

# “The Headliner”

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



Volume 20 Number 6

June 2013

**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.”

### Message From Our President

It's official , the Snowbirds came home to roost for the summer. Welcome back, guys & gals.

We were truly educated about the Ohio Turnpike as Chad Armstrong gave a very interesting history and how the whole system operates on a daily basis.

Georgene and I attended the Regina Jandrey tour to Kingwood Gardens in Mansfield. There were flowers and plants that you rarely see or know about. I know about bringing half of a greenhouse home with me.

I'm sure you all are aware of the little day trips that Neal Garland puts together, they are really a lot of fun. There is no meeting this month as the Grand National Meet will take most of the month up for some of us. Annette has already sent an All Ohio basket from NORG on to TAHOE. Before that we will have a tune up run to Collette's farm on June 9th. Try not to miss this one as its always a great time. Besides that you might want to check out Dave's newest project.

Bill Cassidy came up big time again sharing his memorabilia on the B52 bomber and bomber plant.

So fire those FLATHEADS up and enjoy them every chance you get,B4 it's 2 LATE

*Jeep*



### Officers & Board 2012

**President:** Jeep Iacobucci  
**Vice President:** Dan Burngasser  
**Secretary:** Virginia Herrmann  
**Treasurer:** Ann Davis

#### Directors

Annette Gorris  
Richard Jandrey  
Regis Schilling  
Bill Soltis  
Neal Garland (PP)

**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](http://www.norgv8club.org)

#### Editor

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

### No June Program

The Early Ford V-8 Club of America Grand National will be held in Lake Tahoe, as a result, there is no June Meeting. As a result, this issue of the June Newsletter is being sent early. The May Meeting Minutes will appear in the July Issue.



## 2013 Activities At A Glance

**Sunday, June 9<sup>th</sup>** Summer Picnic at Dave & Nancy Collette's Farm

**June 17<sup>th</sup> ~ 21<sup>st</sup> 2013** Early Ford V-8 Club 50th Anniversary Grand National, South Lake Tahoe CA

**Sunday, July 14<sup>th</sup>,** Rocky River Car Show 1:00—4:00 [Rocky River City Hall](#)

**Wednesday, August 21<sup>st</sup>** 6:00 ~ 8:00 Car Cruise, Regina Health Center

**Sunday, August TBD** Mount Alverna Nursing Home Cruise 11:00 ~ 2:00

**August 22, 23 & 24,** Joint tour to Dearborn Michigan with Nifty Fifties and Northern Illinois Regional Group.



### DETAILS OF THE AUGUST CRUISE TO DEARBORN

Everything is set for the August 22-25 cruise to Dearborn Michigan.

We will be staying at the DoubleTree Hotel which is a full service hotel. Our rate is \$89.00 per night which includes a full breakfast buffet.



Our first stop Friday morning will be touring the Edsel Ford Estate in Grosse Pointe. We will have a guided tour of the Home and Grounds including an area for photos of our cars along side of the mansion. The cost of the Ford Estate tour is \$7.00 per person. After the tour there will be a lunch stop in the area.



Friday afternoon we will be touring an aviation museum at the Selfridge Military Museum which is located on a working military base. Cost of this tour is \$4.00 per person. To be able to take our cars on the base you will be required to have your DRIVERS LICENCE, PROOF OF INSURANCE AND A COPY OF YOUR REGISTRATION. THIS IS A MUST TO GAIN ADMITANCE TO THE BASE.



Friday evening we will have dinner at the famous Kiernon Steak House in down town Dearborn. You will have a choice of 8-10 oz. Prime rib for \$13.95, pork chops for \$16.95, Chicken Parmigian or broiled chicken for \$14.95 or baked tilapia for \$14.95. Along with dinner we will have preferred parking for our cars.



Saturday we will be able to tour the Ford Museum, Greenfield Village, Rouge plant and the IMAX Theater. You will be able to tour any of the venues that is of interest to you. The rates for these are, Museum \$15.00, Village \$22.00, Rouge Plant \$14.00 and the IMAX Theater \$8.00.

Saturday evening we will be having dinner in the Hotel Banquet room with a full buffet consisting of Red Skinned Potato Salad, Creamy Cole Slaw, Fresh Fruit Display, Crisp Vegetable Crudités, Fresh Garden Salad with choice of Dressing, Two Meats, Fresh Green Beans, Garlic Chive Mashed Potatoes, Rolls and Butter, Desert, Coffee and Iced Tea. There will be adult beverages available at a cash bar. The cost for the full buffet in our private dining room is \$44.00 per person which includes all tax and gratuities.

**Reservations for the hotel stay can be made now by calling the Hotel, 313-336-3340. Ask for the Early V-8 rate. The cost for the Saturday evening dinner needs to be paid for in advance. Please send your check of \$44.00 per person and your preference for Friday evening along with your Address, Phone & cell number and e-mail address to Frank Posar, 7871, Eileen Dr. Macedonia, OH. 44056. THE CUT OFF DATE FOR THE HOTEL AND DINNER IS AUGUST 1<sup>ST</sup>.**

Feel free to contact either

Jack Bukszar at 216-228-9168  
[lakewood46@cox.net](mailto:lakewood46@cox.net)

or  
Frank Posar at 330-467-0465  
[posarf@roadrunner.com](mailto:posarf@roadrunner.com)

# Cookie Bakers

June ~ NO Meeting ~ Grand National

July ~ Ginger Posar

August ~ Beth Schilling

September ~ Sharon Bukszar

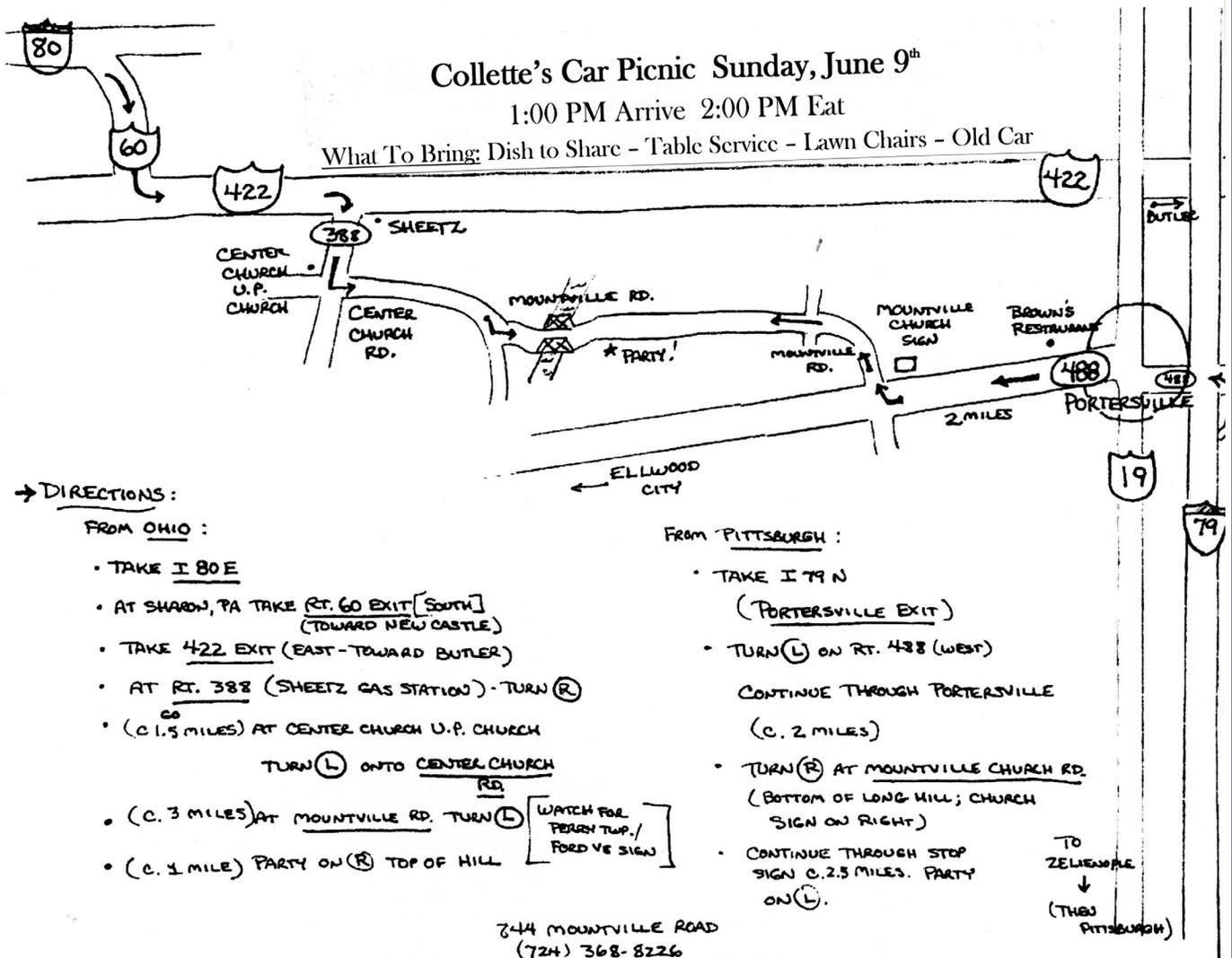
October ~ Annette Gorris

November ~ Momoe Garland

N.O.R.G. members please note that we understand that you can not or are unable to support our Cookie Baking Program. If you wish to help support the Coffee Fund by making a small donation to help our club, please see our Treasurer, Ann Davis.



## Sunday June 9th Picnic~ Collette's Farm 844 Montville Road, Portersville PA 724-368-8226



The City of Rocky River presents the 7th Annual  
**Memory Lane Antique Car Show**

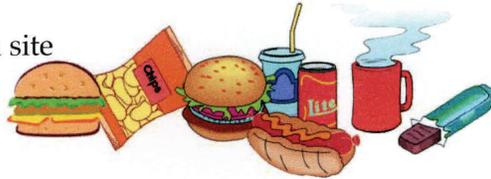


**Sunday, July 14th 2013**

**Open to the public from 1:00pm to 4:00pm**

**At Rocky River City Hall Park 21012 Hilliard Blvd.**

- Vehicles must be 20 years old or older
- Registered Show Vehicles should arrive starting at 11:00 am
- There will be a trophy awarded at 3:00 pm for the crowd favorite and other awards for participating Show Vehicles
- No entrance fee
- Food and beverages available on site



**Show-Vehicle Registration**

*Please print and complete entirely.*

Entrant Name \_\_\_\_\_

Street Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone(Home) \_\_\_\_\_ Telephone(Work) \_\_\_\_\_

e-mail \_\_\_\_\_

Vehicle: Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

**RELEASE/INDEMNIFICATION**

By virtue of this registration and in consideration of acceptance of this entry and the right to participate, entrant(s) and their guests, participants and representatives, does hereby unconditionally agree to fully release, discharge and hold harmless the City of Rocky River and their officers, directors, employees, agents, and representatives (collectively "City"), together with the management, sponsors and their representatives of the Memory Lane Classic Car Show (collectively "Management"), from any and all known or unknown damages, injuries, losses, judgments, and/or claims from any cause whatsoever that may be suffered by entrant to their person or property and the person of entrants guests, participants, and representatives. Further, each entrant expressly agrees to indemnify and hold harmless the City and Management from any and all liability occasioned or resulting from the conduct of entrant, their participants, guests, representatives, or any individual assisting or cooperating with entrant or under the direction or control of entrant which may cause injury to the person or property of others while in attendance or participating in the activities of the Memory Lane Classic Car Show.

**Sponsors** as of May 1st



**Rocky River Industrial**



For more information call:  
 Kory Koran 440-895-2639  
 Jay & Jean Rounds 440-333-9805  
 Joseph Toth Jr. 440-724-1953

You can deliver registration or mail to:  
 The City of Rocky River  
 Attention Kory Koran  
 21012 Hilliard Blvd.  
 Rocky River, OH 44116



*Come join us, or be a Sponsor!*



# 11<sup>th</sup> Annual Car Cruise-In

Wednesday, Aug.21, 2013 6-8PM

Rain Date Wednesday, Aug. 28, 2013

**Regina Health Center**

**5232 Broadview Road**

**Richfield, Ohio 44286**

There will be refreshments, raffles and trophies in three categories.

All years, makes and models invited.

**Registration required!**

(only first 50 pre-registered cars can be accepted)

**Public is Welcome**

For information and to pre-register please contact Chris Therens

at (330) 659-5154 or [ctherens@reginahealthcenter.org](mailto:ctherens@reginahealthcenter.org) by Friday, August 16, 2013

-----  
Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

Car year, make & model \_\_\_\_\_

## The 1937-38 Fords

*Continued From Last Month*

*Because this year is the 75th Anniversary of the 1938 Ford, We have an interesting article that describes the 1937 Ford and it's evolution to the 1938 Model Year*

Credit for the 1937 Ford design has often been assigned to Ford stylist Bob Gregorie, but Gregorie himself disclaimed responsibility, noting that he was busy at that time preparing the 1938 Lincoln-Zephyr. Apparently it was the Briggs Manufacturing Company staff that did the job. Working under the leadership of John Tjaarda, the Briggs crew included Alex Tremulis, Bob Koto, and Phil Wright -- all of whom were stylists of considerable stature.



**Even the 1937 Ford Model 78 station wagon carried on the year's design theme.**

Possibly it was a case of too many cooks stirring the broth. In any case, although Ford historians David L. Lewis, Mike McCarville, and Lorin Sorensen have referred to the 1937 Ford as "one of the handsomest cars of the decade," other observers have paired it with the 1938 line, calling them "the ugliest Fords ever built."

This much we know: Henry Ford, who was never one to leave his subordinates alone, personally ordered that the car's overall length be reduced from 182.75 inches to 179.5. The difference may not sound like very much, but it was enough to spoil the proportions envisioned by the stylists, and the cars -- especially the flatback sedans -- looked stubby.

The late, great Gordon Buehrig, chief stylist at Duesenberg during that marque's golden years, once commented that "good design is largely a matter of proportion."

The badly battered American economy had made a rather substantial, though incomplete, recovery during 1936. a trend that continued well into 1937. By (calendar) year's end, Ford had built almost 57,000, or 7.2 percent, more cars than it had produced during 1936.

The difference was not to be seen on the bottom line, however, for, ironically, profits of \$6.76 million were scarcely more than one-third the previous year's figure. There were a number of reasons for this. Tooling for the seamless steel top, the 60-horsepower engine, and other innovations was reflected in the high cost of bringing the 1937 Ford into production.



**The 1937 Ford Model 74 station wagon also boasted interior comfort features.**

And there were other expenses. A dynamometer room was established for the first time, an axle-testing machine was purchased, and the wind tunnel, built just the previous year, was provided with hot and cold capacities for 1937.

Meanwhile, surprisingly, Chevrolet production dropped about 11 percent for the year, with the result that Ford came within 20,000 units of matching Chevy. Parenthetically, it's interesting to note that 1937's big gainers were medium-priced cars such as Buick (up 26 percent), Pontiac (up 32 percent), Chrysler (up 51 percent), and Nash (up 62 percent).

But late that summer, shortly before the introduction of the 1938 models, the nation began to slip into a sharp recession, and automobile sales tumbled dramatically. Compounding the problem, as far as dealers were concerned, was a huge inventory of used cars, taken in trade during the spring.

Sales were down for Ford as 1937 Ford DeLuxes and other models suffered as a result of dealerships overcrowded with used cars. Fortunately, help was on the way.

On December 22, 1937, Edsel Ford announced the appointment of John R. "Jack" Davis as general sales manager, replacing the retiring William Cowling. Evidently the change was a welcome one as far as the dealers were concerned, for while Cowling was an excellent public relations man, Jack Davis was a "salesman's salesman."

Aware that a surfeit of used cars crowded the lot of almost every automobile dealer in the country, not just those holding the Ford franchise, Davis approached Packard's Alvan Macauley, serving at that time as president of the Automobile Manufacturer's Association, with a plan. Thus, at Jack Davis's urging, "Used Car Week" was observed all across the country early in March.



**Deluxe models, like the 1937 Ford DeLuxe convertible sedan, offered extra features for a reasonable price.**

"The result," as Ford historians Nevins and Hill have noted, "was salutary. By agreement, the poorest cars were burned, the conflagrations of these clunks' arousing the interest of many communities. The Ford organization had taught its dealers so much about used cars that it led all companies with a sale of more than 57,000 vehicles, reducing its used car stock by 22,804 units."

No doubt, the disposal of so much of the used car inventory was of some help to new-car sales, but even so, 1938 was not a good year for the dealers or automakers. Ford's production, like that of many of its competitors, was cut by more than half.

There were no major mechanical changes in the new models, but in terms of styling, Ford instituted a two-track policy that year -- probably in hopes of increasing its appeal via a broader model range.

The 1937 sheetmetal, modified by the use of a revised grille that swept the horizontal upper grille bars into the hood side-vent area, served for the Standard (*nee* "base") series. Up back, the 1937's free-standing taillights were replaced by neat teardrop-shaped taillights. Inside was a mahogany-look dashboard finish.

The Standard models were relatively spartan, featuring only one windshield wiper, one taillight, and, inside, just a single sun visor and armrest. Too spartan -- in January, Ford added a series of chrome bars to the grille.

The DeLuxe cars were "entirely new in appearance," said the brochure. "It looks big and is big - - with more room in the closed sedans, more comfort for passengers and much larger luggage space. The front end is refreshingly new and modern with longer hood."

The softly curved "heart-shaped" grille, also featuring horizontal bars, was heavier and more impressive than that of the Standard series. On the sedans, a long, flowing curve extended down the roofline all the way to the rear bumper, relieving the stubby 1937 look. Inside were "Fine Mohair or Broadcloth upholstery. Big arm rests in rear, each with ash tray.

Handsome new instrument panel, finished in walnut, with ivory plastic fittings."

In terms of sheer dollar value, the DeLuxe Ford was hard to beat. For a reasonable \$60 more than its Standard counterpart, the DeLuxe Fordor was a roomier, more impressive, more completely equipped, and much better trimmed automobile, with the result that it outsold the cheaper car by a three-to-one margin



**Seen in profile, the 1937 Ford DeLuxe convertible sedan captures the new look for the year.**

Also heavily redone for the 1938 Ford lineup was the station wagon, which this year came with standard sliding glass in the rear doors and rear quarters -- that had cost \$20 extra in 1937. The screen-side variation with side curtains was deleted.

Previously located on the tailgate, the spare tire moved inside into a special storage area behind the driver's seat. The wood paneling was new, and Ford's Iron Mountain, Michigan, plant now produced the wood bodies and shipped them directly to the various Ford assembly plants. Previously, the Upper Peninsula facility had cut and trimmed the wood components, which were then shipped to Murray Body Company's Detroit plant for assembly.



**The 1938 Ford Tudor sedan was no longer offered in a DeLuxe model.**

***Article Be Completed Next Month***



Early Ford V-8 Club of America  
Northern Ohio Regional Group #20  
P.O. Box 1074  
Cuyahoga Falls, Ohio 44223

### *First Class Mail*

## Happy June Birthday

- Jack Bukszar 6/7
- Don Buehler 6/17
- Dave Collette 6/19
- Norm Mamajek 6/29

**NO JUNE MEETING :**

### The Headliner Deadline

1st Day of each month. Please e-mail articles, tech tips, outings, adds, club news and pictures to:

Annette Gorris

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

***www.norgv8club.org***

#### **Parts Wanted—1936 Ford Coupe**

Rear Window Crank Mechanism  
Headlight Stands  
Windshield Top Hinges  
Windshield Crank Out Mechanism  
Front & Rear Bumper Brackets  
Front & Rear Bumpers  
Windshield Wiper Mechanism

**Joe: Cell: 330- 603-9668**

**Home: 330-677-080**

#### **For Sale**

**1936 Ford Cabriolet, Dearborn Winner**  
**Bill: 330-756-2829**