

ROAD CHATTER

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

Volume 46 Issue 2

P.O. Box 803

Arlington Heights, IL 60006-0803

February 2012

www.nirgv8.org

UPCOMING NIRG EVENTS

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

February 12 Ladies Night Out - See page 3.

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



OTHER EVENTS OF INTEREST

February 10 - 19 104th Annual Chicago Auto Show, McCormick Place, \$11 adult, \$7 seniors 62 and older.

February 19 28th Annual Winter Parts Swap Meet, Kane County Fairgrounds, St. Charles, IL, 7:00 am -2:00 pm. \$5 donation per person.

Note The February Skip's Grayslake show has been moved to March 18.

In this Issue

Page 2 – President Tom O'Donnell talks about the Installation Dinner and events planned for 2012, with an emphasis on tech talks and articles. Also, mark your calendar for an upcoming March 10 event.

Page 3 – Joe Novak is hosting Ladies Night Out Sunday, February 12 - just in time for Valentine's Day - details here.

Page 4 – We held our annual Installation dinner January 14 at the Wellington in Arlington Heights. Read about it here.

Page 6 – In the conclusion of their fun three-part story about their '41 Convertible, Scott and Nicole Gilday talk about completion of the restoration with all the final details, then hit the show circuit.

Page 11 – Your editors talk about the Road Chatter, Rosters, and a very special thank you.

Page 12 – Minutes of the January 17 monthly meeting.

Page 13 – NIRG welcomes another new member.

Page 14 – In this month's Tech Corner President Tom O'Donnell summarizes the informative tech talk he presented at the January meeting about brighter tail lights.

Page 15 – Rearview Mirror – information about club events over the past 40 years, plus a Flathead Flashback.

Pages 16 – Did you miss the V-8 Gals? They are back this month with some Valentine's Day humor and a yummy recipe.

Back Cover – Our Photo of the Month: The NIRG Officers and Board for 2012 (not shown, Secretary Stan Stack).



2012 Membership Rosters will be available at the February club meeting. Please come to the meeting to pick up your Roster!!

2012 OFFICERS**President**

Tom O'Donnell

Vice President

Frank Madrigali

Secretary

Stan Stack

Treasurer

Joe Serritella

Membership Chairman

Ken Bounds

Health & Welfare

Joe Serritella

Tour Chairman

Scott Gilday

Newsletter

Ken and Carolyn Bounds

Board of Directors

Ron Blum

Scott Gilday

Dan Pudelek

John Scheve

John Slobodnik

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, from your new President



Congratulations to Joe and Marie Dispensa on their recently celebrated 50th Anniversary.

January's board meeting took place on the night of our first snowfall of the year. All of the Officers and Board Members made the trip to help plan events for 2012. We all appreciate the dedication that these people have shown to help the Club members have an interesting year. Events were planned for each month and the preliminary calendar can be found on the web site and in the Road Chatter. If you would like to host an event, please contact Scott Gilday, our new Tour Chairman.

We had a nice turnout at the Installation Banquet. Everyone seemed to have a good time and the food was good. Thank you Frank for your hard work in setting up the Banquet.

Turnout for the January meeting was good, considering the snowfall and cold temperatures. Tours and Tech Talks were discussed as part of the business part of the meeting and then I gave a Tech Talk on making your tail lights brighter. There is a summary of the talk in this issue of the Road Chatter.

We need people to submit articles about their cars. I know most of us cannot write a polished article, but if you are willing to spend some time, Ken will be glad to assist you. Technical articles are also needed. John Scheve, the Technical Coordinator, will be glad to assist you if you have a subject or tip that other club members can use.

At our February meeting the Rosters will be passed out and it will feature a Tech Talk on rebuilding transmissions by Scott Gilday. The Pizza meeting has been moved to March 20 at Lou Malnati's on Higgins Rd. in Elk Grove Village. I hope to see you at both meetings.

It's not too early to think about driving to Branson for the Central National Meet. We had a lot of fun there last time and it looks like they have a great agenda again.

Tom O'Donnell
NIRG President

Save the Date! March 10

Ron Dopke and Charles Kaiser are hosting a luncheon featuring giant corned-beef sandwiches Saturday, March 10, at the [Northwest Turners](#) in Schiller Park. Ron will have a signup sheet at the February meeting. See next month's Road Chatter for full details.

UPCOMING TOURS AND EVENTS



Ladies Night Out



Sunday, February 12

Treat your Valentine to Dinner and a Play!

Hosted by Joe Novak



[Moonlight and Magnolias](#)

Prepare yourself to be locked in a room for five days with nothing to eat but bananas and peanuts as legendary producer David O. Selznick, famed screenwriter Ben Hecht and Wizard of Oz director Victor Fleming craft a troubled screenplay into one of the finest films of all time. It's the behind-the-scenes glimpse of *Gone with the Wind* seen through the eyes of these comical and desperate creators in 1939 Hollywood. Rating: PG13 due to strong language.

"'Frankly, my dear, this is one funny play... a rip-roaring farce... [with] witty, pointed dialogue and hilarious situations..." The New York Daily News

Place: Pheasant Run Resort
4051 E Main St (IL-64)
St. Charles, IL

Time: 1:00 PM Cocktails, cash bar
2:00 PM Play: Moonlight and Magnolias
4:30 PM Dinner

Cost: \$57.00 per person includes theatrical play, dinner, and gratuity. Cash bar.

Three-course gourmet dinner includes: Soup or salad, your choice of entrée and dessert, coffee, tea or milk.

The RSVP deadline was January 27; please contact Joe Novak at 708-923-9953 if you have any questions.

2012 Installation Banquet By Ken Bounds

On January 14, a crowd of 52 V-8ers, family, and friends gathered at the Wellington in Arlington Heights for our annual installation dinner, hosted once again by Frank Madrigali. It was a great opportunity to honor our outgoing officers and others who have served the Club and to welcome the new officers and board for 2012. Thank you to Frank for making the arrangements, to Dan Pudelek for soliciting the door prizes and hosting the evening, and to all in attendance for making it a wonderful evening and a great kick-off to a new year. We were all pleased to see Sue Dopke and Don Braun in attendance, along with Marty and Leah Duling who traveled from Springfield.

After cocktails and plentiful hors d'oeuvres, we enjoyed a delicious dinner with outstanding service. The staff of the Wellington again did an excellent job. As everyone was finishing up dessert, outgoing President Dan Pudelek introduced and thanked the officers and board for their service in 2011, then welcomed the new officers for 2012. He turned the gavel over to our new President, Tom O'Donnell, who talked briefly about his expectations for the coming year. Dan acknowledged those who served the club in the past year by presenting service awards.

Receiving awards were Dan Pudelek - President, Installation Dinner prizes; Frank Madrigali - Vice-President, 2011 Installation Dinner; Joe Serritella - Treasurer, Indy Presentation; Ken & Carolyn Bounds - Road Chatter Editors, Membership Chairman, Ladies Night Out, Cantigny Tour, Spring Fling, Eastern & Central National Meets, Lake Geneva Poker Rally, Various Video Presentations; Tom O'Donnell - Board of Directors, Tour Chairman, Joint Tour with NORG; Neil McManus - Board of Directors, Health & Welfare Chairman; Ron Blum - Board of Directors, A Day at the Races, Fall Colors Tour; Ed Fontana (accepted by Joe Serritella) - Board of Directors; Len Vinyard - Board of Directors; Tom Buscaglia - Eggs-n-8's; Don & Elaine Braun - Club Picnic; Earl Heintz - Veteran's Day Luncheon; Frank Koeder - Vehicle Appraisals at Safety Check; Este Scheve - Christmas Luncheon; and Alan Wall - Service Awards. Not present to receive their awards were Stan Stack - Secretary, B-17 Tour, Roscoe Tour; Ernie Herzog - Romeoville Fly-In; Roger Hunz - LaPorte County Tour; Bob Paladino - Pizza Meeting; and Bill Valters - Waukegan Yacht Club Show.

After the service awards, Ken & Carolyn Bounds were honored for their long-time service to the Club with an original painting from Arlen Olson. Read more about this on page 11. At this time, door prizes were awarded to everyone in attendance. Thanks to the many members who donated prizes.



Our outgoing President of 5 years, Dan Pudelek (center) receiving his service award



Part of the large crowd

As the evening came to an end and everyone said their goodbyes, we all agreed that it was a terrific evening of V-8 camaraderie. What a great way to start off a new year. If this mild winter continues, we may be getting those V-8s out sooner than you think!

In attendance were our hosts Frank & Phyllis Madrigali with Frank's mom Johanna Madrigali and Frank's friend, Outgoing President and First Lady Dan & Diane Pudelek, Incoming President and First Lady Tom & Madeleine O'Donnell, Ben & Ginny Ashley, Ron & Arlene Blum, Ken & Carolyn Bounds, Don & Elaine Braun with Elaine's brother Stan Gaynor, Tom & Judy Buscaglia, Joe & Marie Dispensa, Ron & Sue Dopke, Marty & Leah Duling, Lloyd & Gladys Duzell, John & Robin Emmering, Scott & Nicole Gilday, Earl & Gene Heintz, John Judge, Frank & Peggy Koeder, Neil & Julie McManus, Joe Novak with Millie Olds, John & Este Scheve, John & Barbara Slobodnik, Joe & Delice Serritella, Len & Irene Vinyard, Alan & Lois Wall, and Larry & Jerry Webb.



NIRG veterans Marty Duling & Ron Dopke



Alan & Lois Wall, Gene & Earl Heintz and Leah Duling



Gladys & Lloyd Duzell and Joe & Delice Serritella

The Northern Illinois Regional Group wishes to acknowledge the generosity of the companies listed below for donating door prizes that contributed to the success of our installation dinner. These companies provide valuable services in keeping our cars on the road and we ask that you patronize them when possible.

Antique Auto Battery – \$35 gift certificate and 100 ballpoint pens

Ron Blum – Two VIP Packages for Maywood Park

Gold Eagle Products – Six bottles of Octane Boost

Arlen Olson – three Early Ford V-8 prints

Old Cars Weekly – two books

Rock Auto Parts - \$25 gift certificate and 100 magnets

Turtle Wax – Six bottles of Marvel Mystery Oil

Tyree Harris Wiring – Two \$25 gift certificates

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)

At the end of our last episode, Scott had finally gotten the '41 on the road only to run out of gas. This month, our saga concludes with the '41 making her topless debut on the show circuit along with the exciting conclusion of the trans trilogy. We also spill the beans on those pregnancy impulse purchases that will keep Scott busy for a few more years.

Barrington Concours d'Elegance It was early June and with the Barrington Concours just over a month away, I was worried whether the '41 would be ready to show with all the interior work remaining. While Restorations Unlimited II had a busy project schedule at the time, we were able to strike a unique compromise: Before the Concours in early July, they would complete the interior and install the convertible top boot, and before the Early Ford V-8 meet in Auburn in late August, they would finish installing the convertible top. I decided to take my chances that the Concours wouldn't require the '41's top up for judging and the weather would cooperate.

As I drove my car onto the showfield, I was incredibly nervous: Not only was this the '41's first show, but it was my first judged event. Aside from the bare top irons hidden under my boot, the car was still a work in progress: I had a driver-quality grill and a potentially non-authentic single-core radiator; and I still needed to have pinstripes painted on the wheels. To add to my stress, storm clouds lingered in the distance the entire day. Despite adding a few gray hairs to my growing collection, I'm happy to say all the stress paid off. The '41 received one of three "Awards of Distinction" (out of 20 cars in the pre-war American class), and despite the thunder and ominous clouds, the rain held at bay. (Nicole: Speaking of the clouds and thunder, we were very fortunate the weather held out for the Concours. Less than 24 hours later the area was ravaged by strong storms, and my car – which you may recall drew the short straw for a garage spot – was crushed by a tree in our driveway.)

Transmission - Part II My second gear issues were continuing to bother me every time I drove the car, so with the Concours behind me, I decided to take another crack at the transmission. This time, I invested in a better rebuild manual from Mac Van Pelt and purchased some new synchros (from a different supplier) as I should have done when I first built it. The rebuild went well, but unfortunately, I was still having some issues downshifting into second gear. With Auburn around the corner, I didn't have the time to drop the transmission again, so I decided to live with that nostalgic Model A feeling for the time being and practice the age-old art of double clutching to downshift.



Scott with '41 and his award at the Barrington Concours



Nicole's car taking a hit for the team

Getting Ready for Auburn With the Concours behind me, I focused all my attention on gearing up for Auburn as I still had a pretty good punch list remaining.

- **Chrome:** As I learned, show-quality front grilles are hard to come by, and when you find them, they don't come cheap. They were also made of pot metal, so restoring them involves a special process that only a few places could handle. Restorations Unlimited II suggested I contact The Finishing Touch in Chicago. Although it took a couple months, everything they restored – the front grille, hood emblem, horn ring, speaker grille – turned out gorgeous and were well worth the wait (and the price).
- **Horn Ring:** I was sharing photos of the '41 with some folks at a NIRG club meeting, and someone pointed out I had the wrong horn ring. Well finding the correct ring was easy; finding the right color match for the horn ring was a different story. Thanks to some good advice from folks on the EFV8 forum and Ford Barn, I mixed a custom color on my own and was very pleased with the finished results.
- **Dual-Core Radiator:** I had an original '41 dual-core radiator in my possession, but was told by a radiator shop it was junk: bad cores; bad tanks; not restorable. Before giving up on it entirely, I decided to dig a bit on the web for radiator restoration. To my surprise, I found a company just a few miles away in Algonquin that specializes in building and restoring antique radiators: Independent Antique Radiator. I met with Peter Koch, the owner, and he agreed to rebuild my radiator within a couple of weeks. While I was there, he walked me through his entire shop and showed me how radiators are built, which was quite an experience. And as you can see from the before and after pictures, he does great work too.



Radiator before and after

- **Pinstripes:** When my original plan for painting the wheel pinstripes fell through, I needed a Plan B. Again I turned to my trusty advisors on the EFV8 forum and Ford Barn, and I received a quick response from Ken Bounds. He suggested I reach out to Lloyd Duzell, who put me in touch with Gregg Widaman, owner of Widaman Sign Co. in Berwyn. Gregg was able to get my car in right away and did an amazing job. I passed Gregg's name on to Joe Serritella, and Gregg painted the wheels of his '41 coupe a few days later.
- **Convertible Top:** Not surprisingly, the completion of the convertible top went down to the wire. Everything was finished the week before Auburn with one exception: the buttons securing the boot to the car. They were finally finished the day before Auburn (Nicole: which only added to the existing madness that day - that you'll read about shortly).
- **Oh Cr@p!:** With only a couple of days left until Auburn, what should have been an easy problem to fix quickly took a turn for the worse. A wire had popped loose on the convertible top motor, and the top was stuck in the closed position. Normally this wouldn't be an issue; but with the top closed, removing the lower back seat to get access to the wiring proved more challenging than I had anticipated, and I accidentally cut [albeit small] the brand new rear side panels of the interior. After freaking out for a few minutes, I called Ray at Restorations Unlimited II to see if he had any suggestions. He referred me to Dean Elston of Color Wonders who – as luck would have it – was wrapping up a job a few minutes away and could stop by my house that afternoon. He did a fabulous job repairing the cut, and as an added bonus, he also took care of a hole in my Mustang interior and reshot the floor carpeting.

To add to all the excitement leading up to Auburn, at the eleventh hour I decided to purchase an enclosed trailer to transport the '41. I had been researching the topic with my Dad for a couple months, and after extensive analyses of the costs/benefits of ownership and towing capacities of our vehicles, I finally pulled the trigger three days before we had to leave for Auburn. (Nicole: The Friday before Auburn, I had mentioned to Scott I was smelling antifreeze when I ran the AC in my car. The car was up in miles, and from the symptoms, he suspected the heater core might be shot, but he said there was no urgency to have it addressed. Of course when he finally got serious about the trailer and wanted to use my car to tow it, he quickly changed his tune about the heater core, and we had to get my car serviced ASAP. As you may know, replacing a heater core isn't a quick job. And did I mention we also had to get my car to the trailer dealer to have the wiring harness installed and pick up the trailer before the end of business Wednesday?) Miraculously, we pulled it all off, and Thursday morning we set off on our maiden voyage with the trailer at the height of the morning rush hour. With the exception of Nicole forgetting our I-Pass, our trip went off without a hitch, and we made it to Auburn in four hours.

When we got there, we weren't sure what to expect. Being our first Early Ford V-8 Club meet, the registration staff christened us with a special welcome reserved for "meet virgins." After checking into our hotel, we headed over to the showfield to park the trailer and get the '41 ready for the safety check that afternoon. (Nicole: Scott decided this would be the perfect time to tackle an ongoing issue he'd been having with the brake light circuit that he'd been putting off all summer. He had me sit in the driver's seat to test the various signals, and at one point I noticed what appeared to be a metal button rolling around the floor. Apparently while sitting in the driver's seat, I had knocked off the radio foot pedal. Now if you ask me, a small button like that has no business being on the floor. If I were to point fingers, I think most of the fault lies with the Ford engineer who put it there in the first place, with the person handling the restoration partly to blame for the installation.) Fortunately we fixed everything in the nick of time and raced over to the safety check with minutes to spare.

The following morning, Nicole and I got up early to finish detailing the car. When the judging began, the judges spent a lot of time on some of the cars in my class, which made me incredibly nervous. I also realized I was missing a rubber door bumper (which I later found on my garage floor). Fortunately, fellow NIRG member, Joe Serritella, was able to lend me one after his car was judged. Overall the judges were very complimentary of my restoration and had some good suggestions for correcting the items they identified: gold oval on the battery; wiring routing (under the hood); rear spring shackles; interior steering column tube gasket; oil filler cap. From the debriefing, it seemed like the '41 did pretty well and only lost a few points. I kept my fingers crossed that my read on the situation was correct. (Nicole: After the '41 had been judged and we could breathe again, we went to check on our car and trailer only to realize we had made a



The trailer after its maiden voyage to Auburn



The '41 being judged

rookie mistake: We had forgotten to turn off the light inside the trailer. With our car as dead as a doornail, EFV8 club member and Foundation trustee, David Stonebraker, was kind enough to give us a jump.) The following day we were thrilled to learn the '41 had received a Dearborn award with a score of 990 points.

Personally, it was both an honor and a relief knowing all my work the past four years had paid off.

One More Meet When we got back from Auburn, we learned the Antique Automobile Club of America (AACA) was having a meet in Oak Brook in two weeks, not to mention, the deadline to register was that day. Although we were not AACA members, we figured it would be a good opportunity to have the '41 scrutinized by a different set of judges, not to mention, the meet was close by and gave us another excuse to use our trailer. (Nicole: Since we wanted to sign up at the eleventh hour, we needed the blessing of the registration chair to make it happen. As it turns out, we had previously met him at the Barrington Concours: He had exhibited his car in our class and Scott had even sat next to him at the awards dinner.) Once we had his blessing, I started detailing the '41 for the meet and addressing some of the issues the judges had cited at Auburn: correcting the wiring routing and oil filler cap; and fabricating new rear spring shackles.

The day of the meet finally arrived. Since they pack the judging and awards ceremony into 12 hours, we had a long day ahead of us. As we learned, AACA judging is different from the Early Ford V-8 Club: In addition to point judging (on a 400-point scale), your car's score is compared to other cars in its class. And unlike the Early Ford V-8 Club, the AACA doesn't share your judging sheet or point score with you, which only adds to the anxiety of the judging process. During the judging, the lead judge questioned the finish on the spark plugs (I learned they should be black), but he didn't offer any other hints as to how the '41 had scored. After the judging was over, my relatives surprised me and stopped by the meet to see the '41. Unfortunately I couldn't stop stressing about losing 8 points over spark plugs. But as Nicole predicted, the spark plugs weren't a deal breaker after all, and the '41 received the AACA's 1st Junior Award.

Transmission – Part III With the summer winding down and no more car shows on the horizon, I decided to tear out my transmission and take it apart again. When I was ordering some parts from Mac Van Pelt earlier in the summer (after my first rebuild), I decided to mention my transmission problem and see if he had any insights. He suggested I try the "dime test" on the space between one of the new synchro rings and second gear. It came as no surprise, but the synchros failed the test: No gap at all. Needless to say, I was disappointed yet hopeful this might be the source of my problem. I went ahead and purchased some new synchros from him, and they all passed the dime test with flying colors. Once I had the transmission back together (the entire rebuild process just took three days), I took her out for a spin. The '41 went from driving like a Model A to a full-fledged synchronized V-8. I was ecstatic. And it reinforced an important lesson: You can't always trust a part just because it's new.

Aside from a few minor items that were pointed out during judging this past year that I'm still addressing, it's a great feeling to have the '41 running smoothly and know it's pretty darn close to what rolled off Henry's assembly line over 70 years ago (Nicole: with the exception of the plastic interior trim, which Scott is still looking for. Of course, if you have a source, please let him know.)

The Rear View Mirror

(Nicole: While there's been plenty of blood, sweat and swearing (though we do try to keep it out of earshot of the little ones) along the way, the past four and a half years have been an incredible journey. The last year in particular has been intense with plenty of nail-biting moments, dealing with unexpected delays while scrambling to meet show deadlines. And there were plenty of times I thought Scott – and sometimes both of us – needed our heads examined (like getting coerced into driving up to the Iola swap meet in the July heat while 8 months pregnant – though we did get a great deal on some Ford script tires). But thanks to Scott's passion and hard work, we finally reached our destination with some sanity to spare.)

Throughout my restoration, I reached out countless times to fellow EFV8 club members and enthusiasts through the NIRG, EFV8 forum and Ford Barn to get critical information on everything from engine and mechanical advice to interior details and sources for rare parts. Had it not been for folks like you who were there for me every step of the way, God only knows where my restoration would be today. Your help has been absolutely invaluable, and for that I say, "Thank you!" My only hope is that I can return the favor. (Nicole: My thanks go out to all of you as well as I'm so happy Scott has finally found folks he can share his car passions and problems with (other than me 24/7). I'm sure there are plenty of significant others out there who also feel the same way.)

The Road Ahead (Nicole: So what's next you ask? ...'47 and '41 Ford Woodies along with a donor car – a '41 sedan with suicide doors – that Scott is having second thoughts of cutting up for the '41 Woodie. (He'd love to turn it into a driver.) And believe it or not, the Woodies were my crazy idea. I was pregnant at the time with our second daughter, so I blame it on the hormones and our TV addiction to *Chasing Classic Cars* (WARNING: The Surgeon General has determined that excessive viewing of Wayne Carini may be hazardous to your marriage and/or increase the risk of impulsive, irrational car investments). While I thought we might take a breather before embarking on our next restoration adventure, Scott hasn't wasted any time getting started on the '47 and has already painted the transmission; ordered the rear floor board from John Hogg in Ontario, Canada; dropped off his body parts to Redi-Strip to get dipped; shipped his Columbia parts to John Connelly for repairs; and given Cincinnati Woodworks the green light to start building the wood. I'm hoping one of these days he'll get around to tackling my "honey-do" list and building a tree house for our daughters. But for now, he figures he's got a pretty good excuse.)

Epilogue: Ken had been hounding us for months to write our story until we ran out of excuses. Much to our surprise, we've really enjoyed sharing our story with you over the past three months and were thrilled by all the positive comments we received from folks at the Installation Dinner. While it's nice to finally have Ken off our case, it's also been an invaluable opportunity for us to capture our story on paper before many of the details evaporate from our memories for good. We look forward to sharing our Woodie adventures with you once they hit the road.

Scott & Nicole



The '41 before and after the restoration



The '47 Woodie before it was dipped

FROM THE EDITORS

Ken & Carolyn Bounds

This month we would like to talk about the Road Chatter, Rosters, and a very special thank you.

We would like to thank Scott & Nicole Gilday for their unique presentation of how they found and restored their '41 Convertible. We hope everyone enjoyed reading it as much as we did and look forward to seeing the progress on their '47 Woodie.

Hard to believe, but this is already our 74th issue since "inheriting" the Road Chatter from Diane Wrobel at the end of 2005! We love receiving your stories about your Early V-8s; in the past six years we have printed 20 of them. That is a lot, but with 125 vehicles owned by Club members, we know there are more stories out there, so please keep them coming. They don't have to be three-part-stories like Scott & Nicole's; even just a few short paragraphs about how you found your Early V-8, what you have done with it, trips you have taken, etc., can be informative and fun both for our readers and for yourself as you relive memories. We will be more than happy to work with you to put your story together.

We are not the first editors to print this type of story. In fact, as we note in this month's Rearview Mirror, our first newsletter editor Ron Dopke put out a call for Early V-8 stories 40 years ago in February 1972. The first such story was printed in the March 1972 newsletter and was submitted by then President Len O'Connor; the third was from Ron himself. We are excited to tell you about a new feature in upcoming issues. We will be reprinting some of the old stories, along with updates, starting with Ron's story about how he acquired his '40 Tudor, which originally appeared in the May 1974 issue. Watch for "Where Are They Now?" coming soon!

The 2012 Membership Rosters are now available and will be distributed at the February meeting. We will be attending the National Board meeting in San Diego that week, but Scott Gilday has agreed to distribute the rosters. Each member will receive one copy; additional copies are available for \$2 each. We also have a number of NIRG event calendars available. These feature members' cars and cost only \$5.

Speaking of rosters, the National Rosters will be printed soon. We would ask that every member pull out their 2011 National Roster and verify if all information is present and correct, including your address, phone number, e-mail address, vehicles and your affiliation with Regional Group #8. If anything is missing or incorrect, it is easy to fix. Pick up the phone and call Cornerstone Registration toll free at 866-427-7583. They are very nice people to deal with and will immediately update your membership information. You can also do your own update at <https://secure.cornerstonereg.com/efv8/index.htm>.



Finally, a sincere "Thank You." At the Installation Banquet we were overwhelmed when we were presented with a very special honor from the group. The Officers and Board commissioned renowned artist Arlen Olson of Minnesota to paint a nostalgic scene comprised of our three Early V-8s: '50 Convertible, '36 Roadster, and '50 Crestliner. The painting is absolutely stunning and will always be very special to us. Our deepest thanks to the Officers, Board, and the entire Club.

Ken & Carolyn

JANUARY 17 MEETING MINUTES

Submitted by Stan Stack

President Tom O'Donnell called the meeting to order at 8:12 pm.

Tom stated that 52 people attended the Installation dinner on January 14th. The 2011 Board presented Ken & Carolyn Bounds a special award, a painting of their three cars beautifully illustrated by Arlen Olson of Minnesota. Ken brought the painting to show the group.



Tom introduced the new 2012 NIRG Officers and Board; Frank Madrigali, Vice President Stan Stack, Secretary, Joe Serritella, Treasurer and Health & Welfare Chairman, and Board Members Scott Gilday (also Tour Chairman), John Scheve, (also tech talk coordinator), Ron Blum, and John Slobodnik. Also, Ken Bounds, Membership Chairman; Ken & Carolyn continue as Road Chatter Editors.

Our new Health & Welfare Chairman Joe Serritella was under the weather; his report was given by Ken Bounds. Don Braun attended the Installation Dinner and we were pleased to see him looking well. Stan Stack's sister Geri Stack passed away January 11. The club expressed their sympathy to Stan and the Stack family. Ken advised that former National President Craig Gorris underwent knee-replacement surgery today and that Annette Gorris' mother, 99, passed away last week. Ken also showed pictures of a devastating fire at Jerry Vincentini's garage in Nebraska.

With Joe Serritella absent, Tom O'Donnell gave the Treasurer's report showing an ending balance of \$4,381.

Membership Chairman Ken Bounds stated we have 73 members paid up with about 8 to 10 renewals expected. Ken advised that the new membership roster will be available at the February meeting. Ken stated that Dotty Alfini and Betty Cech have renewed; Terry & Kitty Freihage have rejoined the club. Ken introduced our newest member, George Kubik of Chicago, who joined the club tonight. George has a '49 Fordor.

Ken is also selling 2012 NIRG event calendars featuring full-page photos of members' cars that came out for the safety check/photo op last year. The cost is only \$5; contact Ken if you would like one.

Tour Chairman Scott Gilday discussed upcoming events.

- Joe Novak spoke about the Ladies Night out Dinner and Play Sunday, February 12, at Pheasant Run. The play Moonlight and Magnolias starts at 2 pm with dinner following. The cost is \$57 per person which must be paid in advance to Joe Novak.
- On March 10, Ron Dopke and Charles Kaiser will host a luncheon featuring giant corned beef sandwiches at Northwest Pioneer Turners in Schiller Park; cost \$10 per person.
- Because our meeting room will be unavailable due to the primary election, our Pizza Meeting will be Tuesday, March 20, at 7:30 pm at Lou Malnati's on Higgins Road in Elk Grove Village.
- Ron Blum will host a Day at the Races Friday evening April 20 at Maywood Park.
- The Club's 45th Anniversary is July 23, Bill Valters is checking into details about a Lake Michigan Dinner Cruise Saturday, July 21. We are looking into chartering a bus from Schaumburg for those that are interested.

More events are planned and Scott is interested in your input.

JANUARY 17 MEETING MINUTES - CONTINUED

At the February monthly meeting Scott Gilday will give a tech talk on transmissions. Joe Dispensa mentioned that he is re-wiring his '50 and could give a talk. John Scheve is looking for your ideas for tech talks. President O'Donnell encouraged members to submit tech articles for publishing in the Road Chatter.

National President Ken Bounds advised the members that he would answer any questions they have about the National Club. He talked about upcoming National Meets:

- The Eastern National Meet is June 19 - 22 in Hiawassee, Georgia. Several NIRG members are attending. Those already signed up should have received a detailed packet in the past week.
- The Central National Meet is August 20 - 23 in Branson, MO. Details have been worked out and registration forms will be available soon. The National Club is hosting the meet and is looking for volunteers to assist.

Tom O'Donnell gave a well-received tech talk about tail lite wiring and various methods of improving brightness. Tom presented a working model and showed what could be done and measured results with a light meter. Several experiments in bulbs and wire were done. He showed how reflectors from cheap flashlights could be adapted behind the bulb to significantly increase brightness.

Paul Jensen won \$27 in the 50/50 raffle. Thank you Carolyn Bounds for the great home-made cookies.

Tom O'Donnell adjourned the meeting at 9:40 pm.

Attendance (23 Members): Rich Anderson, Dennis Bohannon, Ken Bounds, Joe Dispensa, Sam Dix, Lloyd Duzell, John Emmering, Scott Gilday, Roger Hunz, Paul Jensen, John Judge, Joe Kozmic, George Kubik, Paul Linzer, Frank Madrigali, Joe Novak, Tom O'Donnell, Dan Pudelek, John Scheve, John Slobodnik, Stan Stack, Ron Steck, and Alan Wall.

Welcome New NIRG Member



The Northern Illinois Regional Group extends a warm welcome to George & Sandra Kubik of Chicago. George attended our November meeting and must have liked what he saw; he joined our group at the January meeting. George & Sandra have a '49 Ford Custom Fordor. Their contact information will be in the 2012 Roster, available at the February meeting. We hope to see George and Sandra at upcoming meetings and events. Welcome!

Save the Date! April 20, 2012 - A Night at the Races

Ron Blum will once again host the popular Night at the Races event Friday, April 20. This year we will again be attending harness racing under the lights at [Maywood Park](#) in Melrose Park. See the April Road Chatter for full details. A sign-up sheet will be provided at upcoming meetings.





TECH CORNER



Brighten Up Your Tail Lights, By Tom O'Donnell

At the January meeting, I demonstrated how to brighten your tail lights. In order to have bright tail lights, the voltage to the lights must be at the maximum. Things that will reduce the voltage to the lights are corroded sockets, corroded grounding points, wrong size wire, corroded bullet connectors and corrosion in the head light switch.

To check the voltage drop from the battery to the tail lights, connect the COM lead of your volt meter to the NEG battery terminal and then connect the POS lead of your meter to the tail light connector. A paper clip slipped into the rubber sleeve will allow you to read the voltage at the tail light. Turn on the lights and read the voltage on the meter. Each .1 volt means that the light will be reduced about 3%. If you have a 1 volt reading, your lights are only putting out 70% of their rated light. Move the probe towards the battery to find out where the voltage is being dropped.

Once the bulbs are getting full voltage, to get more light through the lens, you can focus the light towards the lens. Painting the inside of the housing with white or aluminum gives about a 5% improvement in light reaching the lens. Aluminum foil gives about an 18% increase in light reaching the lens. A flashlight reflector will give from 50% to almost 90% improvement in the amount of light that reaches the lens. The faceted reflectors reflect more light and the position of the reflector behind the light also affect how much light is delivered.

You can buy cheap flashlights at flea markets and swap meets. The local hardware store had some for \$2.99. Make sure that the reflector can be separated from the lens. Remove the reflector from the flashlight; discard the light, lens and bulb holder. Drill or file out the center of the reflector to 11/16", so the bulb will fit through the hole. If you use a drill press, take it slow so you don't melt the plastic of the reflector. Once the center is the right size, file or grind 2 sides of the reflector so it will fit into your taillight. If the reflector sits deep in the light, put some smooth foil on the side of the housing to improve reflecting the light towards the lens.

Here are the readings that I got with my light meter. The readings at the meeting gave more of an improvement, leading me to believe that my light meter is getting lazy after 60 years.

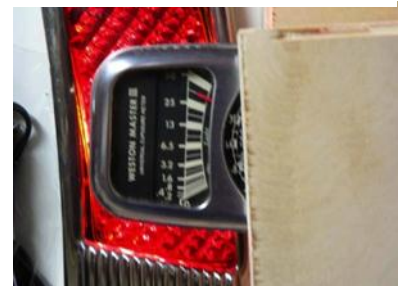
Original reading with new bulb	27	
Reading with flashlight reflector	40	48%
Reading with foil	32	18%
Reading with .3 volt drop	20	-26%



Stock meter reading 27



Reflector with bulb



Reading with reflector 48% Improvement



Bulb with foil



Reading with foil 18% Improvement



10 Years Ago This Month – February 2002

The February Road Chatter included a letter from Tom Buscaglia detailing some of the vocabulary he had learned the previous summer attending the Central National Meet in Branson. Tom advised “Don’t be worried about not understanding what people are saying; they can’t understand you either.” At the February 19 monthly meeting, Membership Chairman Lin Stacey reported we have 78 members.

20 Years Ago This Month – February 1992

New President Ken Bounds announced in the February newsletter that the Road Chatter had placed 4th in the newsletter competition. At the February 18 meeting we welcomed new members Tom & Judy Myers to the club. Guest speaker Colleen Geoghegan gave a brief history of the March of Dimes and talked about the V-8 Club’s participation in Ford’s “Drive America” event in April. The group voted to sponsor a checkpoint for the event.

30 Years Ago This Month – February 1982

“It gets better every year!” That was the report on the Candlelight Bowling event hosted February 27 by George & Betty Cech at Governors Lanes in Cicero. About 40 members, family, and guests had a great time, a great meal, prizes, and plenty of beverages. Incoming President Marty Duling announced that all meetings would begin at 8:00 pm sharp with a short business meeting, followed by a tech talk or program.

40 Years Ago This Month – February 1972

In the February newsletter, editor Ron Dopke put out a call to all members to send in stories about their cars; how you found it, anything unusual that has occurred with it, what you may have done with it, plans for the future, etc. The membership form enclosed with the newsletter was borrowed from the Puget Sounds group and asked for suggestions for club activities and the newsletter.

Flathead Flashback

A group of V-8ers at a Fox River park in December 1981. They are all still NIRG members. How many do you recognize? Photo from Marty Duling collection.



V-8 Gals

Humorous Valentine's Day Quotes

"I don't understand why Cupid was chosen to represent Valentine's Day. When I think about romance, the last thing on my mind is a short, chubby toddler coming at me with a weapon." ~Unknown

"Valentine's Day is when a lot of married men are reminded what a poor shot Cupid really is." ~Unknown

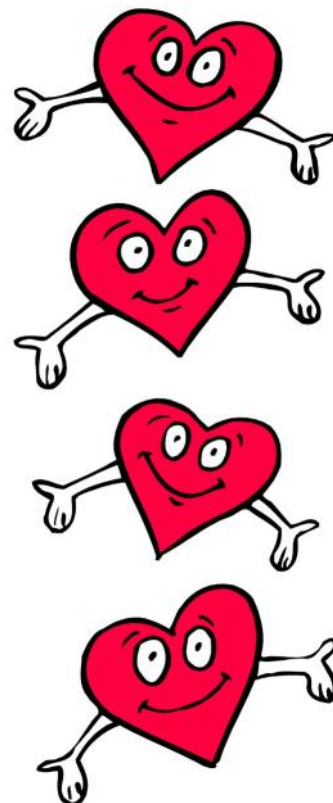
"Today is Valentine's Day. Or, as men like to call it, Extortion day." ~Jay Leno

Without Valentine's Day, February would be... well, January. ~Jim Gaffigan

All you need is love. But a little chocolate now and then doesn't hurt. ~Charles M. Schulz

"If love is blind, why is lingerie so popular?" - Author Unknown

"Nobody will ever win the battle of the sexes. There's too much fraternizing with the enemy." - Henry Kissinger



February 3rd is National Wear Red Day Supporting Women's Heart Health

Oreo Truffles

- 1 (16 ounce) package OREO Chocolate Sandwich Cookies, divided
- 1 (8 ounce) package PHILADELPHIA Cream Cheese, softened
- 2 (8 ounce) packages BAKER'S Semi-Sweet Baking Chocolate, melted



1. Crush 9 of the cookies to fine crumbs in food processor; reserve for later use. (Cookies can also be finely crushed in a resealable plastic bag using a rolling pin.) Crush remaining 36 cookies to fine crumbs; place in medium bowl. Add cream cheese; mix until well blended. Roll cookie mixture into 42 balls, about 1-inch in diameter.
2. Dip balls in chocolate; place on wax paper-covered baking sheet. (Any leftover chocolate can be stored at room temperature for another use.) Sprinkle with reserved cookie crumbs.
3. Refrigerate until firm, about 1 hour. Store leftover truffles, covered, in refrigerator.

NIRG EVENTS CALENDAR

January	February	March	April
12 Board Meeting 14 Installation Dinner 17 Member Meeting	9 Board Meeting 12 Ladies Night Out 21 Member Meeting	8 Board Meeting 10 Pioneer Turners Luncheon 20 Pizza Meeting	12 Board Meeting 17 Member Meeting 20 A Night at the Races Maywood Pk
May	June	July	August
10 Board Meeting 15 Member Meeting	14 Board Meeting 16 Duals Night 19 Member Meeting 19-22 Eastern National Meet Hiawassee, GA	12 Board Meeting 17 Member Meeting 23 NIRG 45th Anniversary 29 45th Anniv. Cruise?	5 Annual Picnic 9 Board Meeting 21 Member Meeting 20-23 Central National Meet, Branson, MO
September	October	November	December
8 Duals Night 13 Board Meeting 18 Member Meeting 28-30 Lake Geneva Poker Rally	11 Board Meeting 16 Member Meeting - Officer Nominations	8 Board Meeting 10 Veteran's Day Lunch 20 Member Meeting - Officer Elections	No Meetings TBD Christmas Brunch

Happy Valentine's Day

**HAPPY BIRTHDAY TO
NELL KOZMIC (2/8), TERRY HERZOG (2/9), DENNIS ROBERTS (2/10),
PAULA BAUGHN (2/11), PAT STACEY (2/12), LEN VINYARD (2/14),
DENNIS BOHANNON (2/20), FRANK MADRIGALI (2/21),
PAUL JENSEN (2/26), BOB PALADINO (2/26), ERNIE HERZOG (2/27)
& CHERYL KOZMIC (2/28)**

**HAPPY ANNIVERSARY TO
DENNIS & MICHELLE BOHANNON (2/14),
STAN & JO ANNE STACK (2/14) & ROGER & DIANNE HUNZ (2/20)**

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



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New one-ton foldable shop crane (cherry picker) \$100. **New engine leveler** - \$50. Call Joe Novak 708-923-9953 or cell 708-289-2092.

1937, 90 hp motor, total rebuild, runs perfect, 50 lbs oil pressure. \$1,250. Call Paul Jensen 847-678-0123.



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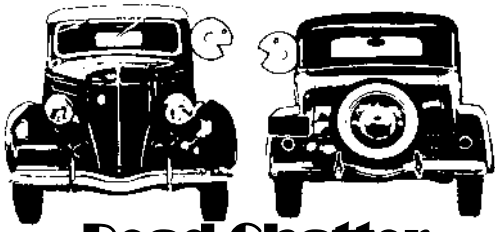
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**Photo of the Month
NIRG Officers and Board for 2012**