

ROAD CHATTER

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

Volume 45 Issue 12

P.O. Box 803

Arlington Heights, IL 60006-0803

December 2011

www.nirgv8.org

UPCOMING NIRG EVENTS

December 4 Christmas Luncheon - see details on page 3.

January 1 Deadline to RSVP for Installation Dinner.

January 14 Installation Dinner. See Page 3 for details.

No regular meetings in December



**Happy
Holidays**



In this Issue

Page 2 – President Dan Pudelek talks about the results of recent club elections, both on the National and Regional levels, and passes along holiday wishes.

Page 3 – Upcoming club events: details about the December 4 Christmas luncheon and an invitation to the January 14 installation dinner.

Page 4 – Scott and Nicole Gilday provide us a Christmas treat. This month they begin a multi-part story about the acquisition and restoration of their '41 Ford Convertible. We can't wait for more!

Page 7 – Information about the passing of former member Judy Doligale.

Page 8 – Minutes of our November 15 monthly meeting.

Page 9 – Cheers from our Health & Welfare Chairman Neil McManus.

Page 10 – We lost long-time V-8er Dick Alfini this past month. Dick was an important part of our club and will be missed; more info here.

Page 11 – Rearview Mirror – information about club events over the past 40 years, plus a Flathead Flashback.

Page 12 – Keeping with the theme of Scott & Nicole's '41, this month's Tech Corner is some interesting facts about the 1941 Ford.

Back Cover – Our Photo of the Month: Dick Alfini, the first place winner at our September Poker Rally.

Insert – NIRG members should receive a flyer for the annual Christmas Luncheon. Please return to Frank Madrigali before the end of the year.

Due to space limitations, our Ladies Page took a holiday. Watch for it next month!

Just a reminder that 2012 dues are due. If you have not already renewed, please submit your renewal form and payment to the Membership Chairman by the end of the year so you don't miss an issue of the Road Chatter and to ensure that your information is published in the 2012 roster. A reminder appears to the left of your name on the back cover if we have not received your renewal.



2011 OFFICERS**President**

Dan Pudelek

Vice President

Frank Madrigali

Secretary

Stan Stack

Treasurer

Joe Serritella

Membership Chairman

Ken Bounds

Health & Welfare

Neil McManus

Tour Chairman

Tom O'Donnell

Newsletter

Ken and Carolyn Bounds

Board of Directors

Ron Blum

Ed Fontana

Neil McManus

Tom O'Donnell

Len Vinyard

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 pub-
lished 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

Hello to all,

At the November meeting I had the pleasure and privilege of introducing for the first time my good friend and fellow V-8er Kenneth Bounds as our new National President of the Early Ford V-8 club. It was a mere 20-plus years ago that Ken joined the club; he has come a long way since then. In that short time Ken has held just about every office at the local level and has gained much experience and knowledge along the way. Ken has donated more time and put more effort into making the club better than any member I know. I truly believe that Ken will be a great President and I also know that all our members look forward to doing whatever they can to make it so. Once again, Congratulations Ken, you truly deserve the job.



We held our elections at the November meeting; Thomas O'Donnell was elected as our new president for 2012. Tom has been in the club for well over 30 years and he has held many positions in that time. Thomas has the experience, background and foresight to keep the club rolling in a true and positive direction. As the outgoing president I wish Thomas the very best in the upcoming year and I encourage every member to do the same.

I'm pleased to announce that we have three new board members. I would like to welcome Scott Gilday, John Slobodnik, and John Scheve; this will be the first time on the board for these members. A BIG thumbs up to Stan Stack, Joe Serritella and Ron Blum for volunteering their services for another year; your work is very much appreciated.

I look forward to seeing you at the Christmas Luncheon and to those that I will not see, I wish you the very best of the Holiday Season.

President, Daniel Pudelek

Congratulations to the newly elected NIRG Officers for 2012

President:	Tom O'Donnell
Secretary:	Stan Stack
Treasurer:	Joe Serritella
Board of Directors:	Ron Blum, Scott Gilday, John Scheve, and John Slobodnik



UPCOMING TOURS AND EVENTS**Sunday, December 4**

What: Annual Christmas Luncheon

When: Sunday, December 4, 12:00 noon

Where: Suparossa Ristorante Italiano, 6310 S. Route 53, Woodridge

Noon with Buffet service at 12:30

\$24 per person, cash bar

6310 South Route 53

Woodridge, Illinois



Lunch will include: Salad, Mostaccioli with Marinara sauce, Baked Chicken, Veal Parmesan, Seasonal Vegetables, Bread, Butter, and Pastries for dessert. Coffee, Tea and Soft Drinks are also included. This is an all you can eat buffet. Yum, yum! Bring your appetite!

Ladies can participate in the optional "grab bag" gift exchange – maximum cost, \$25 please.

Questions? Call Este or John at 630-420-0029. The restaurant is convenient to I-355, I-88 and I-55, located at 7 Bridges in Woodridge. West of I-355, South of I-88 and North of I-55 and at the North end of the 7 Bridges complex.

Installation Dinner – Saturday, January 14

The annual installation dinner will be held once again at the Wellington in Arlington Heights. The price of \$35 per person includes one hour of open bar at 6:30 pm, dinner at 7:30 pm, followed by a program of prizes and awards.

See inserted flyer for more information. RSVP with dinner choice and payment to Frank Madrigali by January 1.

A Midlife Crisis (AKA The Other Woman): My (Husband's) Love Affair with a '41 Ford Convertible

by Scott Gilday (and his better half, Nicole Plenge-Gilday)

Our story begins in the spring of 2007. I had been driving my '69 Mustang since I turned 16, and after more than 20 years, I still loved my Mustang but was itching for a new challenge. At the local car shows



Scott & Nicole's '41 Ford Super Deluxe Convertible

I had seen some gorgeous '36 Ford convertibles and had grown quite fond of them, which led to my online quest to find the perfect "project car." Unfortunately there were few "projects" out there, and the ones I found weren't cheap either. So I decided to broaden my search. I had always been fond of the Ford convertibles featured in popular movies when I was younger: Biff's black '46 in *Back to the Future* and the yellow '48 in *Karate Kid*. After scouring the classifieds and internet for months, there was a '41 convertible for sale online that caught my eye. I pursued her for a while, but it wasn't meant to be. Then in April I finally found her on eBay: a '41 Ford Super Deluxe Convertible in need of some TLC.

(Nicole: At the time Scott found the '41, we were approaching our 1st Anniversary and were about to learn we had a baby on the way. Honestly, the prospect of Scott taking on a project like this didn't really scare me as I had a good sense of what he was getting into. My father too had had his midlife crisis: a '66 Corvette he tinkered with for about ten years before selling it. Even while we were dating and living in the city, I lost count how many times Scott had called me from underneath his Mustang to say he'd lost his clutch linkage again – thanks to a problematic bushing he finally got around to replacing years later – and would be late. There was also his mom's '86 Olds that ended up being a nightmare to repair, but don't get me started on that. Nevertheless, I knew a project like this would require a lot of time, patience, and dedication; and even though he had never attempted a complete frame-off restoration before, if anyone was up for the challenge, it was Scott.

Now before Scott could bid on the '41, he had to get my blessing. You see, during our Pre-Cana marriage class, we came up with a \$500 rule: any purchases at or over that amount required spousal approval. Needless to say, I gave him my blessing. Marriage is all about making sacrifices and doing what you can to support your spouse's happiness, right? Though aside from losing a garage spot and sealing my car's fate to the driveway, little did I know my sacrifices would also include the conversion of our basement into a parts shop.)

Getting back to the auction...the seller was looking to unload the shell of a '41 that had no drive train and was supposedly 90% complete – though knowing what I do now, it was more like 60%. He had bought her from someone who started restoring her back to her original condition but had never finished for unknown reasons. The seller had planned to hot rod her, but fortunately he had too many other projects competing for his attention and decided to sell her. So as fate would have it, now it was my turn to give her a new lease on life and restore her to her former glory.

Since the seller lived in Idaho, in mid-May we worked out an arrangement to meet half-way near the Badlands in South Dakota. At the time, I was working on a consulting project in Minneapolis Monday through Thursday and had to squeeze the trip into a three-day weekend, which made for a lot of driving. In need of an extra hand and a tow vehicle, I decided to tell my dad about the car and ask for his help. Despite any concerns he may have had about what I was getting myself into, he agreed to come along for the ride and to use his pickup. So with my dad, his pickup, and an open trailer I rented, we set out on a Friday for South Dakota (Nicole: Meanwhile, I was at my doctor's, receiving confirmation that I was 11-weeks pregnant and viewing the first ultrasound images of our daughter.) After picking up the car and parts that Saturday, we decided to drive straight through the night to make up time. To add to our adventure, the tarp covering the car and parts managed to come loose about every half-hour, necessitating a stop. Finally after 15 hours of driving, we made it home with everything intact except the tarp, which was completely shredded. Granted, after seeing the condition of the car and the ordeal getting her home, I'm sure my dad was thinking I had completely lost my mind. (Nicole: That weekend, Scott had also decided to tell his dad he was going to be a grandfather for the first time, which might have distracted him, though knowing him, it probably led him to further question Scott's mental state.)



After a long drive, the '41 is unloaded

Engine I started looking for an engine and happened to find an online ad from someone selling a group of flathead engines who lived only a few minutes away. I met with him and was fortunate enough to find the correct '41 block, crank, and heads I needed. Although they were a bit rough, they proved to be serviceable, with the exception of one head, which I had to replace. He then put me in touch with a machine shop whose flathead work he recommended: Opel Engineering in Streamwood. Given that their area of expertise is racing engines, I found them to be extremely thorough, not to mention, very precise. Everything was machined so well that there wasn't any variance in the tolerances: The entire rotating assembly – including the full-floating connecting rod bearings – went together without issue.

The source of my engine block was also in the business of selling flathead engine kits, so I worked with him to procure all the parts for my rebuild.

However, due to some challenges he was facing on his end, some of my parts were delayed, setting my build timeline back by a few months. Little did I know, it was the first of many project delays to come.

Once I had all the parts in my possession, the engine build went very smoothly and was finished in a couple of months. Despite the initial delays, I was very impressed by the caliber of the parts. For me, the most challenging part of the build was performing the initial adjustment of the valves, as you need to hold the lifters steady with a rather flimsy tool while applying a lot of torque to make



Underside of the engine during rebuild

the necessary adjustments. On my next build, I plan to have holes drilled in the block valley so I can run a punch through to hold the lifters in place – a technique I read about in the Ford Flathead V-8 Builders Handbook.

Body Work Deciding who would restore the body of the '41 wasn't an easy task. I had considered two shops: My engine contact had told me of someone he had used in the past who did work on hot rods and old Fords out in Woodstock; and I had seen an ad in Hemmings for a shop on Route 47 in Yorkville. I met with both shops and was very impressed with their operations. But ultimately, I decided to go with Jeff Misurelli of Clagwell Inc. – incidentally named after the tractor in the TV series Green Acres as he's a big antique tractor enthusiast. When I took on the '41, I knew I wanted to do as much of the work as I could on my own in order to broaden and hone my restoration skills. Jeff would let me work collaboratively with him and manage whatever I could on my own, allowing me to take a much more hands on role in my restoration. Another big consideration, especially with a project of this magnitude, was cost. Jeff's pricing seemed much more reasonable: not only did he have less overhead as a one-man shop, but allowing me to do much of the work myself helped me keep my costs down.

For the first step of the body work, Jeff had me trailer the chassis and body to Redi-Strip in Roselle for stripping. I had the body alkaline dipped to "burn" off any rust and the chassis media blasted. After the dipping process, I was surprised to see just how much "bad" metal she had once all the paint, Bondo and rust was gone. Unfortunately, the bodywork was going to be more involved than I had expected. After evaluating our stripped body, Jeff and I determined the car would need extensive work on the rocker panels, lower cowls, lower rear quarter panels, trunk floor and doors – much of which was accomplished through the use of aftermarket patch panels. We also noticed that the side pillar of the windshield frame on the driver side looked like it had been patched together. We suspected the car might have been in an accident at some point in her history, which would also explain why the measurements on the driver's side of the car were out of whack. If only she could talk!



The body before (above) and after dipping



Body work in progress with new convertible doors

The biggest challenge we had with the '41's body was the poor condition of the convertible doors – which were literally in pieces – and the inability to align them with the other body parts around them. I tried locating some convertible doors we could use, but wasn't having any luck. The seller had also included a pair of sedan doors with the '41, but as we found out, the inside shell and the thickness of the sedan doors were entirely different from the convertible. So with no other options available, Jeff went ahead and started fabricating new doors from so many disparate pieces that he referred to them as "Franken-doors." Fortunately, I had a change of luck: I found someone in St. Louis who happened to have a very clean pair of '41-48 convertible doors he didn't need. Not wasting any time, I hopped on I-55 and headed down to pick them up. Needless to say, Jeff was thrilled to pull the plug on my "Franken-door" monsters.

Stay tuned next month as Scott & Nicole's wild adventure to make the '41 road- and show-worthy continues, featuring the trans trilogy, pregnancy impulse purchases, and a topless car. You won't want to miss it!



National President Bob York has provided the results of the V-8 Club National Elections. The new National President for 2011 will be Ken Bounds of Illinois. Don Singleterry of California will serve a second term as Vice-President while Steve Lemmons of Washington will again be Secretary. New National Directors elected were Tom Gormley of Connecticut and Tom Johnston of California. Graham Tonkin was elected as the international representative for Australia. Congratulations to all!

It's **Road Chatter** Ad renewal time again.

Do you have an ad in the Road Chatter? Would you like to have an ad in the Road Chatter? The cost is only \$25 for a black & white ad; for \$35 you can have your business card shown in full color.

Just send your payment with a business card to:

Ken Bounds
1N410 Forest Ave.
Glen Ellyn, IL 60137



Please make checks payable to Northern Illinois Regional Group. Renewals must be received prior to December 22 to be in the January Road Chatter.

In Memoriam - Judy Doligale

We sadly report to you that former long-time member Judy Doligale of Chicago passed away November 10. Judy and husband Rich, who was our club's President in 1984, 1985, and 1988, were members from 1980 to 2007 and were very active in many club events. Judy suffered from the debilitating effects of scleroderma for 11 years. Our condolences go out to Rich, their son Rich and wife Anne, and their three grandchildren.



NOVEMBER 15 MEETING MINUTES

Submitted by Stan Stack

President Dan Pudelek called the meeting to order at 8:25 pm. Dan announced that Ken Bounds has been elected as our new National Early Ford V-8 Club President - his term is one year. Congratulations were given with applause from all present.



Treasurer Joe Serritella reported that we had a starting balance of \$2,963.39 and ending balance of \$3,669.59.

Health & Welfare Chairman Neil McManus was not present so Dan gave an update. Dan thanked all the club members that attended Dick Alfini's wake and funeral and advised that our club had made a donation to the National Diabetes Fund. Judy Doligale passed away last Friday. Judy and her husband Rich were long time members. Judy suffered from serious medical issues for over ten years.

Membership Chairman Ken Bounds stated 51 of our 86 members have renewed. Dues need to be in by January 1. Ken asked Ron Steck to introduce his guest, Larry Hunkiele. Ken introduced potential new member George Quebik who told us he has a 1949 Custom Ford Fordor.

Tour Chairman Tom O'Donnell introduced Earl Heintz who spoke about our Veterans Day Luncheon at Sam's of Arlington. Earl said that there were 26 in attendance and that the food and service was very good. (Many of our members were at the same time at Dick Alfini's funeral.)

Tom reminded us of our December 4 Christmas Luncheon. John Scheve spoke about the details. Tom asked Frank Madrigali to give an update on our January 14 Installation Dinner.

Dan Pudelek opened nominations for 2012 Officers; Ken Bounds listed the nominees on the overhead. The following were nominated: Tom O'Donnell for President (Dan withdrew his name), Joe Serritella for Treasurer, and Stan Stack for Secretary. For the Board: Ron Blum, Scott Gilday, John Scheve, John Slobodnik, and Alan Wall. (Neil McManus withdrew his name.)

After counting ballots, the 2012 officers will be: President Tom O'Donnell, Treasurer Joe Serritella, and Secretary Stan Stack. The Board will consist of Ron Blum, Scott Gilday, John Scheve, John Slobodnik and Past President Dan Pudelek.

NIRG will have its 45th Anniversary next summer. Ken asked for ideas for a special event. Suggested events, Cruise on Lake Michigan with dinner on some weekend evening in July. Casino evening and dinner at Aurora or Des Plaines.

Our Midwest Director Ken Bounds talked about the 2012 National Meets, including the Eastern National Meet in Hiawasse, GA, in June, the Western National Meet in Redmond, OR, in September, and the just-announced Central National Meet in Branson, MO, August 21-23. Ken also mentioned the planning for a cross-country tour, possibly following the Lincoln Highway, in conjunction with the 2013 Grand National Meet in Lake Tahoe. Members will be able to get on and off the tour route and join in. More information will be available in the months ahead.

Ken Bounds advised that Marty Duling had taken many pictures of club events over the years. Marty

NOVEMBER 15 MEETING MINUTES - CONTINUED

has recently converted hundreds of slides to digital photos and provided Ken eight DVD's going back to 1974. Tonight, Ken showed a DVD from 1986, mostly relating to our Central National Meet at Pheasant Run, but including some other events. Ken commented on many of our members at that time and those that are still with us. It was a lot of fun.

Tom Barosso won \$25 in the 50/50 Raffle; turkey certificates of \$25 each were won by John Emmering and Alan Wall.

Dan Pudelek our President of 6 years spoke for a moment about enjoying his time as our President, but it was time for him to move on. Our new President beginning in January, Tom O'Dennell announced at the end of the meeting that the new Board and Officers will be meeting and planning January 12, 2012.

Dan thanked Betty Klafta and Carolyn Bounds who baked delicious cookies for the meeting. He reminded everyone that there is no member meeting in December. The meeting was adjourned at 9:35 pm.

Attendance: Tom Barosso & Betty Klafta, Ron Blum, Dennis Bohannon, Ken Bounds, Joe Dispensa, Sam Dix, John Emmering, Scott Gilday, Mike Heatherly, Earl Heintz, John Judge, Joe Kozmic, Frank Madrigali, Joey Novak, Tom O'Donnell, Dan Pudelek, John Scheve, Joe Serritella, John Slobodnik, Stan Stack, Ron Steck, Ron Vaughan, and Alan Wall. Guests: Larry Hunkiele and George Quebik.

CHEERS**BY NEIL MCMANUS**

Greetings Everyone,

As we begin this month's column it is truly a transition column for me.

When I accepted the position of Health and Welfare Chairman I did so as I do other positions of this type, that is try it for a year and assess what may or not have been accomplished. That time frame stretched into two years. My goal was simple; that is to let others know what various events are occurring within the Club family. There have been some graduations, anniversaries, as well as some sad events that have transpired. Whether or not I accomplished that I will leave for others to decide; it is time however to pass the torch so to speak and let someone else accept the challenge.



We lost two V-8 friends this month; Dick Alfini passed away after a brief illness; Dick was a very outgoing and friendly person, always upbeat. Further memories, contributions, and pictures are on the following page. My favorite memory is that Dick will be forever remembered as the individual that defined engines for the Touring Class Judging rules. We also lost Judy Doligale after a long illness. Judy was always very active in club events and added to any Club event she was able to attend.

Joe Serritella's daughter Cathey continues to battle cancer.

I'm sure card or note from their V8 friends would be appreciated by everyone that is under the weather.

Happy Holidays to all.

Richard J. "Dick" Alfini December 21, 1934 – November 7, 2011

On November 7 we lost a loyal and devoted Northern Illinois Group member and a good friend. Dick Alfini struggled with medical problems for several years, but passed away unexpectedly after being hospitalized soon after participating in our Fourth Annual Poker Run at the end of September. Dick was laid to rest in his NIRG Club jacket that he was so proud of, a gift from his children earlier this year.



Dot and Dick at the 2010 Poker Rally

Dick participated as a guest in several NIRG events before becoming a member in April 1989. He took a leadership role right away, serving on the Board of Directors and as Tour Chairman in just his third year in the club. Dick and wife Dot set up and hosted several events and went on most club tours. Dick was elected as NIRG President twice, 1995 and 1997. He also served six years as Vice President and as a Director two more years. This totals 11 years of his 23 with the Club.

Dick's commitment as an officer was not trivial. In those 11 years he traveled to our meeting place in Arlington Heights twice a month, typically leaving from his downtown Chicago office after work over 30 miles away, then another 45 miles back home right through the city to the "East Side." He didn't complain, always had a smile on his face, and most importantly, always had something valuable to add to the Club.

Dick was the owner of AJ Thomas Midwest Cash Register Company and didn't understand the concept of retirement. Over the years he generously donated several antique cash registers to assist with club fund raisers, particularly our picnic auctions. These always brought in big dollars for our treasury.

As mentioned before, Dick and Dot participated in many club tours and events. Over the years their Early V-8s included a black '50 Tudor, a maroon '50 Coupe, and a red '51 Convertible. But Dick looked most comfortable wheeling his Caddy Convertible. In recent years, one recurring event that they never wanted to miss was the Lake Geneva Classic Car Rally and for the past four years our replacement Poker Rally. This charitable event was so important to Dick that his priest even mentioned it in the eulogy. Coincidentally, Dick was the first-place winner in our Rally the past two years.

Dick was a loyal friend; his wit, humor, and contributions to the Club will be sorely missed. Our best wishes go out to Dottie, their children, and their entire family.



Dick and Dot's "Nifty Red 50" parked at home



10 Years Ago This Month – December 2001

The annual Christmas Brunch was held December 9 at the Drury Lane in Oakbrook Terrace, hosted by Nell Kozmic and Carolyn O'Hare. There was a large turnout of about 40 V-8ers and family; everyone thought the food was fantastic and had a great time at this new location. Some took the time to do some Christmas shopping at the adjacent Oakbrook Center mall.

20 Years Ago This Month – December 1991

Elections held at the December 17 monthly meeting resulted in Earl Heintz being elected Treasurer, Alan Wall Secretary, and Ken Bounds President. (Good grief – what is this going to lead to?) Membership Chairman Neil McManus reported that 61 members had renewed for 1992. President John Witthoeft talked about the possibility of Judging Seminars being sponsored by the National Club; there was not much interest and comments that not many members were having cars judged any more.

30 Years Ago This Month – December 1981

The November Road Chatter included a letter and survey from incoming President Marty Duling. Marty asked that members wear nametags to all events and suggested possible tours for 1982. There was an extra-large turnout of 44 members at the December 8 monthly meeting at the Bensenville Administration Building. Members were reminded of the need to clean up after themselves at the end of each meeting.

40 Years Ago This Month – December 1971

The newsletter was back after a 3-month hiatus. The editor talked about the successes and failures of the past year and questioned what was ahead in 1972. He described a trying year that could not be termed a real success. Looking forward, there was an appeal for more active participation and more V-8s out on the road. They don't have to be a trophy winner to give you great driving fun.

Flathead Flashback

Dick Alfini supervises repair of his Caddy's flat tire on the 2008 Lake Geneva Poker Rally.or, how many V-8ers does it take to change a tire?





TECH CORNER



2011 is the 70th anniversary of the 1941 Ford. At the beginning of the year, the war was oceans away; Ford had brought out the longest, roomiest, softest riding Fords to date.

New

- For the first time since 1908, a Ford could be purchased with a 6-cylinder engine, introduced in June
- A remotely-operated hood release latched automatically when the hood was closed
- The Super Deluxe line, in seven body types, featured additional “luxury” appointments
- A new body style for Ford, the Sedan Coupe

Gone

- Gone was the “standard” body designation, replaced by “special”

Technical Specifications

- Price – starting at \$684 for the 2-door Special Coupe to \$1,015 for the Super Deluxe Station Wagon
- Weight – ranged from 2,791 lbs for the 5-window Coupe “Six” to 3,419 lbs for the V-8 Station Wagon
- Engines – 221 ci Flathead V-8 rated at 90 horsepower and 226 ci 90 hp Flathead Six
- Engine production – V-8, 782,740; 6-cylinder, 34,800
- Production totals: 689,571 – Fewest - Special Fordor, 3,838 Most - Super Deluxe Tudor, 185,788

Notable

- Ford began the year as the only major non-unionized auto manufacturer; that changed after an April strike

World Events

- On March 7 the first FM radio station began operation in Nashville
- On May 1 Orson Welles’ movie *Citizen Kane* premieres in New York City
- On June 2 Lou Gehrig died in New York
- On October 31, the carvings on Mt. Rushmore are completed.
- As the war raged on in Europe, the surprise attack by Japan on Pearl Harbor brought the U.S. into World War II.



NIRG EVENTS CALENDAR

September	October	November	December
8 Board Meeting 11 Tour to Roscoe 20 Member Meeting 23-25 Lake Geneva Poker Run	13 Board Meeting 16 Fall colors tour - Lake County 18 Member Meeting - Officer Nominations	10 Board Meeting 11 Veteran's Day Lunch 15 Member Meeting - Officer Elections	4 Christmas Luncheon, Woodridge No Meetings
January	February	March	April
12 Board Meeting 14 Installation Dinner 17 Member Meeting	9 Board Meeting 21 Member Meeting	8 Board Meeting 20 Member Meeting	12 Board Meeting 17 Pizza Meeting

**HAPPY
HOLIDAYS**

HAPPY BIRTHDAY TO

**KATHY SPRAU (12/2), FRANK NAGODE (12/3), MARY ANDERSON (12/4),
LEAH DULING (12/10), DAN PUDELEK (12/10), GERALD KELLY (12/11),
JANIS DIX (12/15), JOHN MCCARTHY (12/20), MARGARET KOEDER (12/25),
KEN BOUNDS (12/26), DON BRAUN (12/26),
& RICH ANDERSON (12/31)**

HAPPY ANNIVERSARY TO

**KEN & CAROLYN BOUNDS (12/6), BOB & ANGIE PALADINO (12/11),
GORDON & CHRIS COLDITZ (12/13), MARTY & LEAH DULING (12/21),
JERRY & ALEXANDRIA GUNDERSEN (12/22) &
TOM & MADELEINE O'DONNELL (12/27)**



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



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(847) 577-1240 <http://nirgfordv-8club.promoshop.com>

For Sale

1937 English built Fiat Topolino - rare car, 2,200-hour restoration. Original '37 English license plate. Asking \$40,000. Niehoff Dwell Meter and Tach combo, Niehoff Timing Lite \$20 for both. Contact Jack Nikolich 847-537-6069.

Kong Jackson flathead distributor - \$1,200. **49-53 Lincoln-Zephyr gears**, \$500. **Harmon-Collins Flathead distributor**, original bracket & coils, \$750. **Ardun Engine Exhaust System**, \$1200. Contact Frank 847-840-7557.

New one-ton foldable shop crane (cherry picker) \$100. **New engine leveler** - \$50. **Rebuilt Starter** - 59AB Motor, never used \$150 - Call Joe Novak 708-923-9953 or cell 708-289-2092.

Five 48 -56 dog dish hubcaps (red letters) excellent shape \$100. Contact Larry Hunkiele (guest of Ron Steck) 630-346-6935.



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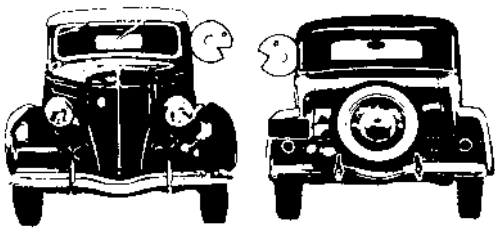
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**Photo of the Month
In Memory of Dick Alfini**