

“The Headliner”

Newsletter of the Northern Ohio Regional Group #20
Early Ford V-8 Club of America
Our 54th Year

Volume 30 Number 3

March 2023



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.”

Presidents Message

Hi fellow Blue Oval Enthusiasts,

If I am dancing around with a smile on my face, it's because I not only saw a robin on my lawn, but many old cars on the road with the tops down and a load of motorcycles this past weekend. I know that spring and summer can't be far off.

Speaking of summer, it looks like it should be a fun filled year. In the past we tried to plan for events and tried to make reservations regarding to where were going. Instead of going through the hassle of trying to make it a formal commitment this year it is going to be a little more casual. We have five club events that we have planned. Seeing the turn-out had been scarce in the past, this year we decided to incorporate these outings with the Nifty Fifties and the Lincoln club. With these three clubs we should be able to have a good turnout. The more the merrier. Instead of making many calls to remind folks and having to make members feel uncomfortable to do something they wouldn't necessarily want to do, Craig will send a blanket e-mail out to all of our member stating where and what time we will meet. If you would desire to join us, meet at the time and place. If not, there will be no pressure put on anyone.

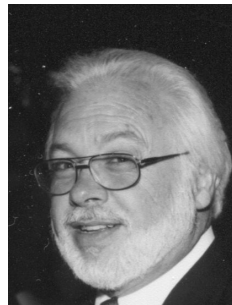
What's on the calendar as of now, March 19th, more details to be announced, May 27th the Cleveland Yacht Club, July 9th the Rocky River Car Show, August 26th Breakfast at the farm and September 30th our annual Corn Roast.

As you can see, we are trying to have an interesting summer. More details will be coming as the dates get closer.

Guys lets get the soap and wax out and spiff up the old iron and let's have some fun.

Hope to see you down the road,

Jack



Officers & Board 2023

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

Directors

Rick Jandrey
Steve Kronen
Ron Mihalek
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.norgov8club.org

Editor

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



March Speaker

This months speaker is Mr. Tim Twinem Director of the Bucket of Beans Car Show held in Marshallville located in Wayne County. The car show is a fundraiser for the Marshallville Historical Society



MINUTES OF THE FEBRUARY 17, 2023 MEETING

The meeting was called to order by president Jack Bukszar at 7:30 p.m. He asked members to introduce themselves and their cars.

The speaker for this evening was our own club member **Ginger Posar**. Ginger is a Registered Nurse who has had a multi-faceted career in health care. She began working as a lab technician in a medical laboratory at a young age. She decided that working with patients would be a more rewarding line of work, so she earned a degree in nursing and passed the state exam for Registered Nurses. She first served as a pediatric nurse, then moved to cardiac nursing, and finally to the field of hospice nursing. She found working as a hospice nurse at The Hospice of the Western Reserve to be very satisfying.

Ginger began her presentation by explaining that Medicare is a federal program, but Medicaid is a state program. She encouraged us to learn the difference between the two, as the types of assistance offered and the requirements for assistance are different for each program. There also are Medicare Advantage Plans that are worth checking into because they can expand the assistance offered by Medicare.

She also explained the concept of levels of care. Nursing homes provide independent living care for those who are able to take care of most of their own needs and assisted living for those who need more help. Skilled care is provided for those who are not able to care for themselves. Hospitals provide acute care for those who have serious medical needs.

Ginger provided a detailed step-by-step description of what happens when a patient enters a hospital. The first thing that gets determined is whether the patient is being admitted as an "observation" patient or as a "full admitted in-patient." The difference is important because, among other things, it determines what the patient's insurance will pay for. The medical staff will decide what the patient's medical condition is and assign it to a Diagnostic Related Group (DRG). This will determine the types of medical care the patient will receive. This also affects what the patient's insurance will cover. The help of a specialist known as a hospitalist can be valuable in this.

Members thanked Ginger for her very informative presentation. She made us aware of a number of questions we should ask if we are admitted to a hospital so we will know what is happening to us and what the charges are going to be.

President Bukszar thanked Ginger and Frank Posar for providing the coffee and cookies for this evening. Ginger should get extra credit for serving double duty this evening!

Treasurers Dan and Diane Francis reported that our treasury still has money in it. Membership chair Craig Gorris reported that the club has 49 member families. He thanked Bill and Barbara Soltis' daughter Deb Heeter for once again getting the club roster printed, and he thanked Guy Shively for doing the artwork for the cover. Craig moved that we send a \$25 gift card to Deb and a \$50 gift card to Guy to thank them for their help. The club unanimously agreed. Craig will take care of sending the cards.

Co-editor Annette Gorris reported that our Headliner has received recognition from the National Club in the form of an Honorable Mention certificate for its excellent quality. Congratulations to Annette and Craig for their hard work on our newsletter! Annette invited contributions of material for the Headliner for the Daisy Page that is aimed especially at the women in our club.

Our National Vice President Steve Kronen noted that this year marks the 60th Anniversary of the national V8 club. He reminded us that the Grand National meet will be held in Dearborn on June 11-17 and encouraged members to register if they haven't already done so. Registration packets for the National Meet are being mailed late because of COVID complications.

President Jack Bukszar reported that our Christmas Party/Installation Banquet that was held on January 15 at D'Agnes's Italian Restaurant went very well. Thirty-four dinners were served. Members agreed that the food was great, the service was excellent, and it was a very enjoyable event. We will certainly consider this restaurant for future events.

Gene Sanders reported that there are only two of the club's license plate toppers left. They were quickly purchased by members. Thanks to Gene for producing these attractive toppers.

Neal Garland announced that Lyn Smith is conducting a workshop on basic automotive mechanics at the Summit County Public Library main branch from 11:00 to 2:00 p.m. on Friday, March 4. Lyn has made several presentations at our club meetings. Members were encouraged to attend his workshop and to take advantage of the opportunity to ask questions about their restoration projects

Continued on page 3

February Minutes Continued

Jack informed us that the club received a letter from the national club asking for either a basket or a gift card to be included in the raffle at the national meet. He suggested that our club send a \$50 gift card. Members agreed.

President Jack presented a Spark Plug Award to Georgene Iacobucci for her work on the Sunshine Committee. Georgene has diligently sent out birthday cards and get well cards to members to make sure nobody gets overlooked. Thanks, Georgene!

President Jack reminded us that he is still considering scheduling a club cruise to Auburn, Indiana in late summer or early fall. More on this later. He also announced that we will have a number of "on the spot" outings this summer. Anyone in the club is encouraged to decide on an activity and send out an invitation for others to join. This will be done on a very informal basis and whoever wants to participate will do so. These informal activities will replace more formal outings that typically require advanced planning such as making hotel and restaurant reservations.

Dan and Diane Francis suggested that we hold a "trivia night" at our April meeting instead of having a guest speaker. Club members agree that this sounds like a fun idea. Dan and Diane will make necessary plans for the April meeting.

We adjourned at 9:05 p.m.

Neal Garland, Secretary

Luncheon Schedule

*Activities Chairperson Neal Garland has scheduled a luncheon for March. These are informal. If you can make it fine, if not OK. This will eliminate attempting to reserve seats. This months lunch is on Wednesday, March 22nd **Details as follows:***

Wednesday, March 22: Meet at Chicago Deli and Restaurant located at 34390 Aurora Road in Solon. Plan to arrive at 11:30 a.m. The phone number is 440-248-8018.

If you are coming, please call Neal 330-338-1510 so he can reserve a table



NORG COOKIE BAKERS 2023



March	Steve & Karen Kronen
April	Sharon Bukszar
May	Steve Klein
July	Pat & Barb Rooney
August	Regis & Beth Schilling
September	Kathy Kessler
October	Bonnie Sykes
November	Diane Francis

2023 Activities At A Glance



- **Friday March 17th** NORG March 2023 Meeting Stow City Center 7:30
- **Sunday, March 19th** Noon Meet at Cleveland Botanical Gardens **Info on this page**
- **Wednesday, March 22nd** Luncheon at Chicago Deli and Restaurant **See Luncheon article Page 3**
- **Friday April 21st** NORG April 2023 Meeting Stow City Center 7:30
- **Friday May 19th** NORG May 2023 Meeting Stow City Center 7:30
- **Saturday, May 27th** Keels & Wheels at Cleveland Yacht Club **More Info to Follow**
- **Sunday, June 11th ~ Saturday June 17th** Early Ford V-8 Club Grand National Diamond Celebration, Dearborn Michigan **info found at efv8.com**
- **Sunday July 9th** Rocky River Car Show **More Info to Follow**
- **Friday July 21st** NORG July 2023 Meeting Stow City Center 7:30
- **Saturday August 26th** Breakfast at Mihalek's Farm **More Info to Follow**
- **Saturday, September 30th** Corn Roast at Mihalek's Farm **More Info to Follow**

Note: Throughout the year we will have “non planned events. These will be suggestions from members. Members, please let your Newsletter Editors know and we will send a blanket e-mail informing them where and what time to meet. If you would to join us, great, if not, there will be no pressure put on anyone

Sunday, March 19th Noon



Cleveland Botanical Gardens

Plan on meeting with members of Nifty Fifties Ford Club at Noon to visit the Cleveland Botanical Gardens located at 11030 East Blvd. Afterward we will drive to Tommy's Restaurant on Coventry for Lunch.



Early Model T
V-8 Engine On Display
Snyder's Antique Auto
Springfield OH

The following two pages describe Henry Ford's attempt to develop a Plastic Car. Long before the Corvette or Darrin, this was thought to be a substitute for a low cost lightweight vehicle. According to Overly, the car was destroyed by E.T. Gregorie (Davis, 51).

THE SOYBEAN CAR AND HENRY FORD

A Man Ahead of His Time

BY HENRY FORD MUSEUM
PHOTOS FORD MOTOR COMPANY

As we celebrate Henry Ford's 150th birthday, we are reminded of his pioneering spirit. In fact nearly 70 years ago, Henry Ford was one of the first in his time to use an agricultural product in his vehicle by building a plastic car from soybeans. Today, Ford Motor Company continues his vision by using a variety of natural products in the creation of its vehicles including yams, wheat, corn, wood chips and soybeans.

Henry Ford first began experimenting with soybeans to make plastic automobile parts in the 1940s. The experiments resulted in the creation of a soybean "plastic-bodied car." Ford eventually unveiled the "Soybean Car" on August 13, 1941 at Dearborn Days, an annual community festival.



Ford hoped his new plastic material might replace the traditional metals used in cars. A second soybean vehicle was in the process of being built when World War II broke out. The war led to the suspension of all auto production and, as a result, the plastic car experiment.

are made into interior padding, nylon carpeting is being made into resin for cylinder head covers and sugars made from corn, beet and cane are being examined for use in biodegradable plastic parts.



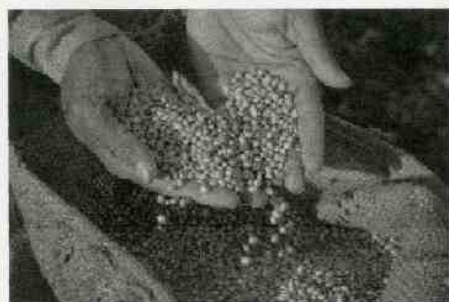
The car was a combination of steel and plastic. Fourteen plastic panels attached to a tubular steel frame, resulting in a vehicle that weighed approximately 2,000 pounds. This new plastic vehicle was 1,000 pounds lighter than the typical steel vehicles made at that time.

Henry Ford reportedly built the "Soybean Car" because he wanted to create a project which combined industry with agriculture. He also believed that plastic panels made the car safer than traditional steel panels. Additionally, there was a shortage of metal at the time the car was built.

The Ford Motor company's commitment to using sustainable products has only strengthened with today's vehicles such as the Ford Fusion. The company uses soy-based polyurethane foam for seat cushions, seatbacks and headliners. Wheat straw and other plant fiber-reinforced plastics are used for vehicle storage bins and interior door panels. Engineering wood technology (recycled and renewable) is used for interior trim. Yarns are being made into seat fabrics, cotton from blue jeans



While innovative and exciting, Ford's foray into the use of sustainable products in its vehicles has a long history, showing that Ford Motor Company founder, Henry Ford, was a man ahead of his time. FLEW



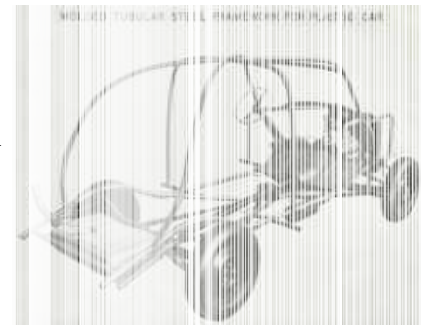
CLOCKWISE FROM TOP Henry Ford(right) and his Soyabean Car, 1941 Henry Ford with a soy plastic trunk panel, Soyabeans from the field, 1941 Ford experimental car with soybean plastic body panels.

Henry Ford's Plastic Car

In the early 1940s, Henry Ford experimented with making plastic parts for automobiles. These experiments resulted in what was described as a "plastic car made from soybeans." Although this automobile never made it into the museum's collections, it remains a good example of innovative design. The "Soybean Car" was actually a plastic-bodied car unveiled by Henry Ford on August 13, 1941 at Dearborn Days, an annual community festival.

What was it made of?

The frame, made of tubular steel, had 14 plastic panels attached to it. The car weighed 2000 lbs., 1000 lbs. lighter than a steel car. The exact ingredients of the plastic panels are unknown because no record of the formula exists today. One article claims that they were made from a chemical formula that, among many other ingredients, included soybeans, wheat, hemp, flax and ramie; while the man who was instrumental in creating the car, Lowell E. Overly, claims it was "...soybean fiber in a phenolic resin with formaldehyde used in the impregnation."



Who helped make/design it?

Henry Ford first put E.T. (Bob) Gregorie of the Styling Department in charge, but was not satisfied. He then transferred the project to the Soybean Laboratory in Greenfield Village and to the care of Lowell E. Overly, whose formal training was in tool and die design. His supervisor, Robert A. Boyer, a chemist, aided him.

What was it used for?

The car was exhibited at Dearborn Days in 1941. It was also trucked to the Michigan State Fair Grounds for display later that year. Many people ask us about Henry Ford's experiments with making plastic parts for automobiles in the early 1940s. These experiments resulted in what was described as a "plastic car made from soybeans." Although this automobile never made it into the museum's collections, we thought we would address the myriad questions we receive about this unique and fascinating vehicle.

Why was it built?

There were several reasons why Henry Ford wanted to build this car: 1.) He was looking for a project that would combine the fruits of industry with agriculture. 2.) He also claimed that the plastic panels made the car safer than traditional steel cars; and that the car could even roll over without being crushed. 3.) Another reason was due to a shortage of metal at the time. Henry hoped his new plastic material might replace the traditional metals used in cars.

Why weren't more 'soybean' cars built?

The outbreak of World War II suspended all auto production, and therefore the plastic car experiment. A second unit was in production at the time the war broke out, but the project was abandoned. By the end of the war the idea of a plastic car had fallen through the cracks due to energy being directed towards war recovery efforts.

Thanks Josh Madden

1940 FORD CUT-AWAY CAR

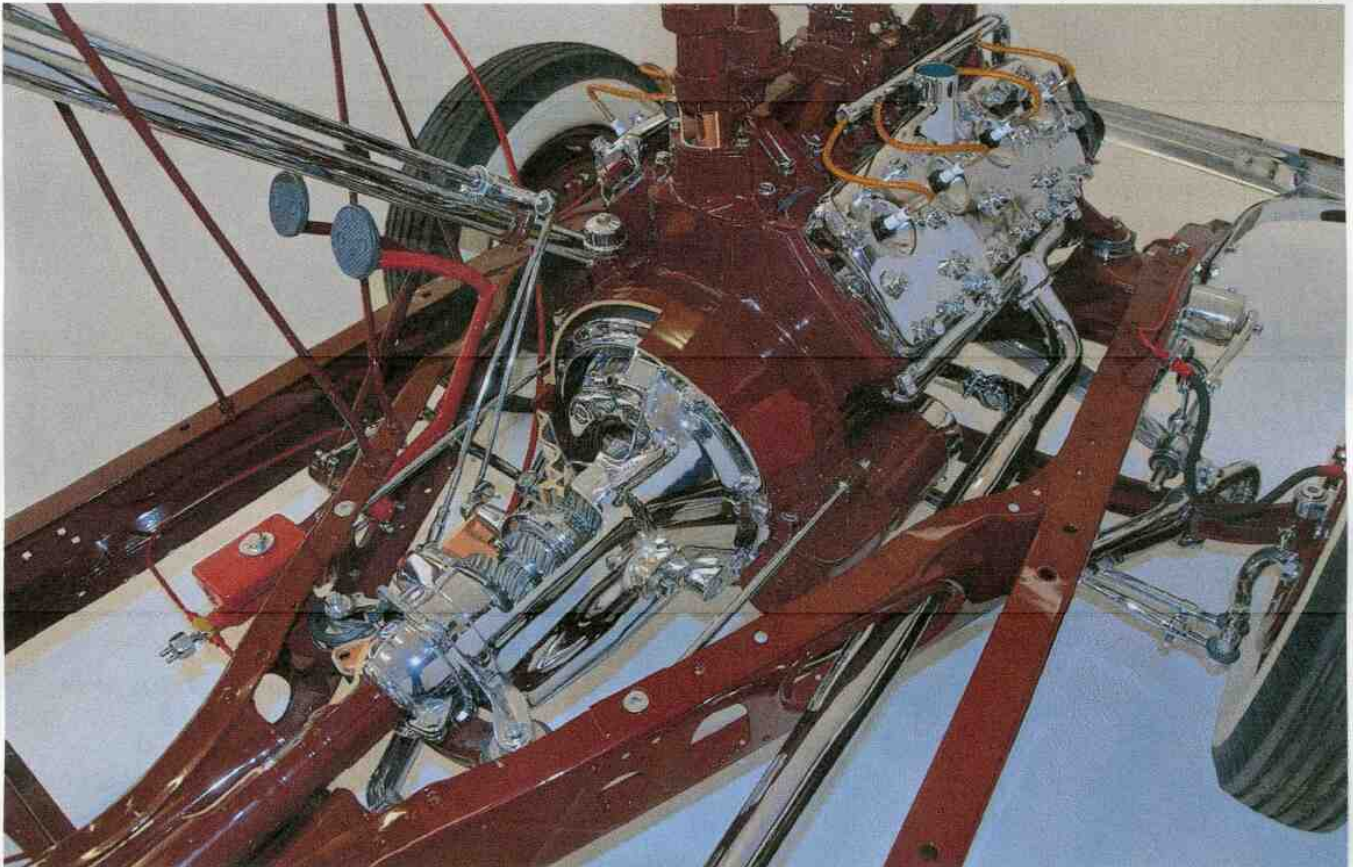
From THE FORD BARN Administrator, -Ryan

What you see before you is so incredibly rare that there doesn't seem to be anyone alive that can actually tell us why it was made or for whom. It's a 1940 Ford cutaway chassis and running gear that is owned and was restored by Rick Rennebohm of Whidbey Island, WA. Rick bought the enigmatic chassis on Ebay in 2009 without knowing much about its history. He just thought it was cool, and had to have it.

Of course, as soon as he got the thing home and started restoring it, he began to wonder just where it came from. The obvious place to start was Dick Pierson- the man he bought it from. As it turns out, Dick bought the contraption from Iowa State University in 1994. A friend of a friend of his, Richard Grieve, was working with the school's industrial engineering department in a space that had been recently abandoned by the university's veterinarian school. Richard simply walked into the lab one day and the cut away chassis was sitting innocently in a hall way. Richard owned a couple of 1940 Fords in the past and knew instantly what the chassis was, and felt there had to be some importance to it. His first thought was it belonged in a museum, so he called The Henry Ford Museum and pitched them on his new find. They claimed to already have one on the premises and declined the opportunity. A side note here- you would think the fact that The Henry Ford had a cut-away already would be a big break in this investigation. I mean, if they had one they, of all people, would know its history-right? In fact, what they have is an Oldsmobile.

Anyway, after striking out with the museum suits, Richard decided to see if any local early Ford guys had interest. A friend of a friend hooked him up with Dick Pierson and Dick was able to buy the car from the University. Once Dick had the car, he cleaned it up a bit and showed it around the Midwest. In 2007, he tried to get it into the Peterson Museum, but was rejected. He sold it to Rick soon after.

So how did it get to Iowa State University? Again we turn to Richard Grieve. Even though he has never owned the chassis, he's been really instrumental in helping Rick trace its roots. Through some friends of his at ISU he was able to get hold of Loren Muench- a trainer and drivers' education instructor at the university that was employed by

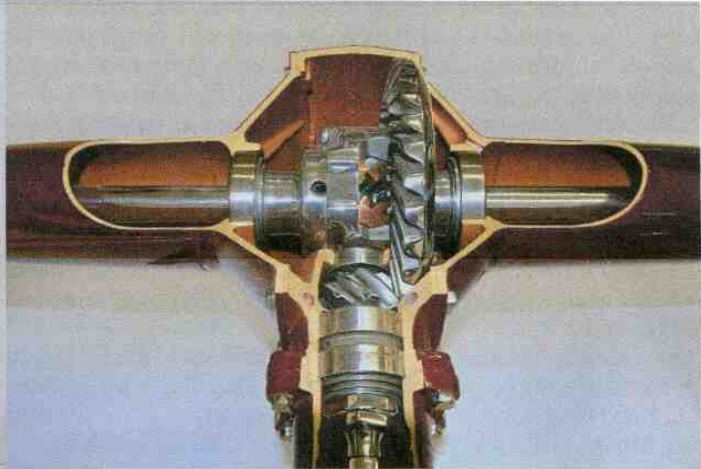
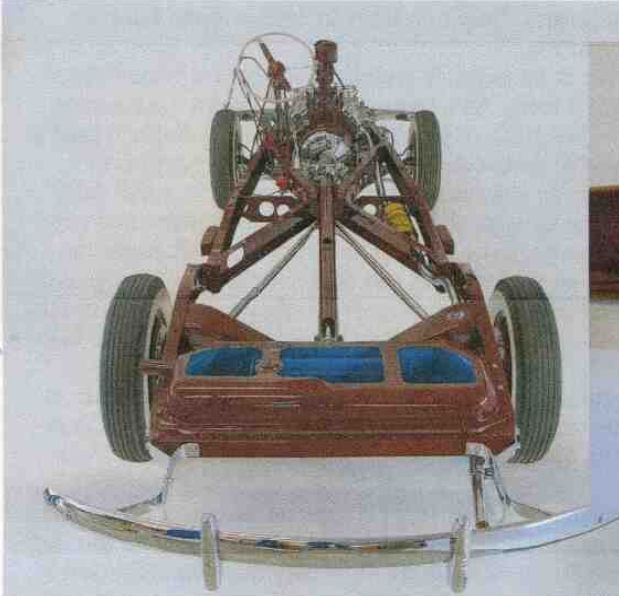


Note the incredible detailed restoration of the individual components

Continued on Page 8

the school from the 1950s well into the 1980s. Loren claimed that he was very familiar with the chassis and that in fact he had, used the chassis as a teaching tool starting in around 1957. They used the chassis for decades. Incredibly, Loren's last memory of its usage was sometime in the 1980's.

We know that the University owned it but we don't know if and when Ford built it or why. It is my guess that it was created before the war by Ford and used as either marketing material or as an engineering study. The serial number is *1 – which is a pre-production serial number suggesting that it was in fact built by Ford, not created later by the university. When, Why and how are but a mystery.



The pinion bearing race has been chrome plated too!

It is difficult to imagine the amount of effort put into this, when you see the incredible detail in the cutaway exposed components.



Where and how far to cut? What to do with the exposed components? We can only observe in wonder! It is truly a thing of mechanical beauty.

Update on Steve's 1947 Convertible

Member Steve Kronen has been working on the restoration of his 1947 Ford Convertible he purchased a few years ago. The engine, running gear, drive line, body work and paint are complete. Great progress Steve !



ARE MODERN EV's A GREAT LEAP BACKWARDS?

Roy Hughes, Submissions Secretary, NZ FoMC.

Thanks to Queensland Early Ford V-8 Club

While it is now almost forgotten, the most pressing transport pollution problem afflicting humankind in the 19th century, was not the unseen CO₂ of today's world, but the rising layers of solid and odorous horse emissions, plus their expired carcasses filling the streets of rapidly growing industrial towns and cities.

So, by century's end, the fast-developing phenomenon of motorized travel was attracting wide public support as a means of cleaning up the polluted streets and making cities liveable again. Not one, but three methods of propelling vehicles were evolving to replace horses-steam, electricity and the internal combustion, petrol powered engine.

What was probably the first electric vehicle with its own power source to transport people, was tested in Paris by French inventor, Gustave Trouve' in 1881. After improving the efficiency of a small electric motor developed by Siemens and hooking it up to the recently developed rechargeable accumulators, he fitted it to a tricycle built by English cycle manufacturer, James Starley, founder of the firm which became the Rover Car Company.

Although the test was successful, unable to patent his electric trike, Trouve' adapted his battery-powered motor to propel a 5-metre prototype boat, confusingly called Le Telephone, which reached a speed of 3.6km/h going upstream and 9.0km/h downstream. As he made the little electric engine portable and removeable from the boat, he also effectively invented the outboard motor.

In the United States, the first practical electric vehicle was built in September 1890 in Des Moines, Iowa, and within ten years, 38 percent of American automobiles were electrically powered, far surpassing the modest 22 percent of petrol powered vehicles, and nearly catching the 40 percent powered by steam.

By 1900, an electric car had won the world's first hill climb and held the world record for a "flying kilometre". The first road fatality caused by an automobile is said to have occurred when an electric car ran over a pedestrian, and it was an electric ambulance which transported the mortally wounded President William McKinley to an emergency hospital in 1901.

A forgotten early "Elon Musk" of the 20th Century, commercial chemist Oliver Parker Fritchle, moved into electric vehicle repair after pioneering a method of refining tungsten. He realised any future for electric motive power would depend on upgrading the performance of rechargeable batteries. His experiments resulted in a twenty-eight-cell, 400-600 lb battery pack that powered an eight hp motor. On one overnight charge, a one ton Fritchle could travel 100 miles or so and no other electric cars had batteries like the Fritchles. By 1912 the range of Fritchle models included a 5 passenger brougham for \$3600, a 4 passenger roadster for \$2500, a 2 passenger roadster for \$2100, and a ½ ton truck for \$2000. But petrol powered Fords of the same era cost \$440 to \$550. And with Charles Kettering's invention of the electric starter which replaced the difficult and dangerous hand-cranking previously required for I.C.E. vehicles, electric cars lost their major marketing advantage.

So, by 1917, Fritchle had closed down electric vehicle production and his company became involved in wind-powered electricity generation. During the next 5 years, his company constructed 80 wind-generated electricity plants in 20 states and overseas, before he ended up working for Buick.

Considering that in earlier times there were more than 500 EV manufacturers in the world and their production numbers initially exceeded ICE vehicles, it is perhaps perplexing that today vintage electric vehicles appear to be even rarer than Betamax video recorders.

But as the various shortcomings of EVs which finished off the Fritchle, such as price, weight, range, and charging time, are still yet to be effectively resolved, the inherent continuing market disadvantages of the latest derivatives are currently being offset by excessive government subsidisation. Taxing the poor to transport the rich must become increasingly unpopular with the voting public. So, there may still be a revival for fossil-fuelled vehicles or perhaps we will learn how to breed lower emission horses!

THIS IS THE 100 Mile Fritchle Electric Automobile



PRICE \$2,000

That TOURED 2,140 MILES from Lincoln, Nebraska, to Washington, D. C., through Ten States, in the months of November and December, over the most direct route, through the Allegheny Mountains, regardless of road conditions or charging facilities.

AVERAGING 20 MILES PER DAY OF TRAVEL, 500 MILES IN 2 DAYS ON 2 CHARGES, from York, Pa., to New York City, and finally 101 miles on One Charge on the streets of Washington, D. C.

The only replacements necessary on this tour were brake linings after the Allegheny Mountains, and an inner tire tube which was punctured by a nail.

Fritchle Electric's have toured the Rocky Mountains for four years.

A 100-MILE FRITCHLE ELECTRIC is the Automobile you will eventually use.

Harry L. Cort, Sole Agent
Moore Theatre, Phone Main 6103.

P. S.—Our 1909 4-Passenger Coupe, like our Victoria, is the car supreme in Coupes.

Ladies Daisy Page

Your Grandmother's Favorite Recipe

Ladies, do you remember a favorite food when visiting your grandmother? It may be a dinner entre, a dessert or snack, If you do, please mail it to me.

If everyone will do this now, I will create a record of them and each month I will share one with our Club members on the Ladies Daisy Page

Ladies, we really need your help to make this successful

Annette

***This is easy to make and great served with Chicken or Veal.
Also mix in pieces of shrimp or lobster and serve as a main dish***

Fettuccine Alfredo

1/2 pound Noodles

1/4 pound Butter, 1/4 teaspoon
Oregano, 1 Cup Cream
3 ounces Cream Cheese, 1/2 Tea-
spoon Parsley

1 Egg, 3 ounces Parmesan Cheese,
1/2 ounce Romano Cheese

In a Pan Blend Butter, Oregano,
Cream, Cream Cheese. After it is
thin, add Parsley, egg, Parmesan
Cheese & Romano Cheese.



Mix Sauce over Noodles and Serve

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*Don't Forget to Check out our updated website :
www.norgv8club.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

March Birthdays

4 Mome Garland
 21 Kathy Kessler

March Meeting
Friday March 17th
7:30
Stow City Center

