

“The Headliner”

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



Volume 20 Number 5

May 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 about time things are starting to get greener every day. I took the ole Merc out for a first run, had the windows down and was listening to them pipes talking back. It made me want to keep on going. I sure hope this will be a good summer for enjoying those flatheads.



There is going to be lots of stuff to do. I know that you can't attend every event, but enjoy the ones you participate in. It would be nice to bring your V-8 to a nursing home event. We have some things to do with other clubs also. I do believe there is something to do every week.

Congratulations Neal Garland, Regis Schilling and Pat Rooney on their latest acquisitions. Welcome back Bill Cassidy and Gene Sanders. Bill stepped up with a presentation of Ford memorabilia too share with us at the meeting and Gene brought a number of license plate toppers that he made.

I believe we have the best Regional Group in the world, and each one of our members that steps up with a little contribution no matter what that might be makes us the BEST. We had a great turnout at the last meeting, keep it up guys.

N joy ur v8 B4 it's 2 LATE

Jeep

REMINDER: Regina Jandrey Memorial Tour to Mansfield Sunday the 17th

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

Editor

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May Program



Program Chairperson, Rich Jandrey will introduce Mr. Chad Armstrong of the Ohio Turnpike Commission. Mr. Armstrong will discuss the Turnpike History, Current events and the EZ Pass, a great way to save time and money if you use the turnpike often.



Minutes from the N.O.R.G. Meeting, April 19th 2013

President, Jeep Iacobucci called the meeting to order at 7:35 PM. Jeep welcomed our guest, Tristan Jandrey, the Grandson of Rich Jandrey and our new member John Alvey. John has a 1938 Ford Pick Up. The Membership introduced themselves and what cars they owned.

Jeep thanked Ginger and Frank Posar for tonight's coffee and cookies.

The club did not have an evening program, but Bill Cassidy came to the rescue with a few archives from his personal collection. Bill passed around the room some car banks, rings and an invitation from Henry Ford for everyone to see. Thank you Bill for sharing!

Ginnie Herrmann read the March minutes and they were accepted as read by Bill Royer and Joe Immler. Ann Davis gave the club the Treasurer's report. Dues are in and it appears we still have some money.

SEMA - Pat Rooney reported that he is not getting the newsletters at this time. He is looking into this.

HEADLINER – Annette Gores hoped that the color editions of the newsletter are working out.

WEB-SITE – Regis Schilling reported everything is up and running. Jeep said everyone needs to take advantage of this web-site. The work Regis has done on this is amazing.

PROGRAMS - Rich Jandrey may have a program for May on the repairs on upholstery.

ACTIVITIES – Jeep thanked Neal for the trip to Mike's Place Restaurant. It was an enjoyable day to spend with members of the club. Neal spoke of two activities; one on April 25th which is a mini-outing for lunch at the Cathedral Buffet in Cuyahoga Falls this will take place at 11AM. The second outing is on May 11th which is a trip to Canton to the Auto Tech Center. This is where the mechanics of tomorrow are trained. A tour of the facility is at 10AM and then on to the favorite part...lunch. June 9th is the Collette's picnic. The Dearborn cruise has everything in place and details were in the March newsletter. This trip is scheduled for August 22-25, 2013.

HISTORIAN - Bill Royer has new name tags to pass out.

SUNSHINE – Loretta Duda sent cards to Peggy Buchtel and Charles Jandik. She will send a card to Sonny Hunt.

NEW BUSINESS – We have a celebrity amongst us. Craig Gorris has written, not one, but two books on the 1952 and 1953 Ford. He started this adventure in 2009 and the books just recently got published. Craig has a copy of them at the meeting for us to see.

Gene Sanders made our license plate toppers and has donated these to the clubs 50/50 drawing this evening. Thank you, Gene.

CARS & PARTS – Pat Rooney has acquired a 1950 Ford Convertible, Neal Garland has acquired a 1946 Mercury Convertible and Regis Schilling has acquired a 1929 Model A Coupe.

Ken Canankamp moved that we adjourn and seconded by Pat Rooney. The meeting was adjourned at 8:35PM.

Respectfully Submitted,
Virginia Herrmann, Secretary

Guess Who ??
Miss Lube Rack 1955



Nancy D'Alessandro (Pelosi)

2013 Activities At A Glance

Friday May 17th NORG Monthly Club Meeting

Thursday, May 23rd: 11:00 Shisler's Cheese House, 1275 S. Cleveland-Massillon Road, Copley

Sunday, June 9th Summer Picnic at Dave & Nancy Collette's Farm

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

Rocky River Car Show: Sunday July 14th 1:00—4:00 Rocky River City Hall

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



Welcome New Member

Mr. John Alvey: 90 Clover Cliff Drive, Chippewa Lake OH
44215 (330) 769-3708 **Cell:** (330) 242-3055
E-mail: Alvey0941@gmail.com

John is restoring a 1938 Ford Pick-up



Rooney's New Ride

Pat & Barb Rooney recently purchased this 1950 Ford Convertible



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!

Cookie Bakers

May ~ **Virginia Herrmann**

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.



Chicken Puffs

THIS RECIPE MAKES FOUR PUFFS:

Ingredients:

- 3 oz. cream cheese (softened)
- 3 Tablespoons of melted butter
- 2 Tablespoons chopped green onion
- 2 Tablespoons of milk
- 2 cups of cooked (baked chicken)
- 1 8 oz. can of Pillsbury Crescent Rolls
- 1 cup of slivered almonds (optional)



Preparation:

- Mix Soften Cream Cheese with mixer, add melted butter, milk and onion and almonds. Salt and pepper to taste.
- Fold in chicken.
- Put two crescent rolls together at crease.
- Spoon on the above mixture and fold like an apple dumpling.
- Place on cookie sheet and bake at 350 degrees for about 20-25 minutes or until golden brown.

The 1937-38 Fords

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

Seldom has Detroit seen anything to compare with the extravaganza that was unleashed when the 1937 Fords were introduced! The date was November 6, 1936, and Sales Manager William C. Cowling spared no effort in getting the new models off to a good start.

Ford Image Gallery



The 1937 Ford lineup, including the Model 74, was introduced with great fanfare.

Some 41 special trains had brought 8,000 dealers to participate in the event. Representing all parts of the United States and Canada, they gathered at the Detroit Coliseum, newly decorated by the famed Walter Dorwin Teague. Music was provided by Fred Waring and his Pennsylvanians, then at the height of their popularity.

Following brief presentations by company officials, the lights were dimmed. Then a slim, brilliant shaft of light appeared, focused at center stage. There, all eyes fell upon a huge V-8 emblem, rising slowly through the stage on a special elevator.

Presently, the light broadened as a sprite -- a 12-year-old girl with golden curls -- untwined herself from the emblem. Running gracefully to one side of the stage, she summoned her fellow sprites, elves, and gnomes, who appeared suddenly from various side entrances.

A huge, boiling cauldron then arose at center stage, and, one-by-one, giant replicas of Ford V-8 parts, each representing some feature of the 1937 models, were exposed to the glare of the spotlight -- and tossed, then, into the steaming cauldron: a front fender, an instrument panel, various engine components, a radiator grille, a seat cushion....

Then suddenly, as colored lights illuminated the stage, the fumes vanished and the elves disappeared. A shiny Club Coupe, a newcomer to the Ford line for 1937, rose up, circled the

stage, and made its way down a ramp to the main floor. It was a spectacular way for an auto-mobile company to present its new product line, and a revolutionary concept in merchandising.

The truth is, Ford needed a flashy presentation if it wanted to capture the public's attention, for 1936 had not treated the company kindly despite increased production. After beating Chevrolet handily during the 1935 model year. Ford slipped behind Chevrolet in 1936, with sales falling behind those of its arch rival by more than 23 percent.



The rear view of the 1937 Ford Model 74 shows the sharply sloping trunk lid

This, of course, seems strange to today's hobbyist, for the 1936 Fords -- particularly the open styles and the three-window coupes -- are highly prized by collectors, commanding as much as half-again the price of comparable 1936 Chevrolets on the collector market. But there it is!

In any case, several factors accounted for Ford lagging behind. For one thing, a seamless steel "Turret Top" had been featured by all 1936 Chevrolet models, save only the Standard cabriolet. For another, the Master series offered the comfort of independent front suspension -- company Hacks called it "Knee-Action" -- at no additional cost, while Ford clung to the traditional solid I-beam axle, suspended by means of a transverse leaf spring, just as it had been in the days of the Model T.

But Knee-Action wasn't new for 1936, and neither was the Turret Top, features that had already appeared, respectively, on Chevrolet's 1934 and 1935 Master models. What was new that year was the Chevy's brakes.

Thanks, in some measure, no doubt, to a highly effective advertising blitz by fast-rising Plymouth, the public had awakened to the advantages of hydraulic "juice" brakes, which by 1936 had been adopted by nearly every American automaker -- Pierce-Arrow, Willys, Lincoln, and Ford being the exceptions.

Introducing the 1937 Ford lineup, the company was determined to regain the sales lead. This time. Ford, too, had a "New all-steel top [that] sweeps back in an unbroken line," though it wasn't and thanks to copyright laws, presumably couldn't be called a "turret." Styling was completely revised, a "Brilliant new design that strikes the modern note in streamlined beauty," Ford bragged. "A wide roomy car with a low center of gravity curves flowing fast from front to back and from side to side."



The year's lineup included a 1937 Ford delivery sedan

Modernized in a number of respects, it sported a slanting two-piece "V-type windshield that opens in all closed body types," this in lieu of the flat single pane of earlier times. Almond-shaped headlights were neatly integrated into the front fender aprons. Chevrolet, in contrast, would employ free-standing lamps through 1940, and Plymouth wouldn't catch up until 1939. The sharply vee'd grille was clearly copied from the sensational Lincoln Zephyr, introduced just a year earlier, and the hood was hinged at the rear, opening "alligator" style.

There were mechanical advances for 1937 as well. The steering ratio was lowered, reducing the amount of effort required -- though at the cost of some additional wheel-winding. Even the brakes were revised.

Henry Ford, approaching his 74th birthday by this time, and more stubborn than ever, insisted on "the safety of steel from pedal to wheel." In his mind, hydraulic brakes were simply out of the question. Instead, Ford offered its traditional mechanical binders, self-energizing this time: "... car momentum is used to help apply the brakes. Thorough tests show that about one-third less pedal pressure is required to stop the car."

There was a downside to the new brakes, controlled now by means of steel cables housed in flexible steel conduits. A couple of disadvantages, in fact: In the first place, the sound effects, squeaking and juddering, were unpleasant. And where weather conditions were severe, the cables sometimes tended to corrode -- which, of course, could lead to some dicey situations. On the other hand, when properly maintained, the cable brakes were substantially more effective than the rod-controlled mechanicals with which the 1936 Ford had been equipped.

The 85-horsepower V-8 engine, a Ford exclusive in the low-priced field, had been improved in a number of respects. Water-pump capacity was increased by nearly one-third to 45 gallons per minute, and the pump was relocated to the upper front of the block where it could push the water through the jacketing instead of sucking it through. Main bearings were enlarged to 2.4 inches, and insert bearings were employed in lieu of the former poured-babbitt type.

Ford also claimed improvements in creature comforts for 1937: "Engineered and built throughout for the quiet you expect of a quality car. The newly designed springs are pressure lubricated for quiet operation. New methods of mounting body and engine, body insulation, new exhaust piping and muffler mounting, improvements in rear axle and drive shaft all contribute to a new standard of quiet. ... Comfort of the Center-Poise Ride is further increased by smoother action of the long-tapering springs. ... New instrument panel is smart and practical, with all gauges grouped for rapid reading. Starter button on instrument panel. Parking brake lever at left under instrument panel. Adjustable driver's seat rises as it slides."

With all these changes for 1937, Ford encouraged prospective buyers to "Examine it in detail -- and see how The Quality Car in the Low-Price Field is more than ever The Universal Car."

Seventeen distinct models were offered, all told, and Ford's practice of offering two trim levels was continued. The base series, which would become known as the Standard line commencing in 1938, consisted of a three-passenger coupe, Tudor and Fordor "flatback" sedans, and Tudor and Fordor Touring Sedans, the last two fitted with built-in trunks.

The DeLuxe series was comprised, in addition to these five models, of the new Club Coupe, a woody station wagon, and no less than five stylish open types: Cabriolet, Club Cabriolet, four-door Convertible Sedan, Phaeton, and a Roadster. The last-named, incidentally, would disappear after the 1937 season, and the Phaeton would exit a year later.

DeLuxe equipment included dual tail-lamps, dual wipers, walnut wood graining on the window moldings and dash, chrome-plated grille and windshield frame, rear armrests, twin electric air horns, "banjo" steering wheel, locking glove-compartment door, and clock.

Closed models were trimmed in a choice of mohair or broadcloth, while convertible buyers could choose between Bedford cord and antique-finished leather. Leather was used in both the phaeton and the roadster, while rumble seats throughout the line were upholstered in imitation leather.

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."

Continued 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 May Birthday

- Holly Burngasser 5/5
- Ginny Herrmann 5/7
- Frank Posar 5/13
- Bill Cassidy 5/21
- Karen Mihalek 5/25

May MEETING :

Friday, May 17th
Stow City Center

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