

ROAD CHATTER

Early Ford V-8 Club - Northern Illinois Regional Group #8

Volume 43 Issue 7

P.O. Box 0803

Arlington Heights, IL 60006-0803

July 2009

www.nirgv8.org

UPCOMING NIRG EVENTS

July 9 Board of Directors Meeting, Wheeling Township Service Center, 7:30 pm.

July 10 - 12 Door County Tour. Hosted by Joe Novak. See Page 3.

July 21 Monthly Meeting Wheeling Township Service Center, 8:00 pm.



OTHER EVENTS OF INTEREST

July 9 - 12 37th Annual Iola Car Show & Swap Meet, Iola, WI

August 1 - 2 24th Annual Elkhorn Car Show & Swap Meet, Walworth County Fairgrounds, Elkhorn, WI

August 2 19th Annual Vintage Transportation Extravaganza, Union

In this Issue

Page 2 – President Dan Pudelek is heading for Connecticut! Actually, he is back now and has comments about planning for the trip as well as comments on recent tours.

Page 2 – A little information about some of our members who are “under the weather.”

Page 3 – Details about upcoming tours and events. Be sure to mark your calendars.

Page 4 – Tom O’Donnell’s write-up on our tour to see Jordon Beller’s collection.

Page 6 – A report on our tour to Madison, WI, to see the incredible collection of Richard Munz.

Page 9 – Our expanded issue includes a detailed report on NIRG members’ tour to the Eastern National Meet in Windsor, CT.

Page 13 – Minutes of the June 16 meeting.

Page 14 – NIRG extends a welcome to a new member.

Page 15 – This month’s Tech Corner is a detailed comparison of the Early Ford V-8 Club’s Touring and Touring-A Divisions. Just in time for the Central National Meet.

Page 16 – Rearview Mirror – information about club events over the past 35 years – and another original cartoon by a former NIRG member.

Back Cover – Our Photo of the Month: Our group at the Richard Munz collection.

From the Editors



To fully report on our action-packed month with two driving tours and the Eastern National Meet, we have expanded this month’s Road Chatter by 4 pages to a total of 20 pages! Because of the expanded coverage the V-8 Gals page had to take the month off. Look for it to return next month.

2009 OFFICERS**President**

Dan Pudelek

Vice President

Frank Madrigali

Secretary

Don Drews

Treasurer

Joe Serritella

Membership Chairman

Ken Bounds

Health & Welfare

Stan Stack

Tour Chairman

Ron Blum

Newsletter

Ken and Carolyn Bounds

Board of Directors

Ron Blum

Joe Novak

Tom O'Donnell

Stan Stack

Alan Wall

MEETINGS

8:00 pm on the third Tuesday of the month at the Wheeling Township Service Center, 1616 N. Arlington Heights Road, Arlington Heights, IL

NEWSLETTER

Send submissions to Editor, 1N410 Forest Ave., Glen Ellyn, IL 60137 or e-mail editor@nirgv8.org or call 630-858-9474
Publishing deadline is the 25th of the month.

The Road Chatter is published monthly by NIRG.

Other Early Ford V-8 Regional newsletters are welcome to use material from the Road Chatter provided the Road Chatter is credited as the source.

FROM THE DESK OF PRESIDENT

As I'm writing this Diane is packing for our trip to the Eastern National Meet in Windsor, CT. I normally help but last year we had a little problem so this year I'll stay out of the way. The car is as ready as I can get it so with a little help from the V-8 gods and lady luck we'll be leaving soon. I just hope the weather stays on the cool side; driving 900+ miles without A/C isn't as much fun as it used to be. Even so, I'm excited about going and can't wait to get on the road.



I would like to share some of my thoughts about our last two tours. These two tours couldn't have been more different.

The Beller Museum is more of a collection of cars and trucks that have been stopped in time; freezing the deterioration from continuing, saved from Mother Nature and or the crusher. Some of the vehicles were beyond being saved or repaired - they were just shells of what they once were. Yet others could be saved and brought back to become a useful vehicle again. The library that Jordon Beller has put together is one of the best I've seen outside of going to Dearborn, MI. The museum is full of parts for just about every Ford that came off the assembly line. I would like think that if Jordon wanted he could put a few cars and trucks on the road with just the parts that he has on hand.

The Munz collection of cars, motorcycles, hot rods and engines was from every era of the flathead and were 100% totally restored. His collection of motorcycles started my heart to flutter. As a kid and adult I loved the Triumph motorcycle and Richard Munz had a dozen or more; one, two, and three lungers ready to throw your leg over and ride into the sunset. The three floors of cars, hot rods, and motorcycles would be a man's best dreams come true - it was a pure delight to be there. I could have stayed and wandered around for hours and let my imagination go wild.

I see Diane looking my way; I think she may need some help with the suitcases so it's back to reality. See you at the next meeting, or sooner, with news of our trip to the Eastern National Meet. I would like to thank Tom O'Donnell for putting the Beller tour and lunch together - great job; and let's not forget Frank Koeder for introducing us to Rich Munz and his great collection - thanks Frank. One last thing - we're still looking for someone to volunteer to organize the Christmas Brunch.

President, Daniel Pudelek

Best wishes for a quick recovery to Madeleine O'Donnell who recently had knee surgery. Also, good luck to Arlene Blum who is scheduled for knee surgery July 9. Stan Stack, Bob Paladino and Tom O'Donnell are getting along great after recent surgeries and we understand Gladys Duzell is also doing well. Best wishes to former NIRG Vice-President Ed Fontana who has begun a fight with cancer, and to all members facing health issues.

UPCOMING TOURS AND EVENTS

Door County Tour

Joe Novak has arranged a relaxing driving tour to Door County the weekend of July 10 – 12. We will be staying the nights of July 10 & 11 at the lovely [Church Hill Inn](#) in Sister Bay. Everyone who signed up to go should already have their reservations at the Inn and should have let Joe know that you are participating.



We will be meeting at the Town & Country Mall at the corner of Arlington Heights and Palatine Roads on Friday, July 10, leaving at 8:00 a.m. We will drive up back roads to the outskirts of Milwaukee to avoid I-294/94 construction, then I-43 to our lunch stop. Reservations have been made for various restaurants over the weekend, as well as the ferry to Washington Island.

Annual NIRG Picnic - Sunday, August 9

Please make plans to attend our annual picnic, to be held on the Fox River in Cary, hosted by Frank Koeder. This is at the same attractive location where we held the picnic several times a few years ago. Plans are still being worked out and will be fully detailed, along with a map, in the August Road Chatter. This is usually one of the largest gatherings of our V-8 Fords each year and is always a fun time. We plan to have a cookout as well as our traditional auctions. Family and friends are welcome.

We will be looking for a few volunteers to help set up the club tent, tables, chairs, etc.

2009 Central National Meet Update



The Central National Meet begins in just over 7 weeks. If you have not yet registered for the meet, the time to do so without penalty has passed, but you can still register. We learned at the Eastern Meet that there are nearly 300 members registered for the meet and there are still some hotel rooms available, but don't delay. Please contact Ken Bounds if you need a form, or you can download it from our website, www.nirgv8.org.

The meet dates are August 28 – September 1. Auburn is less than 190 miles from the Lincoln Oasis. We plan to caravan from there with a large group Friday, August 28. Also, please reserve Saturday, August 22, for our traditional "drivers meeting". The location has not yet been chosen, but these meetings are always a fun time to get together for dinner and to go over detailed plans for driving to the meet and what to do while we are there. Any questions you may have about National V-8 Club meets will be answered, such as vehicle classes, the judging process, etc.

There will be a lot to do in Auburn, including the anticipated opening of the Early Ford V-8 Foundation Museum. We are making plans for an enjoyable, relaxing trip across Indiana to the meet and also some things to do (meals, etc.) in addition to what the meet organizers have planned for us. This is likely going to be the largest Central Meet ever – don't miss it!



Beller Museum Tour

by Tom O'Donnell

After worrying all week about the weather, Sunday, May 31, turned out to be a perfect day for touring in our V-8s. Madeleine and I (1940 Mercury Coupe) met Ron Blum and Stan Stack (1953 Ford Tudor), Gene and Earl Heintz (modern), Alan Wall (modern), Ron Dopke and his friend Norman (1940 Ford Tudor), and Garry and Joan Kelly (modern) at the Town and Country Mall in Arlington Heights. We toured to Glen Ellyn on secondary roads, where we met Tom Buscaglia (1951 Tudor) and Roger Hunz (modern). We continued on the secondary roads to the [Beller Museum](#) in Romeoville where we met Ken Bounds (1936 Ford Roadster), Mike Heatherly (1941 Mercury Convertible), Sam Barone and Judy (1941 Ford Pickup), Frank Madrigali (1950 Ford Coupe), Dan Pudelek (1953 Ford Victoria), Joe Kozmic (1937 Ford Coupe), Ernie Herzog (1953 Ford coupe), John Judge (1952 Ford F2 tow truck), Joe Novak, (modern), and Charley Kaiser (modern).

Jordon Beller opened the doors to both the museum and his workshop/storage area as soon as we arrived. We were greeted by a freshly painted floor on the museum side of the building. Half of the floor was painted and the displays were crowded into the other half. Jordon took the group on a guided tour and explained the history of the vehicles in the museum. These vehicles are unrestored and displayed with the



Mike's Convertible being judged 41 Mercury



Jordon talking about the history of the vehicles



Some of the club members enjoying the fresh air



Project in workshop area

patina they acquired in the years prior to being added to the Beller collection. Several 1932 trucks, several Model A trucks, a couple of hearses, a 1936 Ford Phaeton, a Rolls Royce, and a 1950 Ford F4 were among the vehicles on display in the museum. A 1932 Ford fire truck and a couple of vans were also on display.

Jordon took the group into his library, where he has tens of thousands of pieces of literature. The literature collection consists of Ford advertisements and color folders, dealer handouts, magazine advertisements, and other reference material. It is mainly based on the Ford Vehicles from 1928-1932. There are pieces in the collection that cover other years of Ford manufacture.



Garry Kelly and Alan Wall examining a 32 truck



Members in the administrative area of the museum

The group went into the workshop/storage area of the building next. Several of Jordon's current projects were on display. They included a tow truck, a Model A sport coupe with a pickup bed where the trunk would be and a Model A phaeton that is having some maintenance to preserve the patina.

When we were finished with the tour of the museum, we drove to White Fence Farm for lunch. Most of us had their chicken dinner. After lunch, a walk through the museum attached to the restaurant was on the agenda. There were a few cars, such as a 1946 Ford Woody and a LaSalle convertible mixed in with such items as washing machines, typewriters, mechanical calculators and baby buggies.



Partial view of the collection



Club cars at White Fence Farm

RVM Classics

Our Tour to the Richard Munz Collection in Madison, WI

By Ken Bounds

On June 13, eleven hardy members met in Rolling Meadows to begin a rain-soaked trip to Madison. Leaving the parking lot were Ken Bounds & Joe Kozmic in Ken's '50 Convertible, John Judge in his '52 F-2 Tow Truck, Charlie Kaiser in modern, Frank & Phyllis Madrigali in their '65 Barracuda, Dan Pudelek & Neil McManus in Dan's '53 Victoria, and Len Vinyard & Bob Paladino in Lenny's '57 T-Bird. Our rear guard was Alan Wall in a '62 Pontiac, trying to keep up with the Flatheads. We caravanned in the downpour out the Northwest Tollway, meeting more V-8ers at the Belvidere Oasis: Frank Koeder and friend Jimmy in Frank's '39 Convertible, Tom Buscaglia in his '51 Tudor, and Roger Meness in a '64 Ford Convertible. After



Our host, Richard Munz

a brief stop, our trip continued via expressway to Madison. As we neared the town, the rain left us and we had bright sunshine for the rest of the day.



1930 Ford Roadster with Ardun heads

Frank Koeder had arranged this chance to see a great private collection, and we thank him for that. Mr. Richard Munz had graciously set up lunch for us at a restaurant near his building and was there waiting to meet us as we arrived, taking the time to introduce himself to each visitor. He had even phoned while we were en route to make sure we were not having any problems. We did not and we all walked into the restaurant at precisely the arranged time. To our surprise, Mr. Munz picked up the lunch tab for the entire group! What a host!



Plenty of speed equipment

After lunch Richard led our group back to his building, being careful to wait until everyone was behind his truck, then assisted us in safely parking our cars. It is hard to describe the sight we saw when he





Blue 1951 Triumph in the Center, below photo

opened the doors of RVM Classics and let us in. As our eyes scanned the incredible collection on just the main floor of the three-story building, we started to take in what was there: rows of new or totally restored motorcycles, signs and memorabilia everywhere, an original 1940 Ford Coupe, race cars, engines on stands, neon signs, gas pumps, and much more.

Richard gave us an overview of his collection before turning us loose to view the three floors of goodies. He fondly told the story of the huge picture on the wall, shown to the left, of four teenage boys posing on motorcycles. He saw that picture in recent years in a magazine and the author still knew two of the boys. One of the guys he had lost touch with was none other than Richard Munz! He got the picture and made an enormous blow-up for his wall. The picture included Richard at age 16 posing on his first motorcycle, a 1951 Triumph. And right there on display in a line of motorcycles was that very bike, preserved to this day.

Richard proudly displays his collection in a well-preserved three-story former dealership building with concrete ramps between floors. The main floor contains primarily race cars, along with an original '40 Ford Coupe (it's for sale guys!), the large motorcycle collection, and memorabilia. The lower level is all hot rods (not street rods), mostly '32 Fords. The upper level is mostly original, stock, or modified street cars. Only two were not Fords. One thing caught our eyes – attached to every car was a battery tender. These pieces of automotive history are started and driven! Also noticeable, on the wall behind many of the cars in the collection, were pages from magazine articles where these cars were featured.



1926 Ford T "Chester Osgood" Roadster



The main attraction on the main floor had to be Chester Osgood's highly modified '26 T Roadster, built in the '40's and raced until 1958. The incredible aluminum body was handcrafted by the legendary Whitey Clayton. It still sports one of the first Ardun-equipped flatheads. Richard started the engine for us & we were all impressed not only by the sound, but also by how it readily roared to life.

Speaking of Ardun overhead valve heads, they were everywhere! Two sets were in cars, two were on complete engines mounted on stands, one immaculate set

was on the shelf, and another super-early set was on a rare unrestored engine displayed with the hot rods on the lower level. The first car on the lower level was the well-known Tommy Foster Roadster, one of the no fewer than four '32's displayed here that were among the "75 Most Significant '32 Ford Hot Rods" in history as determined during the 75th anniversary celebration of the '32 V-8 Ford two years ago. John Judge was impressed that it sported the 1950 Ford accessory steering wheel, often misidentified as a Crestliner wheel, similar to the one on his Convertible. As soon as we walked into the room, Neil McManus exclaimed "Hey, I've driven that one," pointing to the second car in line, the Neil East Roadster. Seems his brother Pete, also a NIRG member, used to own the car. This super-impressive hot rod collection consisted of ten '32 Fords and also included an Ardun-powered '31 Roadster, a record-setting '34 Flathead-powered Bonneville racer, and a '30 Ford Track Roadster.

On the way up the ramps to the upper level, Lenny drooled over the endless collection of huge, original auto-related signs, pedal cars, and other memorabilia. On this level the awe just continued. Richard had displayed a collection ranging from mostly stock street cars, to a Dearborn-winning '40 Convertible (now sporting a McCullough supercharger), to slightly modified cars, to amazing customs. We saw an awesome, pristine, totally original '32 Three-Window survivor (below right). There were no less than four immaculate Woodies, a 47,000-mile original "James Dean style" 1950 Mercury Convertible, and much more.

It is difficult to fully capture in words the quality of Richard's collection. Back on the main level, we took in some of the items in more detail. Richard started and ran a totally stock V-8 60 h.p. engine on a stand. We took a second look at some of the race cars, including a Crossfire V-8 and an Offenhauser-equipped front-engine Roadster. Two spare 4-cylinder Offy engines sat on the floor, ready to go. Unfortunately, it was about time to leave, so we gathered for a group picture. Our host Richard, always the gentleman, even took a couple of shots for us to we could all be shown. He then took the time to lead us to a gas station before we began our trip home. We all went our separate ways, but will not soon forget the collection we saw nor the kind consideration of the man who shared it with us.



Frank Koeder, Neil McManus and Bob Paladino



Our Tour to the 2009 Eastern National Meet – Windsor, Connecticut By Ken Bounds

On June 29 our small group of 7 NIRG members returned safely home after our 8-day trek to the 2009 Eastern National Meet. For the most part, our four V-8s performed well on the 1,900+ mile trip and we brought home “the hardware” and plenty of motoring memories.

After planning the trip for many months, we began June 17 with our traditional drivers’ meeting at Roundheads in Lombard. At this meeting we went over various plans, maps, and itineraries for the long drive as well as reminder lists of items that needed to be brought along for the cars and for the meet. Sadly, we did not have time for our traditional trivia quiz; we hope it is back for the drivers’ meeting prior to the Auburn Meet.

Dan & Diane Pudelek elected to leave a day early in their ’53 Victoria for a side trip to Brooklyn, NY, to visit their son. I just had to ask Dan if he had ever seen the movie *Ferris Bueller’s Day Off*. Bright and early Monday morning, June 22, Ken & Carolyn Bounds, ’50 Crestliner, Joe & Nell Kozmic, ’37 Coupe, and Joey Novak, ’40 Pickup, met at the Lincoln Oasis to begin the trip east. The first day’s trip, if long, was rather uneventful. We had great driving weather, cool and no rain, and arrived at our first motel near Youngstown, OH, mid-afternoon. Our Crestliner had logged 433 miles. We had a nice dinner at the nearby Quaker Steak and Lube (right), which will show up again later in our story.



On the second day we drove a short distance into Pennsylvania where we met Pat & Barbara Rooney, ’52 Sunliner, Craig & Annette Gorris, ’40 Coupe, and Jay & Jean Rounds, trailered ’36 3-Window from the Northern Ohio Regional Group. Our caravan from there on to Connecticut with our expanded group couldn’t have been more delightful. We are grateful to Craig for suggesting it and to Pat for mapping the route. Two more Northern Ohio couples, who we saw along the road, drove separately to the meet: Ken & Ruth Canankamp, ’49 Business Coupe and Jeep & Georgene Iacobucci, ’47 Mercury.



The sun was still bright in the sky, but V-8 clouds were looming. While leading the group, our Crestliner suddenly shut off. As we coasted off the road I could see we had no battery power. Fortunately, the fix was simple and fast: a quick disconnect switch had come into contact with the battery tray and shorted the system. A few turns of a wrench and we were back on our way. Incredibly, though, a similar event occurred a few miles down the road, just as we approached a heavy backup due to road construction. Joey Novak’s pickup suddenly shut



Welcome Party

After two days and one short morning of driving, we had arrived! A greeter directed us to V-8 parking and the fun began.

Check-in at the hotel had to be postponed because not all rooms were ready, but we walked past the beautiful '34 Woody parked in the lobby (page 9) to the meet registration room. After receiving our packets and meet merchandise, we spent a little money at the 50/50 raffle and the "your choice" raffle. Now there was plenty of time to renew old friendships with V-8 friends from all over the country. We also had some time to browse the swap area, looking for those hard-to-find Flathead items. I was excited that I was able to add some National Meet gearshift knobs to my collection, purchased from Charlie Schwendler from New York.

While eating lunch we learned that Dan & Diane had arrived with their '53 intact after two nights in Brooklyn. Whew! We were also delighted to see that our long-distance members, Rick, Marisa, and Kim Claybaugh had arrived from Tulsa, along with old friend Don Robbins. Later we ran into National President Jerry Reichel with fellow Georgia group member Bob Padovano, who had driven their V-8s over 1,100 miles from Georgia, not including some ferry miles for a side trip to Bob's native Long Island. Joe Kozmic provided Jerry, originally from Wisconsin, with a Packers jersey with his name on the back. At the welcome party we spent time with so many V-8ers that we typically get to see once a year, if that often.



Craig & Annette Gorris, Barbara & Pat Rooney

After overnight rain, Thursday was the day to go to the cleanup area and begin detailing our V-8s for the Friday concourse. Carolyn helped me get the Crestliner ready to be point-judged for the second time. In addition to the usual interior and exterior detailing, there was also the undercarriage cleanup and removal of non-original items, such as the GPS, CB radio, and tollway transponder. I'm sure the Touring Class guys get a kick out of enjoying a beverage while watching me flailing about under the car. While this was going on, Nell and Diane joined other V-8 ladies in a brunch and shopping tour.

down. This time it was a little more troublesome – Joey's nearly-new Optima battery had simply and suddenly died. Jay volunteered to take Joey to find an auto parts store in his modern ride while a few of us stayed with the truck. They were lucky to find a battery that fit perfectly and we were soon on our way again. We spent night two near Goshen, NY, after driving 393 miles. We had a nice dinner with our friends from Ohio and made plans for our departure the next morning. Day three was an easy 131-mile leg to the meet hotel in Windsor. Unfortunately, this was also the day that it rained on our parade. The drive through the super-congested area around Hartford was complicated by fairly heavy rain, but we managed to keep all 6 vehicles together.

Because of the time needed to prepare the car, I missed some seminars that I would have liked to attend; an engine seminar by Mike Moriarty, an ignition seminar by Mark McDonald, and a paint presentation by Ed Spagnola from Colorite. We did get to attend a judging seminar, as well as the V-8 Foundation meeting, the President's meeting, and the Judges/Owners meeting. There was a funny moment during the President's meeting when Jerry Reichel was talking about the need for National Director candidates. He noted that he was confident that "Mr. Bounds" would apply for the Midwest opening next year. Jay Rounds was seen clutching his chest in horror until he was sure he had heard a "B", not an "R".

While some folks took an evening trip to a casino, others stayed in the hotel to rest up for concourse day. It arrived Friday with sunshine, but with an ominous threat of potentially severe weather between noon and six. With all the beautiful V-8s in place, judging began early and at an accelerated pace. To be sure, though, the judges took plenty of time to thoroughly inspect each car. This was only our second time being point judged and you can't help but be nervous as your baby is examined. The judges were thorough but fair, giving our Crestliner a score of 982 points. After our car was judged, Carolyn and I hurried around the concourse taking pictures of the 130 or so beautiful V-8s present and voting for our favorite touring cars. Most of the guys in our group had already viewed the cars and made their picks. The pace was frantic as sprinkles began and the "heavy stuff" was near. Fortunately, the day was not a complete washout, the severe weather never materialized and the sun reappeared later.



Crestliner Being Judged



Super-Neat '36 Telephone Truck



Row of '51s on Concourse

During the concourse Nell & Diane participated in the ladies tour, including a tour to Mark Twain's Hartford home. I would love to see it someday. Back in the parking lot, though, rain was not the only threat. Joe's '37 had begun to drip coolant. After some work to tighten a lower radiator hose we needed to quit for the day to attend "Cabaret Night." The evening included a light meal, followed by entertainment from a terrific '50s-'60s band, Sharkey & the Unknowns. Their music was quite good and encouraged so many V-8ers onto the dance floor that there was not enough room for all dancers. Everyone seemed to have a great time and there are sure to be some pictures appearing in the V-8 Times!



Sporting our new T-shirts

On Friday we returned to work on Joe's '37, first replacing the lower hose before determining that a water pump was leaking. Fortunately Joe carries plenty of spare parts and we were able to replace the pump, solving the leak. Then the car didn't want to start. We replaced the coil, spark plugs, and carburetor and got the car running. Later we determined that the original carburetor was better and we replaced it on the way home. The successful repairs got the '37 home without further problem. During the day the Claybaughs joined other V-8ers attending a driving tour to Connecticut member Don Passardi's collection. We hope to have pictures and information about this tour and collection in a future issue.

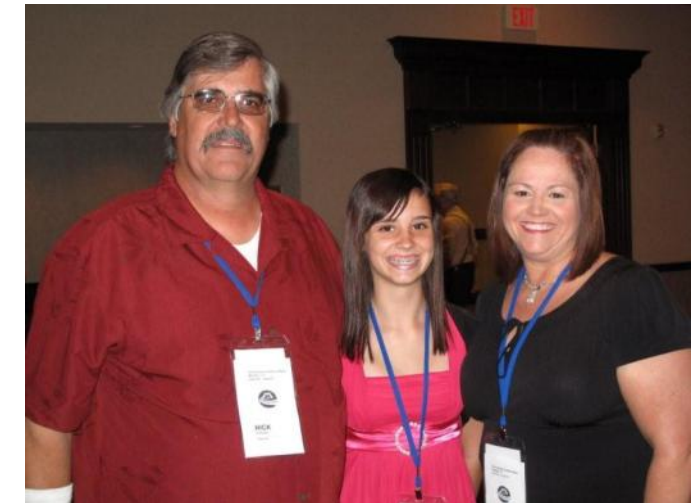
At the awards banquet all ten NIRG members were able to sit together, alongside the ten folks from the Northern Ohio group at the adjacent table. We had a great evening. As the awards were announced, we were pleased to receive a Dearborn Medallion for the Crestliner. Dan Pudelek's '53 won a 1st Place Touring trophy, Joe Kozmic's '37 took a 2nd, and Joey Novak's pickup was awarded 2nd Place in Touring-A.

After the banquet and on Sunday morning we had to say our goodbyes to many V-8 friends. We would not be traveling with the Northern Ohio group and said our goodbyes to them with hopes to see most of them in Auburn. Our trip home would

be only two days, so we needed to put a lot of miles behind us the first day. We did just that, leaving Connecticut, New York, and even the wide state of Pennsylvania in our dust. The only anxious moment was when we went through an area called the Pennsylvania Wilds where gas stations are few and far between. As Joe's gas-guzzling carburetor (which we later replaced) drained his tank to the empty mark, we finally found a station. Joe's tank, which he had thought held 12 gallons, took just over 14! Talk about running on fumes.



Chief Judge Jerry Vincentini & President Jerry Reichel



Rick, Kim and Marisa Claybaugh

After 517 trouble-free miles we arrived back in the same town where we had spent night one – only to find that a large cruise-in was in progress at the [Quaker Steak & Lube](#). What did we do? We took our cars down to join the fun. We were even announced on the loudspeaker. They were amazed we had driven our cars from Illinois – and overwhelmed when they learned we had come from

Connecticut that day. A steady stream of folks examined our V-8s and we saw a lot of nice cars.

On Monday we began the final 400-mile leg of our 8-day journey. The trip fortunately was uneventful, nearly void of construction delays, and containing no lines at toll booths. At the last gas stop we said our goodbyes and made our way home. Carolyn and I arrived at 1:45 p.m. We had a great time and are excited to do it all again in August. Except about 750 miles closer to home!



Displaying our Trophies



Fun at the Cruise-In

JUNE 16 MEETING MINUTES

Submitted by Don Drews

The meeting was called to order by President Dan Pudelek at 8:13 pm.

Treasurer's report, from Joe Serritella:

Opening balance:	~\$2,600
Net income and expenses since the last report:	-\$100
Ending balance:	~\$2,500



Health & Welfare report, from Stan Stack:

Gary Kelly's wife lost her mother recently. George Cech is doing great after open heart surgery. Lloyd Duzell is still in pain, but many members are staying in contact with him. Gladys is getting around with a walker following knee surgery. Former NIRG member Ed Fontana is scheduled for surgery for pancreatic cancer (the prognosis is good because it was detected early).

Membership report, from Ken Bounds:

The Northern Illinois Regional Group has 80 members in good standing as of June 16. One new member Jim Patricki joined at the Beller Museum tour event.

Reports on recent club events:

Tom O'Donnell reported on the tour to the Beller Museum May 31. 12 early V8's participated in the event, which included lunch at White Fence Farm. Ken Bounds and Dan Pudelek gave an overview

MEETING MINUTES CONTINUED

of the June 13 tour to the Munz car collection. 5 early V8's and 4 other old cars participated.

New Business:

A motion was made and carried to establish a committee to review and update our NIRG bylaws. The committee members are: George Zulas, Joe Serritella, Neil McManus and Ken Bounds.

Upcoming 2009 club events:

<u>Date:</u>	<u>Activity:</u>	<u>Organizer:</u>
June 24-27	Eastern National Meet in Connecticut	Ken Bounds
July 10-12	Door County driving tour	Joe Novak
August 9	NIRG club picnic (Need volunteers to set up.)	Frank Koeder
Aug. 28-Sept. 1	Central National Meet in Auburn, IN	Ken Bounds
September 25-27	Lake Geneva Poker Run	Ken Bounds
November 7	Veteran's Day lunch	Heintz/Bounds
December 6	Christmas Brunch (Need a volunteer organizer!)	

Meeting Program:

Ken Bounds showed and narrated several sets of members' photos from the tour to the Munz car collection in Madison, WI. The collection was very impressive, housed in an old dealership building, and our host even treated us to lunch! See the full write-up elsewhere in this Road Chatter.

50-50 raffle results:

Frank Madrigali won \$16 in this month's 50-50 raffle.
(Secretary's note: my ticket number was one off the winning ticket.)
(Editor's note: so was mine.)

Members present:

Ron Blum, Ken Bounds, Don Drews, Mike Heatherly, Earl Heintz, Paul Jensen, Garry Kelly, Joe Kozmic, Paul Linzer, Frank Madrigali, Neil McManus, Jack Nikolich, Joe Novak, Tom O'Donnell, Bob Paladino, Dan Pudelek, Joe Serritella, Stan Stack, Len Vinyard, George Zulas.

No guests were present. The meeting was adjourned at 9:40 pm.

Welcome New NIRG Member

The Northern Illinois Regional Group extends a warm welcome to Jim Patricki of Lockport. Jim met us at the Beller tour and sent in his membership to both the National Club and to our regional group. Jim has just purchased a '38 Coupe. We look forward to seeing both Jim and the V-8 at upcoming meetings and events. Welcome!

This issue should contain a sticker showing the contact information for Jim that you can attach to your 2009 roster. Those receiving the Road Chatter electronically will receive this information in the e-mail.





TECH CORNER



By Ken Bounds

As many of our members prepare to attend the Central National Meet in Auburn next month, we thought it would be a good time to review the differences between the Touring and Touring-A divisions. The differences are noted in **bold print**. We hope this is a useful guide for anyone needing to make a decision as to the class their car should be in.

	Touring Division	Touring Division - A (Accessories)
A	Stock body as it came from the factory with full fenders, hoods, sides, etc., and a pre-1954 paint scheme: No flames, scallops, etc. Tinted glass of the original type is acceptable in any vehicle for which it was available as an original option. Dash and instruments will be stock.	Stock body as it came from the factory with full fenders, hoods, sides, etc., and a pre-1954 paint scheme: No flames, scallops, etc.
B	All V-8 Ford and Mercury vehicles must have flathead V-8 blocks with Ford cylinder head (s) and intake manifold . 1952 and 1953 Lincolns and six cylinder Fords may have Overhead Valve engines as originally equipped. The suspension and drive train shall be Ford Motor Company of the type originally installed in the vehicle. All 1932 through 1948 vehicles must have transverse springs, front and rear; solid front axles; with a torque tube to the rear axle. Dropped front axles are not acceptable.	All V-8 Ford and Mercury vehicles must have flathead V-8 blocks. 1952 and 1953 Lincolns and six cylinder Fords may have Overhead Valve engines as originally equipped. The suspension and drive train shall be Ford Motor Company of the type originally installed in the vehicle. All 1932 through 1948 vehicles must have transverse springs, front and rear; solid front axles; with a torque tube to the rear axle.
C	Stock or factory accessory wheels.	Stock or " era " accessory wheels.
D	Classes: 32-34 Open; 32-34 Closed; 35-36 Open; 35-36 Closed; 37-40 Open; 37-40 Closed; 41-48 Open; 41-48 Closed; 49-53 Open; 49-53 Closed; 32-53 Commercial; 32-53 Wagon; 39-48 Mercury; 49-53 Mercury; 32-53 Lincoln and Lincoln Zephyr. These are suggested classes and may be changed by the hosting group.	
E	Suggested awards are First, Second, and Third in each class.	
F	All Touring Division vehicles will be checked under the hood for allowed equipment.	
G	Any added options must be Ford factory options for 1932-1953 .	Any added options will be of the 1932-1953 era .
H	Allowable updates include dual exhausts, seat belts, turn signals, electric fuel pumps, hydraulic brakes, twelve volt systems with generators, radial tires, and added gauges.	Allowable updates include dual exhausts, seat belts, turn signals, electric fuel pumps, hydraulic brakes, twelve volt systems with generators or alternators , radial tires, and added gauges.
I	All vehicles will be inspected for operational items including: fire extinguisher, tires, brakes, and steering.	
J	All Touring Division winners will be chosen by popular vote of registered participants at the meet. Emphasis will be on touring desirability rather than total authenticity. Please note that there is separate voting and awards for Touring and Touring-A.	

Source: Judging Manual, Early Ford V-8 Club of America



10 Years Ago This Month – July 1999

The July 20 monthly meeting brought us new members Stan & JoAnne Stack. Three members attended the Central National Meet in Omaha July 20-24. Ron Dopke received a Dearborn (995 points!) for his '51 Convertible. Lin Stacey received a Dearborn Medallion for his '42 Sedan Coupe and Rich Adams received a Medallion for his '47 Sportsman.

20 Years Ago This Month – July 1989

At the July 11 meeting, Frank Guzzo presented a demonstration of applying Ford “bugs” to glass using the Fred Hayner method, now lost after Mr. Hayner’s death. Over 50 NIRG members, family, and guests attended a July 16 breakfast and tour to Walter Cunny’s collection. Most members brought their antique cars for the tour. Sixteen cars participated in a tour to Iron Mountain hosted by Barrett McGregor. Several returned with trophies from the car show.

30 Years Ago This Month – July 1979

The first edition of the newly-named Road Chatter was issued. Fourteen members attended the Eastern National Meet in Dearborn, July 5-8. Four members brought cars and three won trophies – including Alan Wall for his '32 Phaeton in the newly-initiated Touring Class. On July 10 the monthly meeting was held at the club’s new meeting place, the VFW in Bensenville. The new location was identified by Len Vinyard.

35 Years Ago This Month – July 1974

A disappointingly few members participated in a joint tour with Midwest V-8 groups to South Bend. About 35-40 members from Western Michigan Flatheads participated. George Cech won the vote for best Illinois Flathead with his '36 Phaeton.

Flathead Flashback

Original cartoon by member Bob Blackmore, published in July 1979 newsletter. If the customer passed out from those prices in 1979, what would he do today?



Artwork by Member Robert Blackmore

NIRG EVENTS CALENDAR

May	June	July	August
9 A Day at the Races 14 Board Meeting 19 Member Meeting 31 Spring Driving Tour	11 Board Meeting 13 Richard Munz Col- lection Tour 16 Member Meeting 24 - 27 Eastern National Meet, Windsor, CT	9 Board Meeting 10 - 12 Tour to Door County Wisconsin 21 Member Meeting	9 NIRG Picnic 13 Board Meeting 18 Member Meeting 28 - September 1 - Central National Meet
September	October	November	December
10 Board Meeting 15 Member Meeting 25 - 27 NIRG Poker Run, Lake Geneva, WI	8 Board Meeting 20 Member Meeting - Officer Nominations	7 Veteran's Day Lunch 12 Board Meeting 17 Member Meeting - Officer Elections	No Meetings 6 Christmas Brunch

**HAPPY BIRTHDAY TO**

**RICK CLAYBAUGH (7/2), JOANNE LINZER (7/2), JOAN KELLY (7/4),
GINNY ASHLEY (7/13), SHIRLEY BASTUNES (7/13), JORDON BELLER (7/13),
TOM YOUNG (7/14), NORM COLLINS (7/17), BILL GRAMS (7/19),
PAUL LINZER (7/19), MATT OTTAVIANO (7/19) & DIANNE HUNZ (7/20)**

HAPPY ANNIVERSARY TO

LARRY & JERRY WEBB (7/24) & RICH & MARY ANDERSON (7/29)

**AND ALL THOSE CELEBRATING BIRTHDAYS AND
ANNIVERSARIES THIS MONTH.**



HELP PRESERVE THE HISTORY OF THE 1932-1953 *Fords*

JOIN THE


HELP BUILD A MUSEUM

EARLY FORD V-8 FOUNDATION



BUY A BRICK

VISIT US AT <http://fordv8foundation.org/>

APPLICATIONS AVAILABLE AT ALL MEETINGS



GAS PUMP GLOBES

BOUGHT  FOR SALE  FOR TRADE

ALAN W. WALL
2736 LINCOLNWOOD DRIVE
EVANSTON, ILLINOIS 60201
PH (847) 869-4181
CELL (847) 927-1932



Michael Kubarth
Restoration Specialties

1451 172nd Avenue
Union Grove, WI 53182
262.859.2233
Cell: 262.308.6272
kubes40@att.net

FOR SALE

Contact Ken Bounds at 630-858-9474 or e-mail editor@nirgv8.org to advertise in the Road Chatter. Cost is \$25 per year.



Please Support our Advertisers!



Northern Illinois Regional Group logo clothing vendor for polo shirts, denim shirts, sweatshirts, jackets:
EmbroidMe, 905 E Rand Rd, Arlington Heights, IL 60004
(847) 577-1240 <http://nirgv8club.promoshop.com>

For Sale

1962 Pontiac Bonneville. Contact Alan Wall 847-869-4181 or 847-927-1932
1932 Ford chassis. Contact Alan Wall 847-869-4181 or 847-927-1932

Wanted

Your stories for the Road Chatter about you, your V-8s or your involvement in NIRG. This is your newsletter, please submit your stories or ideas for tech tips, ladies articles, feature articles or event write-ups to the newsletter editor. See submission information on page 2.

When listing items for sale please provide your first and last name so club members can contact you.



RT. 72 & ROTHWELL RD. • STILLMAN VALLEY, IL 61084

DALE L. MATHISON

PH: 815-645-2271
 FX: 815-645-2740
 TOLL FREE: 800-344-1934



HomeOwner Services, Inc.

ILL License #
450.0000221

Tom Myers



Quality Home Inspection Services
 Serving the Chicagoland Area

1431 Jonquil Circle • Arlington Heights, IL 60004
 Phone: 847-749-3444 • Fax: 847-749-3555
 Cell: 847-308-1495 • Email: tommyers55@aol.com
 www.homeownerservicesinc.com



L-V INDUSTRIES, INC.

High Tech Innovations, Inc.

Jeff Vinyard

508 Meyer Rd.
 Bensenville, IL. 60106

Precision CNC Machining
 Automatic Sawing
 Custom Corvette Parts
 Close Tolerance Turning Specialists

Phone 630-595-9251
 Fax 630-595-3801
 jvinyardlv@comcast.net

Vintage Voltage

AUTOMOTIVE CHARGING / STARTING SYSTEMS

Joe Serritella

444 E. Roosevelt Road #303, Lombard, IL 60148
 Telephone: (630) 567-1775
 E-mail: joe@vintagevoltage.com

VINTAGE VEHICLE
 APPRAISAL AND STORAGE

Koederz Karz

432 MARQUETTE
 CARY, IL 60013

FRANK KOEDER A.S.A.
 MEMBER A.A.C.A., N.S.R.A.,
 N.H.R.A., GOODGUYS & EARLY V/8

OFF. 847-639-4412
 FAX (847) 639-5218

New Work
 Repair Work

Fireplaces
 Glass Block



BRAUN MASONRY INC.

Brick & Stone Work

Tim Braun

Phone
 847-265-0927

Fax
 847-265-2995

ALAN W. WALL, P.E. (847) 869-4181

WALL ENGINEERING
 CONSULTING ENGINEERS
 REGISTERED PROFESSIONAL ENGINEERS
 BUILDING INSPECTIONS

2736 LINCOLNWOOD DRIVE, EVANSTON, IL 60201-1229

32 Old Ford Tools 53

Lin Stacey
 35W699 Park Lane
 St. Charles, IL 60175

Show-ready
 Tool kits for
 "FlatHead"
 Fords

630-584-6081

LinStacey@sbcglobal.net

**EK
 Automotive
 Ltd.**

Complete Automotive Repair

STEVE EK

6600 N. Ogallah
 Chicago, Illinois 60631

(630) 832-1862
 (630) fax 832-1873

U.P.S. Service Available

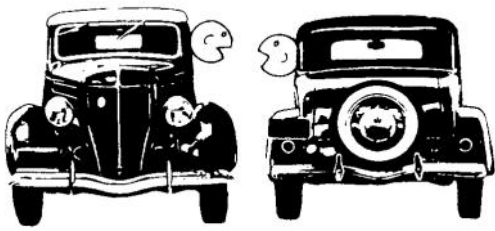
COURTESY METAL POLISHING

ALL METALS POLISHED & BUFFED

CUSTOM CHROME PLATING
 ON MOTORCYCLE - AUTOMOBILE - MARINE PARTS
 ANTIQUE JUKE BOXES AND SLOT MACHINES

JUVENTINO DORADO
 Owner

735 N. ADDISON ROAD
 VILLA PARK, IL 60181



Road Chatter

1N410 Forest Ave
Glen Ellyn, IL 60137



Photo of the Month
V-8ers at the Munz Collection