

“The Headliner”

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



Volume 28 Number 11

November 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.”

This is my favorite time of the year. I can't believe it's time already to rake my leaves into my neighbors yard. 😊😊😊

As we get ready to wind down another year that has turned the whole world upside down, we need to continue to keep our V8 family together. We have a lot to get done. At the November meeting we will be electing Officers and Board Members. Try to attend this very important meeting.



Rich Jandrey has dug deep and acquired a guest speaker to enlighten us on our health benefits. We will discuss some upcoming activities. Be sure to read your newsletter closely for very detailed information.

Due to keep our club tradition, we will plan on an installation dinner in January. This avoids all the confusion of the Holidays. More Information will be in the newsletter and at our November meeting.

Frank Posar has reluctantly asked to step down from being our club correspondent to the V8 Times. He has done a wonderful job doing this. It is with great pleasure to know that Darlene Null stepped up to the plate to continue to represent our fine R.G.

Thank you Darlene ,it means a lot to all of us.

I want to thank all the Officers and Board Members for their contributions and time for the good of our club. It made my job a lot easier.

If I forgot anything please remind me at our November meeting. Hope to see you there.

NjoyurV8B4its2L8

Jeep

Henry said: Quality means doing it right when no one is looking.

Officers & Board 2021

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

Editor

Annette & Craig Gorris
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**November NORG Meeting
Friday November 19th Stow City Center**

**Program: Linda Smith will discuss the Anthem
Blue Cross Senior Advantage Medical Plan
Available in 2022**



October Minutes will be read at the November Meeting

2021 Activities At A Glance



- **Friday, November 19th 7:30 PM** Monthly Club Meeting, Stow City Center and Election of 2022 Officers & Directors
- **Sunday January 16th Time TBD** NORG Holiday Party and Installation of Officers at Sleepy Hollow Golf Course

2021 ~ 2022 Northern Ohio Regional Group (NORG) Dues

At the last NORG Board of Directors meeting, the Board voted to re-instate our Dues. Last year, we suspended dues but continued to publish our Newsletter, the Headliner because they felt that we needed to provide stability and a means of communication to our members during the COVID crisis.

Since emerging from that fiasco we are again instituting our annual dues. The Board felt however that we should only charge members for the last half of 2021. To reduce paperwork, we are asking members for \$45.00 in dues to cover the last half of 2021 and all of 2022. *Note Annual dues are still \$30.00*

As we have in past years, we will be publishing a 2021 ~ 2022 Annual Roster. The Board appreciates your support in this matter. **A membership form is on page 4**
Please copy it, fill it out and mail with your check made out to N.O.R. G.



NORG COOKIE BAKERS



November Meeting	Michelle Bruening
February Meeting	Bruce Lewicki
March Meeting	Darlene Null
April Meeting	Georgene Iacobucci
May Meeting	Diane Francis
June Meeting	NO MEETING
July Meeting	Sharon Bukszar
August Meeting	Beth Schilling
September Meeting	<i>Need Someone</i>
October Meeting	Kathy Kessler
November Meeting	<i>Need Someone</i>

**Northern Ohio Regional Group 20
Early Ford V8 Club of America
Membership Form
18 Month Dues \$45.00**

**Year
2021 ~22**

Date: _____ National Number: _____

Name _____ Spouse _____

Address _____

City, State, Zip _____

Phone Number _____ Cell Phone Number _____

E Mail Address _____ **We send Newsletters by E Mail unless there is an exception**

Fax _____

BIRTHDAY, MONTH & DAY: Self _____ Spouse _____

Winter Address _____ **From** _____ **To** _____

City, State, Zip _____

Phone Number: _____

List all Early Fords you own from 1932 to 1953 and Highest Award won at a National Meet:

YEAR	MAKE	MODEL	AWARD



**Make Check Payable to: N.O.R.G.
MAIL TO:
Craig Gorris
10160 Echo Hill Dr.
Brecksville, OH 44141**



Rose Deyling 1932 ~ 2021

Rosemary (Tomaselli) Deyling, age 89 of Sagamore hills, passed away on October 14, 2021. She was born on April 17, 1932 in Cleveland, Ohio to her late parents, Pasquale and Antonia Tomaselli. She is the sister of the late Vito Tomaselli (Imajean, Anne (late), the late Carl (Agnes (late), and the late Viola Berteau (Donald (late))).

Beloved wife of Richard Deyling for 69 years, Rosemary was a loving mother to Janet Farroni (Mark) and Scott Deyling. She was the Dear grandmother of Denise Farroni (Nathan Greene), Allison Juengling (Mark), David Farroni, Anthony Cefaratti, and Austin Cefaratti.

Beloved friend of "The Club" with Dorothy Wick, Theresa Corrao, Lois Paz, Grace Suchy, Helen Naro, Jeri Giubino, and Lois Puky who have faithfully met every month since Junior High School.

She was active in her community at St. Barnabas Parish and with her husband in the Pipefitters Retirees and Ford V-8 clubs.

She worked as a teacher's aide and as an usher at Playhouse Square. She was a favorite aunt of many nieces and nephews and loved her grandchildren dearly. Private services will be held at a later date.

Rose and Dick served as Treasurers of the 2008 Grand National Meet in Dearborn. In addition She supported many NORG functions over the years as an example our Fall Tour, Progressive Dinner and our NORG 1984 & 1992 Eastern National Meets. Please keep Rose in your prayers.



A Big Congratulation To Our New V-8 Correspondent Darlene Null

Darlene has graciously volunteered to take over the duties of V-8 Correspondent, previously supported by Frank Posar. The V-8 Correspondents job is to submit articles regarding NORG activities to the V-8 Times. Frank did a wonderful job of reporting and we thank him for his many contributions.

No December or January NORG Meeting

As in the past years, there will not be a December or January NORG Meeting. We will have a joint Holiday Party and Installation of Officers Banquet in January. In addition there will be a combined December-January Newsletter published in late December.

A Look at Lincoln through the Years

The Early Years to the Early 1950's

By Bob Trueax

One might consider that starting a company simply because of a difference of opinion with your boss, and based on an economy soon to change, were not the best reasons for doing so. However, that was precisely the beginning of the Lincoln Motor Company.

It was 1917, and Billy Durant, pretty much a pacifist, was President of General Motors, while Henry Leland, President of Cadillac, was more patriotic and wanted to do something for the WWI war effort. Since Durant wanted nothing to do with war, Leland, his son Wilfred, and a group of associates resigned from Cadillac and started Lincoln Motor Co., named after Abe Lincoln, Leland's boyhood hero. Leland had recently scored a contract to build 6000 Liberty

aircraft engines.

Less than a year later, WWI ended and the market was saturated with Liberty engines. To keep the company going, the decision was made to start building automobiles.

Leland had such a good reputation he was able to move from Detroit to Delaware, re-register his company name and start offering stock. \$6.5 million was subscribed the first full day, and over 1,000 vehicles had been ordered sight unseen, before the first car rolled from the factory.

Despite what seemed like a great start, it was seven months after the announced

production date before the first car rolled out of the

factory on Sept. 14, 1920. At this point, Lincoln offered eight standard bodies and two stripped chassis; all powered by a 358 cid engine developing 81 horsepower. Most of the bodies were built by Anderson Electric Car Co., formerly Detroit Electric. Other builders were also used, but in smaller numbers.

While early day writers raved about the mechanics of the cars, styling was from several years earlier, causing many orders to be cancelled, and sales were less than hoped for. In November of 1921, the company went into voluntary receivership, and then the government hit them with a \$4.5 million "unpaid war profits tax." This was later reduced to just over five hundred thousand, but either way, it was too much. Lincoln Motor Co. went up for sale on Feb. 4, 1922. The buyer was Henry Ford and he asked the Leland's to stay on, as Ford and Leland were good friends.

It turned out though that the two couldn't work together, and the Leland's left after four months with the belief that Ford would continue to build quality automobiles under the Lincoln name. Ford then began to make moves to get sales going including a 25% price cut. It worked, and resulted in two million in total sales with 500K sales in New York City alone. Ford then began setting up Ford dealers to sell Lincolns around the world.

Ford contacted Hermann Brunn to redesign the entire range of standard bodies for 1923, though they could be built by a builder of the buyer's choice. By 1924, sales were outpacing production capacity, so expansion was required. The company had a reputation for high quality and workmanship and 14 major production and semi-custom bodies were offered all on a 136 inch wheelbase.

In 1925 there were numerous upgrades although the basic cars remained much the same. The company offered a 150 inch wheelbase commercial chassis which found usage for large hearses and coaches. The newly commissioned Lincoln Greyhound hood ornament first saw light in 1926. A significant change for 1927 was the addition of four wheel Bendix brakes. These were the internal expanding type. The previous external contracting brakes on the rear

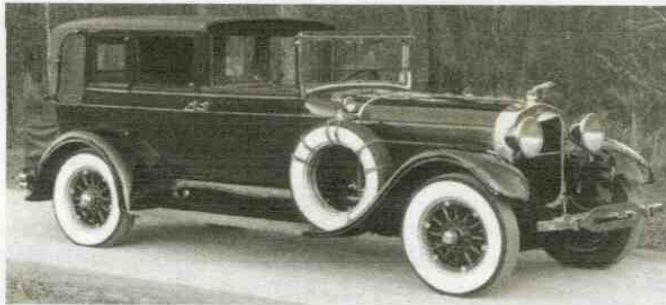


1922 BRUNN BODIED LINCOLN

were converted to emergency brakes. Designs were little changed; however, all Lincolns of this era were custom designed by various body builders. While few of the semi custom and custom designs on Lincoln chassis could be considered flamboyant, a number of them were picked by Edsel Ford and sent overseas to Salon Shows to compete with Europe's finest. Some were significant enough to win show metals, even best of show.

For 1928, the engine was increased to 385 cid, but with little increase in horsepower. Sidemounts were highly recommended and although costing extra, most buyers did not object. While Lincoln style had been more or less conservative since Ford took over, they were never in the lead, and by 1930 had become too conservative.

The Model L was dropped for 1931, and replaced by the new Model K, equipped with a 120 horsepower engine, 145 inch wheelbase, and a new series of bodies which had more up to date styling. In spite of the changes production only increased by 77 cars over the previous year. The depression which had begun in 1929 got worse.



ABOVE: 1932 and BELOW 1933

The Model K became the KA in 1932, and the KB model was added. The KB was equipped with a new 448 cid 150 horsepower V-12 engine. Brakes were still mechanical, but were vacuum boosted. Lincoln tried new and more streamlined styling in 1933 with skirted front fenders and sloping grills, but the new styling could not propel buyers to buy large luxury cars in the bad economy, so sales were down once again.



For 1934, the KA and KB models were combined as the Series K. This would remain the big Lincoln until its demise which was in 1940. Production was so low on many of the models in 1934 that they were now listed as "special order" only. Even though this was the worst year of the depression, sales were up

slightly. The Series K for 1935 was redesigned by moving the passengers forward for more of a midship ride, and fitting bodies to the shorter wheelbase where possible, rather than making the long wheelbase the "prestige ride".

There were additional minor styling changes more in the Ford style for 1937. Otherwise the large Series K continued to the end of 1939. The official end of the Lincoln Motor Company was April, 1940, when it officially became a division of Ford. This was also the end of the large series luxury Lincolns. The buyouts and/or demise of the Custom Body Companies, and the changing attitudes of the rich about displays of their wealth, were the death of the custom and semi-custom luxury cars.

In order to survive the depression, Ford's answer for the Lincoln was to come out with a smaller, less expensive production car. This car was the Lincoln Zephyr which was first introduced in 1936. The Zephyr rode on a 122 inch wheelbase, had an overall length of 202 inches, and weighed in at just less than 3500 lbs. Part of the weight reduction was



1934

due to Lincoln's use of the world's first unitized, mass produced body, which meant no separate frame was required.

The Zephyr was priced to fit in the upper middle class range to compete with the Auburn 852, Chrysler Airflow 8, and the LaSalle. It was powered with a V-12 engine, however, which these other models did not have. In its first production only sedans were offered, however a Coupe-Sedan was offered later in the year.

The lower price of the Zephyr was achieved partly by the use of many Ford parts and engineering. The V-12 engine was a basic Ford V-8 with four more cylinders. The engine measured out at 267.3 cid and produced 110 horsepower. While the unibody construction was unique, the suspension and running gear was either from the Ford parts bins, or a slightly modified copy, including the transverse leaf springs and enclosed driveline. Total production of the 1936 model was approx. 15,000 which included about 1500 of the two door model Coupe Sedan.

For 1937, the most visible changes for Lincoln Zephyr was the addition of an actual Coupe and a tower under the dash reaching to the floor with the speedometer centered in the dash above and other switches and gauges incorporated into the tower. A few engineering modifications were made. One added option was a Columbia Overdrive, which was a two-speed axle, which dropped engine rpm by 28%. The price dropped slightly to more directly compete with the Buick Century from GM. Total production for the year was approx. 30,000.

For 1938 and 1939, the Zephyr received extensive design changes, especially to the front and rear. The grill was more vertical and the fenders flared into the hood sides leaving room for major grill pieces on either side of the center. Headlights were enclosed in the fenders and the entire front end was lengthened so the engine and transmission could be moved forward to lower the driveshaft tunnel. There were some changes to the running gear including larger valves and hydraulic lifters. Two new body styles made their debut—a two door, and a four door convertible. In 1939, hydraulic brakes were added, long past due.

The big news for 1940 was the introduction of a new line of more luxurious Lincolns, the Lincoln Continental Cabriolet. Selling at one thousand dollars over the price of the Zephyr, put it in the class with the Buick Limited, Cadillac 72, Chrysler Crown Imperial, and the Packard 160, all with images of a luxury sedan. This left the Continental in a niche by itself with no real competition. A Continental Club Coupe was added to the line in June of 1940.



1940 LINCOLN ZEPHYR

With the demise of the K series Lincolns there were now three distinct models all renamed Lincoln for 1940-41- the Continental, the Zephyr, and the Custom which was a lengthened eight passenger Zephyr.

In early 1942 a few Lincolns were sold with a new grill design, longer bodies, and an engine that now developed 130 horsepower. As of Feb. 11, 1942 production of all domestic automobiles was suspended for World War II war production.

Automobile production was restarted in July, 1945 after the war ended. Like most American cars the 1946-48 Lincolns were warmed over pre-war models. The 1946 model got a new grill, and since the public was anxious to buy anything, the line was unchanged for 1947 and 1948.

A total new body and very rounded styling was offered for 1949, along with several new mechanical features. Lincolns came in two sizes, the Lincoln, and the larger Cosmopolitan. Interior room was increased almost to the width of the fenders, and while the cars were lower, the seat height remained at "chair height." New for the year was a

337 cid V-8 engine, open drive line, double A-arm front suspension with two longitudinal springs in the rear. Ford's automatic transmission was not yet ready, so General Motors Hydromatic was available on these cars under an agreement with GM. The 1950 and 1951 Lincolns remained virtually unchanged.

1952 again brought on a new styling concept. The look was much more squared up and straight-sided but more stretched out looking than the "shoe box" Fords of the last three years. New was a 317.5 cid, overhead valve engine with 160 hp, paired with GM's new Dual Range Hydromatic. Also new was the industry's first ball joint front suspension. The Cosmopolitan name was relegated to 2nd place, and the Capri became the new top of the line.

Lincoln went racing and entered four specially prepared pre-production 1953 Cosmopolitans in the 1952 Pan American Road Race. They won the first four places in the production class.

The basic styling remained in 1953 and 1954 with some minor trim changes. Power steering, brakes, and 4 way power seats and air conditioning was added.

On the 1955 Lincoln there was extensive rear styling, a new grill and most trim pieces, and Ford's own Turbo-drive automatic transmission. The Cosmopolitan designation was dropped and became just Lincoln.

The big news for 1956 was the rebirth of the Continental as the Mark II with its own division. It was the highest priced, mass produced car to date, a personal luxury car with all the bells and whistles. The sale of 2500 units was needed to break even, but due to the costs of having a totally new streamlined body and the high price kept the sales below that mark. On July 18, 1956, the Continental division was absorbed by Lincoln, a move that would quickly affect the course of future models. Lincoln downgraded the Capri name to the lower price models, and designated the top of the line now as the Premiere. The redesigned cars were longer and larger in competition with other luxury cars. Lincoln sales were a hit, as 50k cars were produced.

Finned rear fenders and a new grill graced the 1957 models, but changes to the chassis were minimal. There was new styling for 1958, very angular looking, with the longest bodies in the industry. Total production was under 30,000.

There were minimal changes made for 1959. The Capri name was dropped, and Mark IV Continental became the new name for that model. A Limousine and a Town Car were added to the Continental line, made by Hess and Eisenhardt of Cincinnati. There were again little changes made for 1960, only a few minor mechanical changes. Production fell to 24,820 this year.

There were big changes for Lincoln in 1961. The new body for the Continental looked long and slab sided, but it was actually smaller than the previous years. This was now the only series for Lincoln and there were only two models, a four door sedan, and a four door convertible. The bodies were of unitized construction, which Lincoln had turned to in 1958. There were several chassis improvements. Ford was determined to try to make this vehicle the best on the market, and a sales of 33,180 units indicated they did have a winner this year.

The styling of the Continental continued through 1965 with a slight increase in length and height for 1964. There were again some mechanical upgrades, some made each year. Production continued to climb each year reaching 40,180 in 1965.



1949 LINCOLN COSMOPOLITAN

For Sale 1935 Ford 3 Window Coupe Has Been Garaged for 10 years



Car has been converted to hydraulic brakes.

This car was running when driven into his garage about 10 years ago.

As a result, it probably will need to be thoroughly examined before driving.

For More Information or Details Contact

John Schigulinsky Hinckley Oh

~ e-mail: jschigs@windstream.net

Asking \$20,000

Ladies Daisy Page



**Thinking of you and wishing you and your family
a Happy Thanksgiving Day**

After much thought and discussion with our President Jeep, it was decided to combine a Christmas and Installation Dinner in January, 2022.

*Please Save the Date January 16th, 2022
Sleepy Hollow Golf Club, Brecksville
Further information to follow*

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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 November Birthday

6 Annette Gorris
 11 Jay Rounds
 24 Gene Sanders

Happy Birthday!

November Meeting
Friday November 19th
7:30
Stow City Center