe we can get lucky and find a way for a little socializing.

There will be no meetings until further notice.

If you have something of interest that you want to share, please do. Annette and Craig need your help.

Until then please stay safe and healthy! May God Bless us all. Keep our shut-ins in your prayers.

NjoyurV8B4its2L8

Jeep

Fact: Henry did not invent the Assembly Line. He got the idea from a slaughter house. .



**NOT REALLY SURE WHEN WE
BE ABLE TO HAVE OUR
NEXT MEETING**



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Vice President: Jack Bukszar
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Directors

Ken Bruening
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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

Editor

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2021 Activities At A Glance

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



There will be no meetings until further notice

4" Mercury Crankshaft ~ Free

Free to a good home: 4 inch Mercury crankshaft. It has a crack that can be fixed for around \$500. If you can use it, give me a call at 330-338-1510. Neal Garland.

Don't Wash Your Hair in the Shower

(It's so good to finally get a health warning that is useful)

It involves the shampoo when it runs down your body when you shower with it — a warning to us all!!!

I don't know WHY I didn't figure this out sooner!

I use shampoo in the shower!

When I wash my hair, The shampoo runs down my whole body, and printed very clearly on the shampoo label is this warning, "FOR EXTRA BODY AND VOLUME."

No wonder I have been gaining weight!

Well, I got rid of that shampoo and I am going to start showering with Dawn Dish-washing soap instead.

Its label reads. "DISSOLVES FAT THAT IS OTHERWISE DIFFICULT TO REMOVE."

Problem solved!

It I don't answer the phone I'll be in the shower!!

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.

NORG Headliner Wins Honorable Mention Award

Your Regional Group won an Honorable Mention Award in the Early Ford V-8 Club of America 2020 Newsletter Contest. Your Editors were very happy to receive it.

*THE EARLY FORD V-8 CLUB OF AMERICA ANNUAL
NEWSLETTER COMPETITION UNITED STATES 2020*

Honorable Mention

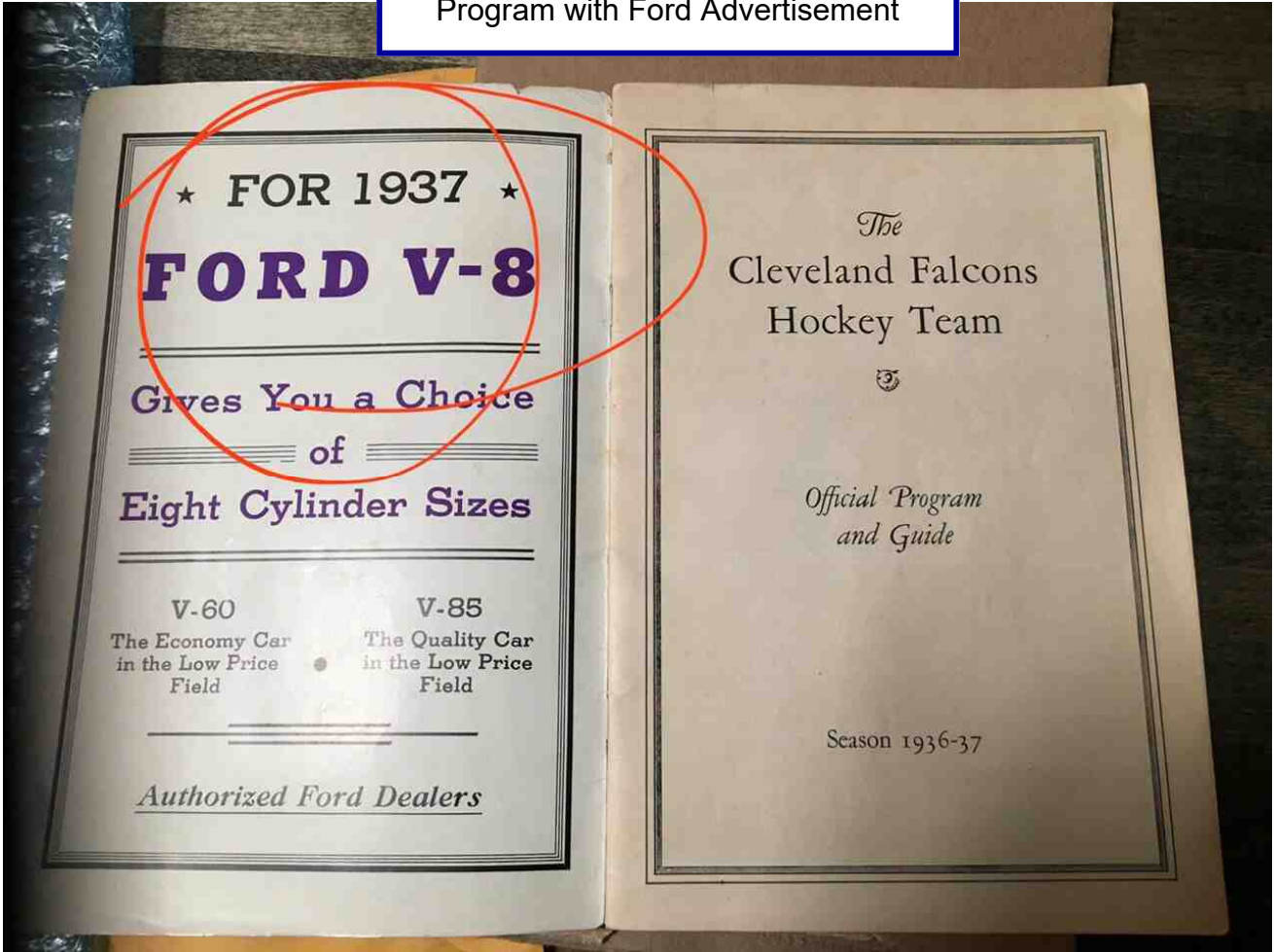


“Headliner”

Northern Ohio RG #20

Annette and Craig Gorris, Editors

1936 ~ 1937 Cleveland Barons Hockey Program with Ford Advertisement



1946 Ford Coupe Utility



A BIT OF HISTORY

Introducing the Brand New 1941 Ford Mustang!

By Ken Burns

I'm guessing most of you probably think I've really gone off the deep end this time. Bear with me a moment (the Beatles called it "The Long and Winding Road") and you'll see what I'm talking about. We all know that when Ford introduced its new 1965 Mustang (on April 17, 1964) it gave birth to a whole new segment of the automobile industry commonly called "pony" cars. In actuality, the Plymouth Barracuda was launched 16 days earlier but nobody seemed too keen on calling their cherished new ride a "fishy" car.

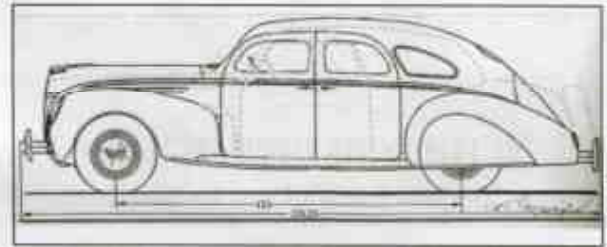
Pony cars are generally distinguished by their long hood-short trunk silhouette and originally most were built on existing passenger car platforms. Under their skins, the new 1965 Mustangs, particularly the early ones, were basically a 1960 Ford Falcon! The introduction of the Mustang was Ford's most successful vehicle launch since the December 1927 unveiling of the legendary Model A.



1965 Mustang at the 1964 World's Fair in New York.

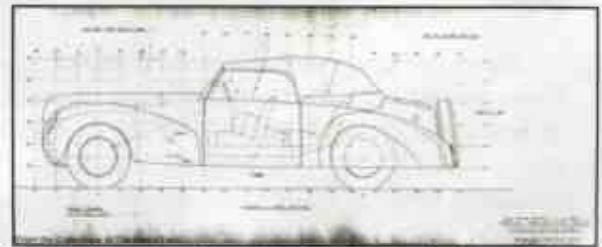
We're also very much aware that Ford had done something similar back in 1940 when it introduced the 1940 Lincoln Zephyr Continental. Ford essentially took an existing production platform and replaced the stodgy, conservative body with something sleek and racy. Here's the Cliff Notes version of what happened. In 1938, Edsel Ford, Eleanor, and their five children were in Europe where many high-end, rakish, stylishly designed vehicles caught Edsel's eye. Upon his return, Edsel enlisted acclaimed Ford stylist E.T. "Bob" Gregorie to design a European-style

personal car for him with a long hood, short trunk and rear-mounted spare tire. Initially, there were no plans to mass produce this vehicle; it was going to be Edsel's personal car when he vacationed in Hobe Sound, FL, that winter.



An original Continental concept overlaid on a Zephyr chassis.

Edsel took a personal interest in Gregorie's design work and offered suggestions until they arrived at a final design.



Another line drawing of the Continental where the long hood-short trunk is very noticeable. And...



The prototype Lincoln Zephyr Continental.

Positive reaction to Edsel's stylish personal vehicle was so overwhelming that the Continental went into production as part of the Lincoln lineup and a new segment of the automobile industry was born: the "Personal Luxury Vehicle." Okay, but when are we going to learn about this so-called 1941 Mustang?

First, we need to mention Walter Dorwin Teague and his design firm. For those of you who are not Bill

Fox, one of our "trainiacs," familiar with industrial design or deeply immersed in Ford shows during the V-8 era, Teague's name may not be familiar. By the early 1930s, Teague had made a name for himself as a talented industrial designer who combined exceptional beauty with functionality. His clients ranged from Kodak to U.S. Steel to DuPont to Texaco.



A Teague-designed Texaco Station and 1937 Lincoln Zephyr.

Henry Ford didn't exhibit at the 1933 Chicago Century of Progress for several reasons. He was concerned about the financial health of the company for one thing. As he dithered, other exhibitors signed on to have exhibitions at the Century of Progress. By the time Henry decided that Ford should exhibit at the 1933 show, GM was already using Henry's 1915 idea of a working assembly line as the centerpiece of their exhibit. Upon finding out about this dastardly deed, Henry chose not to exhibit in Chicago in 1933. However, once Henry learned of the huge crowds at the show, he decided Ford needed to participate in the show in 1934. Design of the building was handled by architect Albert Kahn, who had designed numerous buildings for Ford, including the Highland Park assembly plant and Edsel's Grosse Pointe estate.



Edsel and Eleanor's Grosse Pointe home was completed in 1929.

Ford advertising executive Fred L. Black realized that the concept of a "fair" was no longer just displaying cars and convincing folks to buy them, but also engaging and entertaining the buying public. He invited 21 of Ford's main suppliers to exhibit. Each supplier's exhibit would show how their business contributed to the production of the Ford automobile. The suppliers were responsible for the costs associated with their displays and for manning them. Black also conceived the "Roads of the World" concept, which was a popular feature in San Diego in 1935, and the "Road of Tomorrow" in New York in 1939.



The Ford Building and Rotunda with Roads of the World in the foreground.

Black brought in Walter Dorwin Teague and his highly respected design firm to coordinate and execute the theme.

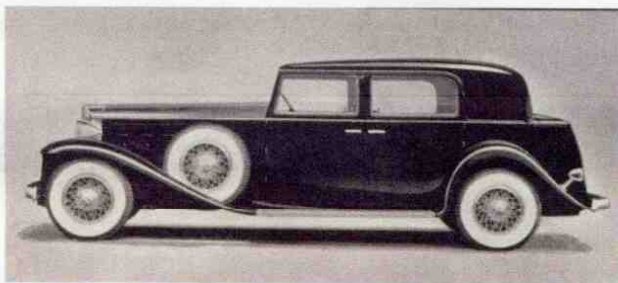


Interior of the Ford Pavilion at the 1934 Chicago Century of Progress. This diorama shows the extraction of different materials used in automobile production. Image courtesy of Hemmings Daily.

Building on the success of this collaboration with Ford on the 1934 Chicago Century of Progress, Teague designed exhibits for a number of regional fairs for Ford in San Diego (1935), Dallas (1936), and Cleveland (1936). These smaller exhibits culminated with the 1939 New York World's Fair, which would become Teague's crowning achievement in the realm of exhibit design.



Hang in there, we're getting close to the end of this long and winding road. Although not an avid automobile enthusiast, Walter Teague's association with the automobile industry extended beyond designing exhibitions for Ford. His firm also designed coachwork for high-end automobiles like the Marmon Sixteen and the Marmon HCM Twelve.



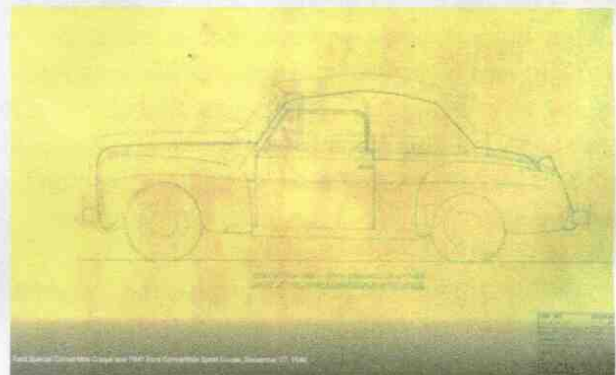
The Marmon Sixteen.

The actual brains behind these designs was Walter D. Teague, Jr., who went by the name Dorwin. *He* was an avid car guy. Initially, Dorwin had been enamored with designing coachwork for high-end cars. Not long after he finished designing the beautiful

and luxurious Marmon Sixteen, he had an epiphany when he took a ride in a friend's Amilcar and became a fan of lightweight, high-performance European sports cars.

During a visit to the Teague firm to go over 1939 World's Fair designs, Edsel noticed a model of the HCM Twelve on display. It's not a stretch to see that the two men had similar ideas about automotive design. Edsel was interested in Dorwin's ideas on cars of the future and they kept in touch. After the 1940 Continental had been introduced, Dorwin sent a 4-page [letter](#) to Edsel proposing a baby brother for the Lincoln Continental. He told Edsel "the best way to go about it would be to bring out a special version of the Ford or Mercury, following the lead of the Lincoln Continental cabriolet, only smaller, lower and less expensive – sort of a family sports car," according to his autobiography [Industrial Designer: The Artist as Engineer](#).

I found the below line drawing online in The Henry Ford archives. It's from the Teague firm and dated December 27, 1940. In this proposal, Dorwin followed Edsel's guidance that the design use as many existing Ford dies as possible. You can clearly see the resemblance to the early Continental work with the long hood-short trunk and rear-mounted spare tire.



Dorwin Teague labeled this design the "Ford Special Convertible Coupe & 1941 Ford Convertible Sport Coupe."

According to Dorwin's autobiography, Edsel indicated he was pleased with the concept and wanted to further refine the design by removing the requirement of using as many existing Ford dies as possible.

Around the end of 1941, Dorwin had completed an air brush rendering of a car that was lower and more compact than the original design.



The air brush design had many early Continental style cues like round push button door releases. It's interesting to note that the profile and squarish fenders look very much like 1942–1948 Continentals. It also had rear quarter windows that Ford introduced in 1942. It did not, however, have a rear-mounted spare tire.



WWII and Edsel's untimely death in 1943 put all this on hold. The post-war automobile industry brought new niche market segments like wooden body cars such as Ford's Sportsman, Chrysler's Town & Country, and the Nash Suburban. The type of vehicle that Edsel and Dorwin were exploring wouldn't see the light of day until the introduction of the Mustang in 1964.

If the car had ever gone to production, would it have been called a Mustang? Just look at some of the names Ford was considering before finally settling on Mercury. It's very doubtful. Some of the names on the list, like Explorer, show up as future name plates and are still in use today. Maybe the Continental's baby brother would have been named a Comet. After all, Comet was the name chosen for Mercury's version of the Falcon.



Suggested Names for the Mercury

HERMES	OFFORD	EXPLORER	FORD-ARROW
VIADAM	CREST	OLYMPIC	CASTLE
EDWINSON	WASHINGTON	WARWICK	TEET
COURTIER	CONEL	HANCO	NADAR
CHARLES	VITA	TRIPS	LELOR
GOVERNOR	ARCHE	HUNTER	NEBADA
KEY	FALCON	BIRDEN	TUNER
VERNON	FLEETWOOD	FORD-FALCON	FURDICK
FORD-FLEETWOOD	OLYMPUS	THE JAZZBOY	FLEETWOOD
OLYMPIA	SPORTAN	WHEELS	FORD-OLYMPIC
TRIAN	DIANA	LEOPARD	HARVARD
MORVA	PAULE	REGENT	ERU
BULLDOG	THE TRAIL BLAZER	THE COMET	PANTON
CYCLES	FORD-2150YR	ELFORD	CYCLON
PHAROS	ELBORN	TRANSFORD	PROTEK
TRAFORD	DRAG	CRUISER	MERAR
OLDFORD	VICTORIAN	VICTORY	SHINY
SEPHARD	VANTIE	THE WHEEL	ELFORD
LANSBY	THE CONSTELLATION	VICTORY	MUSA
THE BROWNLIGHT	LOCKSMITH	CORNER	FORD-CORNER
COOPER	FORD	ELU	CORNERMAN
FORD-LI	FORDAL	RESPOND	VALDANT
DART	COORIE	ALTOCRAT	LEO
ATHENIAN	STYLINGETER	THE PREMIER	CRISTIAN
STYLIT	MERCURY	RANTER	REAL HORSE
THE GAZELLE	KZY	RAMBLER	THE DECKCHER

Edsel's son, The 1931 list of suggested names for the new Ford automobile for 1939 is published through the courtesy of the Ford Archives, then Ford Motor, Dearborn, Michigan. It is fascinating that it would name the Mercury car chosen over such impressive suggestions as Phoenix, Sunbeam, Wizard, Victory, The Gladiator and Ford Arrow. The remarkable Edsel Ford works for Ford Motor, showing Henry, "the Manager of the Coach," whose original car to supply the spirit would become the trademark of the new Ford product.

The picture in the upper right corner is a prototype trademark which was to have adorned the new Mercury.

So, Ford really never considered building a Mustang in 1941 but Edsel certainly was thinking along the lines of a sporty two-door vehicle built out of as many off-the-shelf components as possible. And, that car would feature a long hood-short trunk profile. I bet you thought I'd never be able to tie all this together!

Thanks to NVRG for this story

Ladies Daisy Page

Baking During the Pandemic

With so much time on our hands, I asked Craig if he would help me bake some special desserts from our childhood.

One of my favorites is a Polish treat called Chrusciki or "Angel Wings" It consists of rolled dough, cut and shaped into a "Bow Tie", deep fried, and covered with powdered sugar. Here is the recipe and a photo of the finished product.



The second is a Chocolate roll. It was a favorite of Craig's that his mother made for "Special Occasions". Both desserts were delicious. Together, we will bake them again.

Chocolate Roll

Cake:

6 TBLS sifted cake flour 6 TBLS Cocoa
1/2 Tsp baking powder 3/4 cup sugar Sifted (3 times)
1/8 tsp salt 4 egg whites stiffly beaten in separate dish
4 egg yolks well beaten in separate dish 1 tsp vanilla
Powdered sugar for dusting

Filling:

1 1/2 cups of whipped cream

Oven: Heat to 375°

Cookie Sheet: Grease a 15 1/2 x 10 1/2 x 1 cookie sheet lined with waxed paper.

Directions:

Sift flour once, measure, add Cocoa, baking powder, & salt, sift together three more times.

Fold sugar gradually into egg whites a small amount at a time, add egg yolks and vanilla then cake flour

Mix this very thoroughly

Pour onto the cookie sheet lined with waxed paper

Place cookie sheet into hot oven (375 degrees). Bake at 375 degrees for 13 minutes.

After 13 minutes, quickly remove and turn out at once on cloth dusted with powdered sugar.

Cut off crisp edges if necessary.

Roll up cake and let cool while preparing the whip cream. Unroll and spread the whip cream.

Roll up and frost with chocolate frosting. If not cool, put in fridge until ready to frost

Suggest have the frosting soft ..it spreads easily



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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

Happy February Birthday

- 1 Debbie Madden
- 4 George Hlavacs, Earl Peters
- 5 Nancy Collette
- 8 Betty Coleman
- 10 Bill Marx
- 19 Eileen Sanders
- 20 Don Brehm
- 21 Ken Bruening
- 24 Reid Firestone
- 27 Ted Cragulets

