

“The Headliner”

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



Volume 31 Number 12

December 2024 January 2025

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 December 2024

Greetings to all you V-8ers,

I find it hard to realize it is the end of November already. How did the year go by so fast. Sometimes I feel like a little kid waiting for the last day of school before summer vacation. Before you know it it's time to start all over. What a bummer. You would think I would be used to it by now.

I think we had a few outings to make the summer interesting. There was the National Meet in Indiana and another one in New York, a couple of tours, one to Warren, OH., Fall cruise through Medina, Oh. To see the changing of the colors, and of course summer wouldn't be complete without a trip to the Sky Way Drive-Inn and an ice cream stop to make the day complete

Our next event is the Installation Banquet on Jan.19, 2025 at 2:00 The venue is held at, D'Agnese's on White Pond Drive, Akron. This is the same place as last year. This is a sit down dinner with a choice of soup or salad, your choice of entrées, Egg Plant Parmesan. Chicken and Pasta, Salmon, Pasta Alefredo, 8oz.Steak, and all the fixings, desert, coffee, tea and soft drinks. Cash bar. **COST IS 38.00 PER PERSON. PAYABLE IN ADVANCE. LAST DAY FOR REGISTRATION IS JAN.14, NO EXCEPTIONS. PLEASE MAKE YOUR CHECK TO JACK BUKSZAR, 1507 ROSEWOOD, LAKEWOOD, OH.44107.**

Seeing that this is my last president's message I want to thank you all for giving me the opportunity to lead this club the last few years. I thoroughly enjoyed the opportunity. I want to congratulate the new board that stepped up to keep us rolling along. I would hope that all will stand behind this new board as you did for me. The only reason I stepped down I felt that after a few years we should get some new blood up front to implement some new ideas and interests. I am not leaving this fine organization as I will be doing the one day and weekend

Sharon and I want to wish you a Happy and Merry Christmas season and have safe and Happy New Year.

Jack



January Program

There will be no Program in January because there is no meeting



Officers & Board 2025

President: Steve Kronen
Vice President: Steve Klein
Secretary: Neal Garland
Treasurer: Dan & Diane Francis

Directors

Jack Bukszar
Rick Jandrey
Pat Rooney
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

Craig Gorris
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Brecksville OH 44141
440-526-6138

c.gorris@prodigy.net



MINUTES FOR THE MEETING OF NOVEMBER 15, 2024

The meeting was called to order at 7:30 p.m. by president Jack Bukszar. He asked members and guests to introduce themselves and their cars. He thanked Diane and Dan Francis for the coffee and cookies for this evening.

Program chair Rick Jandrey introduced Matt and Melanie Harwood, our speakers for tonight. They are the owners of Harwood Motors, which specializes in the sale of antique and special interest cars. They gave a very interesting and detailed account of the trials and tribulations they experienced in the restoration of their 1935 Lincoln sedan. They purchased the car from another antique car dealer, who they considered to be a reputable dealer, only to find that the car had a number of very serious engine problems. Needless to say, getting the V12 engine into good, dependable shape turned out to be a very expensive and time consuming proposition. However, the end result is a beautiful 1935 Lincoln sedan which they intend to use for a considerable amount of touring after they decide to retire from their business.

Thank you Matt and Melanie for a fascinating presentation that we all can relate to! They encouraged us to be sure to inspect any car we consider buying IN PERSON before making the purchase!

President Jack asked secretary Neal Garland to present a summary of the minutes from the October meeting. Rick Jandrey moved that the summary be accepted. Members approved the summary. Jack presented a report on the open house held at the Crawford Museum's warehouse/restoration facility in Macedonia on November 9. Bruce Lewicki added to the report and noted that the turnout for the event was very good, with more than 225 people registered.

Bruce also commented on the visit to the trip to Warren, Ohio, which was conducted with the Nifty Fifties Club. We visited the Packard Museum and the Medici Museum, which houses the world's largest collection of original Norman Rockwell paintings with a Boy Scout theme. Members were impressed with the quality of the displays in both of these museums. Jack noted that, very unfortunately, the Medici Museum is about to sell its collection soon due to financial problems. Bruce noted that there is a very good picture of those who attended this event in the current issue of the V8 Times magazine.

Jack reminded us that our Christmas Party/Initiation Banquet will be held at 2:00 p.m. on Sunday, January 19 at D'Agnes's Restaurant on White Pond in Akron. This is the same location as we used last year because everyone enjoyed the restaurant very much. The cost will be \$38 per person for a sit-down meal. Send your check to Jack, made out to him, no later than January 14. You will not be able to pay at the door.

Jack encouraged members to submit ideas for club activities for 2025 to him and to our incoming president Steve Kronen or to members of the board of directors. Also, Rick Jandrey welcomes suggestions for speakers for our monthly meetings.

Membership chair Craig Gorris reminded us that dues for 2025 are due. Send your check to him for \$30 made out to N.O.R.G. as soon as possible so you will be included in the 2025 roster. He also informed us that there will be a combined December/January newsletter since we will not have meetings in December or January.

Rick Jandrey informed us that he received a letter from Dain King, our speaker last month, stating that he greatly enjoyed making his presentation to our club. We enjoyed his discussion of the differences and similarities in the judging standards of the AACA and the Early Ford V8 Club.

Neal Garland, Secretary

NORG DUES ARE DUE

Membership Form on Page 5

2025 Activities At A Glance



- **Sunday, January 19th** 2:00 PM NORG Installation Banquet, D'Agnes Restaurant 566 White Pond Drive in Akron. **More information on page 6**
- **Friday, February 15th** NORG Meeting Stow City Center 7:30

Congratulations To Your 2025 NORG Officers & Directors

President: Steve Kronen
Vice President: Steve Klein
Treasurer: Diane Francis
Secretary: Neal Garland
Membership Chairperson: Dan Francis

Board of Directors:

Jack Bukszar, Beth Schilling, Rick Jandrey, Pat Rooney.

NORG Cookie Bakers

February	Steve Klein
March	Neal & Momoe Garland
April	<i>Need Volunteer</i>
May	Diane Francis
July	Bill & Bonnie Sykes
August	Regis & Beth Schilling
September	Sharon Bukszar
October	<i>Need Volunteer</i>
November	<i>Need Volunteer</i>

A Note from Beth Schilling our Sunshine Chairperson

If you know of any one needing cheered up for any reason (get well, sympathy etc.) please contact Beth Schilling (the Sunshine person).

Via email at schillingregis@att.net Or call or text at 330-221-4625.

Thank you,
Beth

**Northern Illinois Regional Group #8
Invites you to
"A V-8 Family Reunion"
The 2025 Central National Meet
Springfield, Illinois • June 22-26, 2025
Host Hotel - Crowne Plaza**



We can't have a reunion without you!

Early Registration Available NOW at <https://2025cnm.com>

For more information:

E-mail: registration@2025cnm.com

Phone: 630-858-9474

***The Officers and Directors of the
Northern Ohio Regional Group,
Early Ford V-8 Club of America
wish all Members a very Merry
Christmas, Happy New Year and
Holiday Greetings***

Northern Ohio Regional Group 20
Early Ford V8 Club of America
Membership Form
Annual Month Dues \$30.00

Year
2025

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





PLEASE JOIN THE EARLY FORD V-8 CLUB
FOR OUR 2025 INSTALLATION BANQUET SUNDAY 2PM. ON JAN.19
2025

D'AGNESE'S AT WHITE POND
566 WHITE POND DR, AKRON, OHIO

DINNER MENU

CHARCUTERIE BOARD AT EACH TABLE
CHOISE OF DINNER SALAD OR ITALIAN WEDDING SOUP

CHOISE OF ONE ENTRÉE

CHICKEN D'AGNESE, EGGPLANT PARMESAN,
PAN SEARED SALMON, PASTA ALFREDO.

8OZ. STEAK

DESERT, COFFEE, TEA AND SOFT DRINKS.

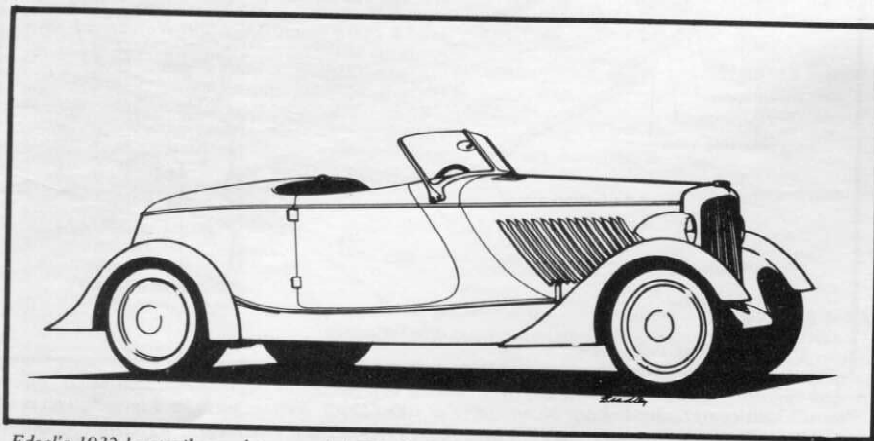
CASH BAR.

COST IS \$38.00 PERSON, PAYABLE IN ADVANCE

LAST DAY FOR PAID RESERVATIONS IS JAN. 14, NO EXCEPTIONS

PLEASE SEND YOUR CHECK TO JACK LAKEWOOD, 4410BUKSZAR, 1507
ROSEWOOD AVE. LAKEWOOD Oh.44107

EDSEL FORD'S HOT RODS



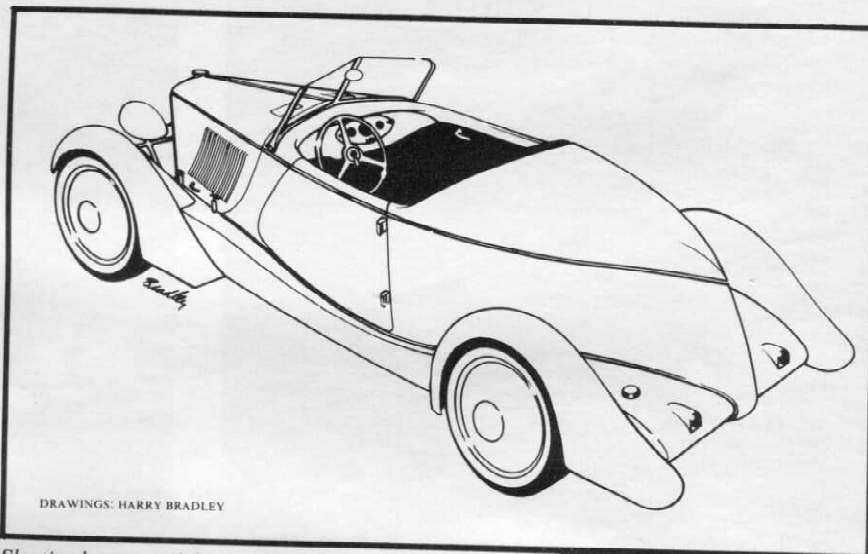
Edsel's 1932 boat-tail speedster carried V-8, had aluminum body, no running boards, smooth lines.



Car used B grille, with bars giving prow effect.



Prow effect repeats. Whether decklid opens is not known. Low tail lights keep rear uncluttered.



DRAWINGS: HARRY BRADLEY

Slanting louvers and door outline add to rakishness, as do wheel covers. Hood extends back to the windshield, incorporates twin vents. If the car had a top, it stowed out of sight beneath rear deck.

WHEN HE WAS 16, Edsel Ford built his first hot rod. He called it a speedster and made it look low and rakish. Not much is known about that car except that it had six cylinders and that Edsel cut off the tip of one finger on a lathe while building it. Whether it's the car shown here isn't certain—probably not.

Edsel Bryant Ford almost always lived in his father's shadow—so much so that we know relatively little about him today. No one has ever written a full-scale biography. Recent jokes about the Edsel car occasionally tend to make people think about the man the same way. But Edsel Ford's too-brief career was anything but humorous.

In 1919, at age 25, his father made him president of Ford Motor Co., a title that amounted to legal fiction. Henry ran the company his own way and made the major decisions. During his

24 years as president, Edsel remained pretty much under his father's thumb. Yet he always strove to improve the basic product.

Mr. Henry Edmunds, director of the Ford Archives, writes, "He was responsible for many good things in the Company's history: insistence on verve and dash in product styling, on a reliable and safe product, on fair and courteous relationships with dealers and the public. He possessed an unquenchable sense of fitness, an insistence on doing the right thing. A single instance among many would be his little-known achievement in making Ford Overseas a strong segment in the Ford marketing empire."

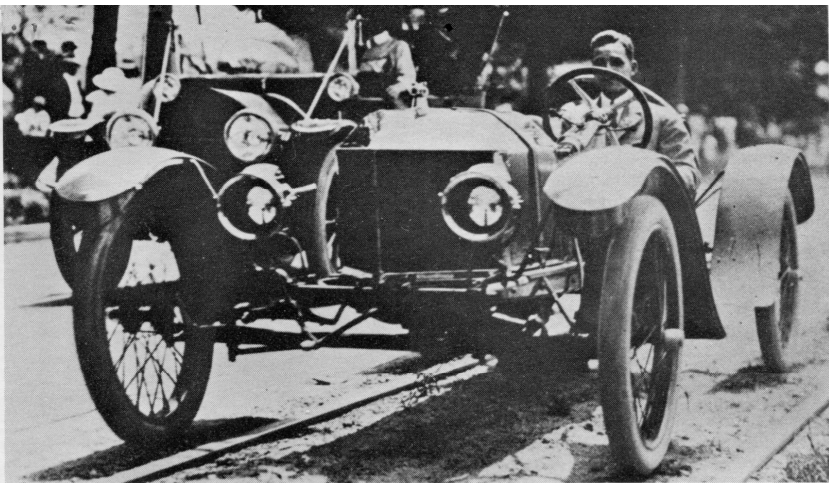
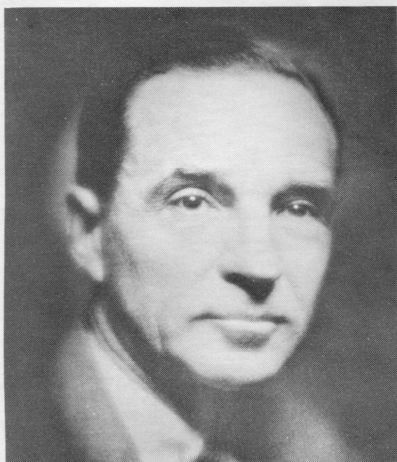
"He did all the essential things that Henry refused to do, and consequently held the Company together during several crisis periods in the 1930s. In true retrospect he seems less a tragic figure than popularly supposed. Without

him, the Company might never have attained the solid image it has today."

Edsel enjoyed cars—especially car design. It was his hobby as well as his specialty. He had other hobbies: photography, fast boats, painting, and sports, but cars remained his lifelong favorite. This love must have gone back to an early admiration of his father.

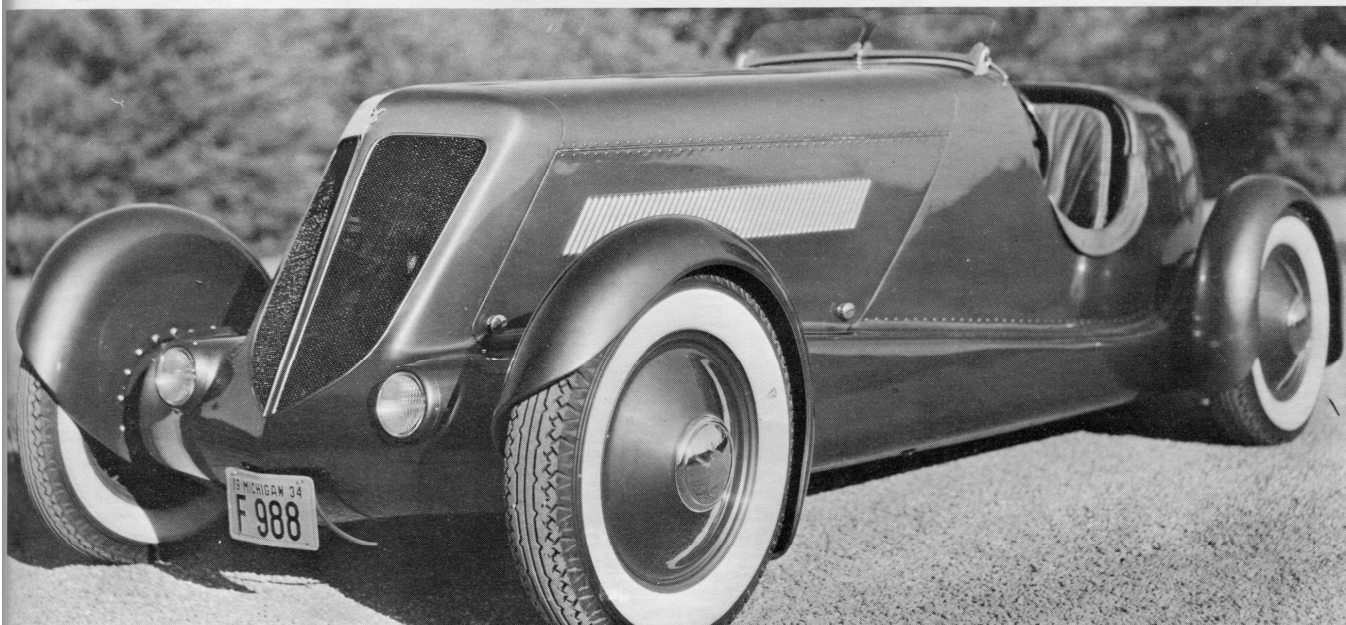
During childhood, Edsel and Henry worked on cars side by side. Later, Edsel became more fascinated by the shapes of automobiles than by their inner workings. In his teens, he built several speedsters, mostly T-based. He was simply indulging in a common pastime of the day, one shared by quite a few young men with money, the difference being that Edsel had an unlimited supply of parts.

During the Model T's heyday, Edsel began to keep a scrapbook of the car designs he liked best. These tended to be the larger, more exotic



These photos show Edsel as president of Ford Motor Co. (left) and behind the wheel of a Model T speedster he built when he was in his late teens.

PHOTOS: FORD ARCHIVES, HENRY FORD MUSEUM



In 1934, Edsel and E.T. Gregorie worked together to build another boat-tail, this time along race-car lines. It again used an aluminum body,

had twin windscreens, mesh grille, low headlamps, cut-down doors, long hood. Cycle fenders were formed from single pieces of aluminum.

European makes—Rolls, Hisso, Benz, Daimler, Minerva, Italia, Mercedes, etc. Later Edsel began to paste in pictures of coachbuilt customs on the Model T chassis, mostly British, like those by Offord & Sons. Around 1918, he added 1-off American specials like Vanderbilt's custom Locomobile, George Brokaw's Marmon canoe roadster, William Wrigley's semi-touring, and a unique Hispano-Suiza phaeton he himself had helped design. He would draw circles around such items as the split windshield of a French Ballot GP car or the sweeping fender line of a Vauxhall.

In 1922, Edsel said, "Father made the most popular car in the world. I would like to make the best car in the world [Lincoln]." In 1926-7 it was Edsel who guided the styling of the Model A and gave it the mini-Lincoln look. Henry was too busy straightening out the innards to worry about the A's outlines. Or any car's outlines—

frankly he didn't care what a car looked like as long as it did what he wanted it to. E.T. Gregorie has noted that under Henry Ford, "... no one ever got a chance to see what a car looked like until they'd hammered together a prototype. The front end of the car—grille, fenders, lamps, and so on—was treated as part of the chassis."

Edsel regularly had cars built for his personal use. Some were Lincolns, but when he wanted something sprightlier, he chose Fords. One was a special dual-cowl phaeton on the 1930 chassis. This was designed together with Ralph Roberts of Le Baron and was built by Briggs Body Co. Records are unclear, but this might have been the experimental 400-AX, a model that stood between the A and the B.

Soon afterward, Edsel, together with Gregorie, built a 1932 Ford V-8 boat-tail speedster. This beautiful little car had quite a number of

radical features for its time: an all-aluminum body, pantalooned fenders, bullet headlamps, no running boards, a raked split windshield, twin cowl vents set into the extended hood, a very smooth exterior, and a V'd grille shell. Mr. Gregorie recalls. "The 1932 V-8 was built on a standard chassis—the aluminum body and fenders were built partly at the Dearborn engineering lab, with trim, paint, and final finish done at the Lincoln plant."

Then in 1934, Edsel called on Gregorie to build him another speedster. It again had an aluminum body, but this time it stood a good deal lower than the '32. Headlights were mounted at axle height, there were twin windscreens, no doors, and the overall effect was that of a pure racing car. This speedster was built during the summer of 1934 under Gregorie's supervision at the Ford airplane shop. It used standard Ford running gear.

continued

Edsel's Hot Rods

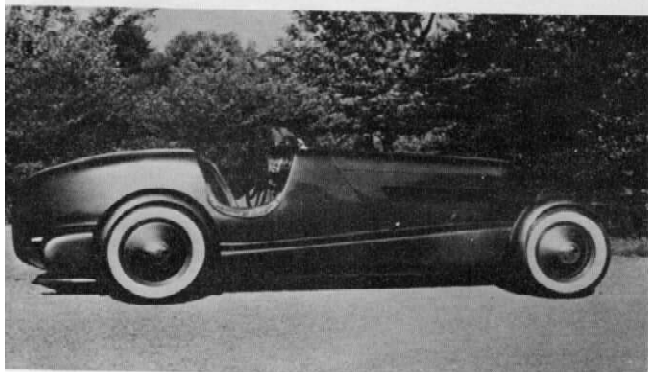
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Edsel Ford had no intention of producing any of these cars in quantity, and for the most part he kept them out of his father's sight. He garaged them inside a gardener's shed at his home. In 1940, he brought the 1934 car back to Dearborn for modifications to the grille and reupholstery.

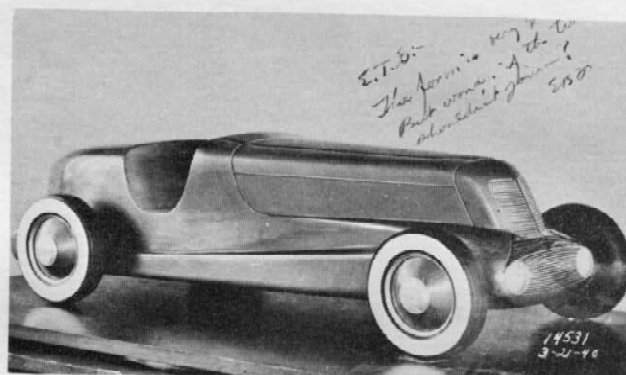
Edsel, of course, became the guiding light behind Ford's styling section. The Continental became his crowning achievement, but he also saw the Zephyr and most other pre-war Fords through their various stages of body design. Edsel died in 1943 of stomach cancer and undulant fever, and upon his death, both the 1932 and the 1934/40 speedster were sold. Where the 1932 went is unknown, but the later version, after turning up in Hollywood and having its picture taken with various starlets, ended up on a Florida used-car lot and was bought by a young sailor named Pallasch in 1958. His father, Earl Pallasch of DeLand, Fla., owns it today. It now has a hotted-up Merc flathead, but basically it's the same car Edsel redesigned before his death. □



Long front end might have been made to simulate front-wheel drive, because at this time Edsel was involved in fwd Miller-Ford Indy assault. Low headlights, "shaved" look predate post-war hot rods.

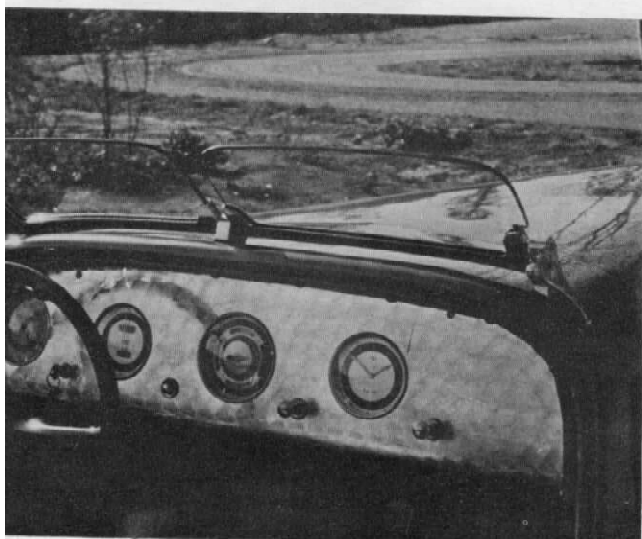


Edsel Ford kept this car until his death in 1943, but in '40 it underwent detail changes. These are outlined in wooden model at right, with double



grille. Notation from Edsel to Gregorie reads, "This form is very good, but wonder if two grills shouldn't join—?" Apparently they decided no.

PHOTO: EARL PALLASCH



The 1934 car's dashboard used Ford and Lincoln gauges in engine-turned aluminum panel. Tachometer from unknown source stands at the far left.



After Hollywood stint, car made its way to Florida, where Earl Pallasch (standing) bought it for his son in 1958. Pallasch still owns this hybrid.

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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:

Craig Gorris

c.gorris@prodigy.net

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

December/January Birthdays

December

3	Regis Schilling
4	Judy Brehm
10	Ed Carr
20	John Drake
30	Jamie Madden

January

3	Regis Schilling
12	Rick Jandrey
17	Craig Gorris
25	Michael Parker



**February
MEETING
Friday, February
21st**

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.