

# “The Headliner”

## Newsletter of the Northern Ohio Regional Group #20 Early Ford V-8 Club of America Our 55<sup>th</sup> Year

Volume 31 Number 3

March 2024



**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 Ford enthusiasts,

I don't want to put the cart before the horse but I am hoping that even though this winter has been a mild one, I am looking for it to be over. The taste of warm weather the past couple weeks have been enough to get the summer bug and ready to venture out into the sunshine.

As I passed this information on at the last meeting, we have started to fill up the summer with some interesting events. Some new and some that we haven't been involved with for quite some time. The first lunch outing is March 20<sup>th</sup>, at Coopers Hawk Restaurant.

We Have been invited back to show our cars at the Cleveland Yachting Club in Rocky River on May 25<sup>th</sup>. We have been invited back a number of years in a row and have enjoyed a relaxing afternoon sitting under the trees looking at some really nice boats. In years past we have been invited to come aboard and view the craft along with some nice hors d'oeuvres compliments of the Yacht Club. We will also be allowed to use the restaurant and lounge if so desired.

Next will be a day cruise to Warren, Ohio to tour the Packard Museum to see some really fine Packard's and the Medici Art Museum. It is supposed to house the original art work of Norman Rockwell's illustrations regarding to the Boy Scouts. To wrap up the day we will be stopping for a bite to eat at Salvatore's Italian Grill. I understand they have a very extensive all-around menu including gluten free entrees and outstanding food. This should be a comfortable day as Warren is only 55 miles from Cleveland and only a little over an hour's drive. July 4<sup>th</sup> we will be participating in the Stow 4<sup>th</sup> of July Parade. As you can see, we are trying to spark some interest with you the members, hoping that you will join in and enjoy the fruits of our V-8 club. Mark your calendars.

Stay safe and hopping to see you down the road,

**JACK**



Our March speaker will be Mr. John Sabistina from the Bridgestone Tire will be joining us to discuss the tire construction and the overall design process.



### Officers & Board 2024

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

#### Directors

Rick Jandrey  
Steve Klein  
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.norgov8club.org](http://www.norgov8club.org)

#### Editors

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### March



## MINUTES FOR THE MEETING OF FEBRUARY 16, 2024

The meeting was called to order at 7:45 p.m. by president Jack Bukszar. Jack welcomed guests Cory Durman and his mother Gloria, Doug Seybold, and new members Paul and Cher Ellsworth and encouraged them all to join in our club's activities.

The speaker for this evening was NORG member Rick Jandrey, who presented a slide show and talk on the ground up restoration of a 1938 Studebaker coupe/pickup, which was the El Camino or Ranchero of its day. He gave us a detailed account of the trials and tribulations that he and his father Rich Jandrey went through as they searched for parts for this rare model Studebaker. He began by showing slide pictures of what the vehicle looked like when Rich purchased it in 1999 (very, very rough)--a really ambitious project car--and what it looks like today--an outstanding, prize winning show car. Thank you, Rick, for an interesting and informative presentation.

Following Rick's presentation Doug Seybold, who owns his own restoration business, offered comments on Rick and Rich's excellent restoration. He then gave a brief report on a series of restoration seminars recently presented in Florida by the AACA. He also brought to our attention two car museums that he highly recommends. One is located in Tipp City, Ohio (sorry--I didn't get the name of that one), and the other is the Tallahassee Automobile Museum located in (You guessed it!!) Tallahassee, Florida. If you happen to be in Florida, he also highly recommends a visit to Thomas Edison's house in Fort Myers. Doug also brought to our attention the great "Coast to Coast" race that was held in 1909. The race was won by a Model T Ford that made it from the east coast to the west coast in 23 days which was truly amazing in 1909 before paved roads were common. To commemorate this feat, a Model T Ford was again driven from coast to coast in 2009. It was probably a more comfortable trip in 2009.

President Jack thanked Steve Klein for the coffee and cookies for this evening, and also thanked him for accepting a position on our club's board of directors. Treasurers Dan and Diane Francis reported that our treasury is still in good shape. Neal Garland gave a brief summary of the Board of Directors meeting that was held on January 24. The members of the board discussed a number of possible club activities for 2024. More information will be presented in future issues of the Headliner. Beth Schilling reported that she had discussed the best use of our annual "thank you for the use of the Stow Safety Building meeting room" donation with members of the Stow police department and Stow city officials. They recommended that our donation should go to Bulldog Bags, Inc., which is a non-profit organization that provides meals for local children in need during the summer months when school lunches are not available. Members agreed that this is a good idea, so the club will make a \$250 donation to Bulldog Bags.

President Jack noted that one possible club activity this summer might be a "behind the scenes" tour of the Cuyahoga Valley Scenic Railroad conducted by NORG member Regis Schilling. Regis is heavily involved as a volunteer with the railroad and can explain the details of its operation. Jack also informed us that our club has again been invited to participate in the "Keels and Wheels" show sponsored by the Cleveland Yacht Club. The date this year is May 25. On June 22 we will visit the Packard Museum in Warren, Ohio, and also will visit a nearby museum that is home to the largest collection in the nation of Norman Rockwell's paintings of boy scout scenes that appeared on the front covers of the Saturday Evening Post magazines. There is a possibility that our club will be invited to participate in the Stow city 4th of July parade. Doug Seybold informed us that there will be a Buick car show on July 10-13 and a national woodie show on August 3-4. Both will be in Cleveland. More on these later. Nifty Fifties club will host a repeat visit to the Lakeside Sand and Gravel Company on April 27. There will be a number of pieces of restored antique construction equipment on display. Most of them are in working order and they will be putting on demonstrations of how heavy work was done in the good old days.

Program chair Rick Jandrey noted that he has programs arranged through July, but he welcomes any suggestions members have for additional programs. Suggestions do not have to be car-related. Rick moved that we adjourn. We did at 9:15 p.m.

**Neal Garland, Secretary**

**WELCOME NEW MEMBERS:**

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**NORG COOKIE BAKERS 2024**



<b>February</b>	<b>Steve Klein</b> <i>Thank You</i>
<b>March</b>	<b>Sharon Bukszar</b>
<b>April</b>	<b>Mome/Neal Garland</b>
<b>May</b>	<b>Barb Rooney</b>
<b>July</b>	<b>Steve Kronen</b>
<b>August</b>	<b>Bonnie Sykes</b>
<b>September</b>	<b>Beth Schilling</b>
<b>October</b>	<b>Ginger Posar</b>
<b>November</b>	<b>Diane Francis</b>

## 2024 Activities At A Glance



- **Friday March 15<sup>th</sup>** NORG Meeting Stow City Center 7:30NORG Meeting Stow City Center 7:30
- **Wednesday, March 20<sup>th</sup>** NORG Luncheon, Cooper's Hawk Restaurant ***see page 8 for more information***
- **Friday April 19<sup>th</sup>** NORG Meeting Stow City Center 7:30
- **Saturday, April 27<sup>th</sup>** Tour to Lakeside Sand & Gravel
- **Friday May 15<sup>th</sup>** NORG Meeting Stow City Center 7:30
- **Saturday, May 25<sup>th</sup>** Cruise to Cleveland Yacht Club "Keels & Wheels" with Breakfast at 10:00 Claudette's Restaurant 4499 Detroit Road
- **June : MEETING ROOM Closed. Looking for place to hold meeting**
- **Saturday, June 22<sup>nd</sup>** Tour of Packard Museum and Oterzi Museum in Warren Ohio ***More Information to follow***
- **Thursday July 4<sup>th</sup>** Participate in City of Stow 4th Parade ***More Information to follow***
- **Friday July 19<sup>th</sup>** NORG Meeting Stow City Center 7:30
- **Saturday August 10<sup>th</sup>** All Car Picnic at Dave & Nancy Collette's Farm Portersville Pa. ***More Information to follow***
- **Friday, August 16<sup>th</sup>** NORG Meeting Stow City Center 7:30

### NORG MEMBERS

Your NORG Headliner depends upon contributions from members to be a successful.

Your photos and text on club activities, ladies hobbies and recipes, technical information, and information on your restoration are needed to keep your Newsletter refreshing.

Please send us anything, we can re-write if necessary.





Burma-Shave was introduced in 1925 by the Burma-Vita company in Minneapolis owned by Clinton Odell. The company's original product was a liniment made of ingredients described as having come "from the Malay Peninsula and Burma" (hence its name).<sup>[1]</sup> Sales were sparse, and the company sought to expand sales by introducing a product with wider appeal.

The result was the Burma-Shave brand of brushless shaving cream and its supporting advertising program. Sales increased; at its peak, Burma-Shave was the second-highest-selling brushless shaving cream in the US. Sales declined in the 1950s, and in 1963 the company was sold to Philip Morris. Its well-known advertising signs were removed at that time. The brand decreased in visibility and eventually became the property of the American Safety Razor Company.

## Burma Shave Classics

It is the kind of Americana you don't see any more. Starting in 1927, during the years of America's romance with the automobile and the open road, it had quite a run all the way to 1963 when radio and TV advertising forced Burma Shave off the road...The Verse By The Side of The Road by Frank Rowsome, Jr.

- "Use Our Creme \* And We Betcha \* Girls Won't Wait \* They'll Come \* And Getcha"

- "Angels \* Who Guard You \* When You Drive \* Usually \* Retire At 55"

- "Ben \* Met Anna \* Made A Hit \* Neglected Beard \* Ben-Anna Split"

- "If Daisys \* Are Your \* Favorite Flower \* Keep Pushin' Up \* Those Miles-Per-Hour"

- "Missin' \* Kissin' \* Perhaps Your Thrush \* Can't Get Through \* The Underbrush"

- "The Bearded Lady \* Tried A Jar \* She's Now \* A Famous \* Movie Star"

- "To Get \* Away From \* Hairy Apes \* Ladies Jump \* From Fire-Escapes"

- "Cooties Love \* Bewhiskered Faces \* Cuties Love The \* Smoothest Faces"

- "My Cheek \* Says She \* Feels Smooth as Satin \* Ha!, Ha! Says He \* That's Mine You're Pattin"

- "He Had The Ring \* He Had The Flat \* But She Felt His Chin \* And That \* Was That"

## HISTORY OF THE CAR RADIO

Seems like cars have always had radios, but they didn't. Here's the true 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 had 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 as easy as it sounds: 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.



*1933 Ford Radio*

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. 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.)

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.

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 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, 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 with the first handheld two-way radio – The Handie-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 to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied 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 manufacturer in the world, and it all started with the car radio.

The two men who installed the first radio in Paul Galvin's car, 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.)

*Incidentally, it all started with a woman's suggestion!*



## LUNCH LOCATION FOR MARCH 2024

Our lunch get-together for March will be held on Wednesday, March 20 at Cooper's Hawk Restaurant located at 27200 Harvard Road in Orange, Ohio 44122. Their phone number is 216-285-3500.

Plan to arrive at 11:30 a.m. so we can beat the noon rush. Come hungry and ready to tell stories (not necessarily true) about your car, your younger days, or whatever else strikes your fancy.

Call Neal at 330-338-1510 so we have an idea who is coming

**If anyone has a suggestion for lunch, call Neal. He is always looking for ideas**



**1974**



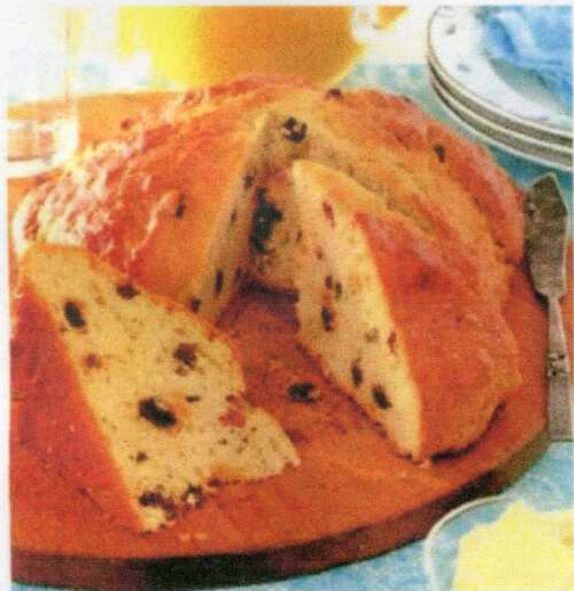
**50 years Later**

**2024**



# A RECIPE FOR ST. PATRICK'S DAY

## Irish Soda Bread Recipe



[Read reviews\(25\)](#)

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### Ingredients:

2 Cups all-purpose Flour  
2 Tablespoons Brown Sugar  
1 Teaspoon Baking Powder  
1 Teaspoon Baking Soda  
1/2 Teaspoon Salt  
3 Tablespoons Butter  
2 Eggs  
3/4 Cup Buttermilk  
1/3 Cup Raisin

### Directions:

In a large bowl, combine flour, brown sugar, baking powder, baking soda and salt. Cut in butter until crumbly. In a small bowl, whisk 1 egg and buttermilk. Stir into flour mixture just until moistened. Fold in raisins.

Knead on a floured surface for 1 minute. Shape into a round loaf ; place on a greased baking sheet. Cut 1/4 inch deep cross in top of loaf. Beat remaining egg; brush over loaf

Bake at 375 for 30-35 minutes or until golden brown

## WHAT TO DRINK WITH THE SODA BREAD IRISH COFFEE OF COURSE

- 1.5 ounces of Jameson's Irish Whiskey (or any whiskey but Jamison's is the choice for Irish Coffee)
- 1.5 Ounces Bailey's Irish Cream
- Combine both shots in a glass, add hot coffee, top with whipped cream and sprinkle some nutmeg



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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](mailto:annette.gorris@gmail.com)

**March Birthdays**

4	Mome Garland
7	Bill Sykes
13	Sherry Ellsworth
21	Kathy Kessler



**March Meeting Meeting**  
**March 15<sup>th</sup>**  
**7:30**  
**Stow City Center**