

# ROAD CHATTER

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

P.O. Box 803

Arlington Heights, IL 60006-0803

[www.nirgv8.org](http://www.nirgv8.org)

Volume 46 Issue 1

January 2012

## UPCOMING NIRG EVENTS

**January 12** Board of Directors Meeting, Wheeling Township Service Center, 7:30 pm.

**January 14** Installation Dinner - See page 3.

**January 17** Monthly Meeting, Wheeling Township Service Center, 8:00 pm.



## OTHER EVENTS OF INTEREST

**January 15** 35th Annual Illinois Region AACA Auto Parts Swap Meet, Don McCue Chevrolet, St. Charles, IL, 8am-1pm, \$5 donation

**January 22** 39th Annual Swap Meet, Great Lakes Vintage Chevy Club, Bill Jacobs Chevrolet, Joliet, IL, 8am-1pm, \$4 donation

## In this Issue

**Page 2** – In his final message, President Dan Pudelek looks back over the past five years. Also, a thank you from Dotty Alfini.

**Page 3** – Details about the January 14 installation dinner.

**Page 4** – Incoming President Tom O'Donnell lays out some of his expectations for 2012 and asks for participation from NIRG members.

**Page 5** – A report on the Christmas Luncheon from Este Scheve; also a welcome to new NIRG members.

**Page 6** – Scott and Nicole Gilday continue their multi-part story about the restoration of their '41 Ford Convertible. We look forward to the exciting conclusion next month.

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

**Page 12** – In this month's Tech Corner we discuss some of the new Illinois laws that will affect you in 2012.

**Pages 14 & 15** – We have some new advertisers and colorful ads this year. These folks help defray our expenses; please support them and patronize their businesses whenever you can.

**Back Cover** – Our Photo of the Month: Scott & Nicole Gilday's '41 Convertible.

Because of the packed content this issue, our Ladies Page had to take another month off. Sorry!



If your dues have not been received by the end of January, this will be your last issue of the Road Chatter and your name will be omitted from the 2012 Roster.

If we have not received your dues, there will be a red notice on the back cover of your Road Chatter saying "Last issue if dues are not paid." There will also be another membership renewal form inside your Road Chatter.

Please review the form, make any corrections or additions, and return it to the Membership Chairman at the address shown on the form.



**2012 OFFICERS****President**

Tom O'Donnell

**Vice President**

Frank Madrigali

**Secretary**

Stan Stack

**Treasurer**

Joe Serritella

**Membership Chairman**

Ken Bounds

**Health & Welfare**

Pending

**Tour Chairman**

Pending

**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](mailto: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,

2011 has come to an end and I must say it went by all too fast. As I look back I think the club had a very productive and busy year. 2012 is already starting to look like it's going to be a fun and exciting year. Diane and I unfortunately didn't get to do much touring this past year due to health reasons. The New Year is looking much better; everyone is getting healthier and we're both looking forward to putting some big miles on the old '53.



The time has come to say my goodbyes and thank yous. I would like to start off by thanking all the officers and board members that served under me during my run as president. Believe me, if it weren't for all their hard work and diligence my job would have been much, much harder. I would like to give a special thanks to Frank Madrigali for serving as my vice president for the last 4 years; for all his work and especially for lugging around that big old coffee pot box and all the stuff that goes with it. I'm sure all the coffee drinking members thank you also. Lastly I would like to thank every member that didn't hesitate and volunteer when I asked for help.

This will be my last letter as president so at this time I would like to say it has truly been my privilege and honor to serve the club as president for these past 5 years. I hope that in some small way I was able to make it a better club and hopefully everyone had some fun along the way. Until we meet next, stay safe and keep those V-8s humming.

President, Daniel Pudelek

**Thank You**

Thank you to all the V-8 members who took time out of their lives to attend Dick's wake, funeral and luncheon. Also, to all who sent Mass Cards and Sympathy cards. The V-8 Club was a great part of Dick's life--he was buried in his new Club jacket which he had received as a Father's Day gift. He was proud to be a part of the V-8 club and its activities.

To all have a Blessed and Merry Christmas and a Bountiful New Year.

Peace and love, Dotty Alfini

## UPCOMING TOURS AND EVENTS

# *2012 Installation Dinner*

## *January 14, 2012*



Place: Wellington of Arlington  
2121 South Arlington Heights Road  
Arlington Heights, IL  
847-439-6610

Time: 6:30 - 7:30 PM Open Bar  
7:30 - 8:30 PM Dinner & Cash Bar  
8:30 - ????? Program, Awards

Cost: \$35.00 per person includes dinner, 1 hour  
open bar and gratuity.

**Come and spend a fun evening with your V-8 Club friends.**

- ◆ **Introduction of NIRG Officers for 2012!**
- ◆ **Presentation of Service Awards!**
- ◆ **Many Valuable Door Prizes! Note: additional door prize donations welcome.**

**RSVP date was January 1st, but if you want to attend and did not make your reservation, call Frank Madrigali at 708-344-8063 today to see if he can get you in.**



**FROM THE INCOMING PRESIDENT****BY TOM O'DONNELL**

I would like to thank all of the members that came to the November meeting and voted for the new officers and selected me for the 2012 President. Frank Madrigali has volunteered to be Vice President again. Congratulations to Stan Stack (re-elected as the Secretary), Joe Serritella (re-elected as Treasurer), Ken Bounds (volunteered as Membership Chairman again) and Ron Blum (re-elected to the Board). Congratulations are also due to Scott Gilday, John Scheve and John Slobodnick who volunteered to run and were elected to their first terms as Board members. My thanks to all of them and I look forward to working with them and Dan, who as Past President is a member of the Board.



Ken and Carolyn have volunteered to continue as Road Chatter Editors. They deserve special thanks for all of the work that they have done for the NIRG over the years. Ken is the new National President (Congratulations, Ken) and we are fortunate to have him continue as Editor and Membership Chairman. Please make his jobs easier by paying your dues in a timely manner and responding to his requests for articles.

We need a Tour Chairman and a Health and Welfare Chairman. The duties of these jobs are listed on page 5 of the NIRG Roster. Feel free to volunteer for one of these jobs and participate in making 2012 a year of fun.

As President, I will be trying some new things this year. The idea is to increase the participation of members. We have around 80 members each year and about 20-30 participate regularly, another 30 participate occasionally and the rest just send in their dues. I would like to hear any ideas that will get more members to participate regularly, and if some of the things we try are not to your liking, I would like you to speak up and let me or a Board member know. It is your Club and we should run it the way that you want it run. Just because your car is not up to taking some of the tours, doesn't mean that you have to stay home. I have suffered the indignity of riding in my air-conditioned modern car, while Club members had the fun of driving their cars on a tour, many times.

Part of the fun of owning an Early Ford V-8 is driving them. Belonging to a Regional Group allows us to share our hobby with others that have the same interests and enjoy their companionship. Our goal is to schedule at least 1 event every month. If you would like to help out by working on an event, contact me or one of the Board members. Those of us that have run tours and events in the past will be glad to help you.

We also need to get an immediate start on the celebration of our 45th Anniversary in July. If you have a suggestion about how to celebrate this milestone, let us know.

Tech Talks should be part of every meeting so that the cars can be kept running. Please think about some topics that we can have for Tech Talks. It can be about a problem that you would like a solution to, a problem that you have the solution to, a tool that you need or have made to solve a situation, etc. I will give a Tech Talk on making your tail lights brighter at the January meeting.

I am looking forward to an enjoyable year serving as your President. Dan Pudelek and his Team gave us 5 good years and set a high standard for the NIRG. They deserve a big THANK YOU. I and the Board members will need your help in 2012 to keep up the high standard set by Dan and his Team. Let us all work together and make 2012 a year of fun with our old Fords and Mercurys.

## 2011 Christmas Luncheon By Este Scheve

On December 4th, forty-two fellow members and friends enjoyed a wonderful Christmas luncheon at Suparossa Ristorante in Woodridge. After some hellos and catching up with old friends, we had an all you can eat buffet with the veal parmesan being the crowd favorite. There were a lot of laughs shared and everyone had a good time. After pastries and coffee, some participated in the ladies grab bag. All were invited to take home a poinsettia plant as a souvenir. We want to thank all who came out for this event to make it a success and the weather for cooperating.

Attending were our President and First Lady Dan & Diane Pudelek, Ben & Ginnie Ashley, Dennis Bohannon, Ken & Carolyn Bounds, Don & Elaine Braun, Tom & Judy Buscaglia, Joe & Marie Dispensa, Lloyd & Gladys Duzell, Earl & Gene Heintz, John Judge, Joe & Nell Kozmic, Frank and Phyllis Madrigali with Phyllis' daughter and son-in-law, Joey Novak & Millie Olds, Tom & Madeleine O'Donnell, John & Este Scheve, Joe & Delice Serritella, John & Barbara Slobodnik, Stan & JoAnne Stack, Ron & Colleen Steck, Len & Irene Vinyard, and Larry & Jerry Webb.



Este greets part of the group



Everyone had a great time

### Welcome New NIRG Members

The Northern Illinois Regional Group extends a warm welcome to Ron & Colleen Steck of Naperville. Ron & Colleen own a '40 Ford Pickup. Ron attended the September meeting and joined our group at the October meeting. We enjoyed Ron & Colleen's company at the Christmas Luncheon and look forward to seeing them at upcoming meetings and events.

We are also pleased to welcome back former members Terry and Kitty Freihaage of Prospect Heights. Terry & Kitty still have their '35 Coupe and '57 Ford Skyliner Retractable. Club veterans know that Terry and Kitty were active members for many years and set up a number of tours and events. Terry served as our Vice President in 1985 and Secretary in 1987 & 1988. Welcome back!

Contact information for the Stecks and Freihaages will be included in the 2012 roster, available soon.



Ron & Colleen

## 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 just finished his engine work and had overcome some challenging body issues with the '41. This month, our saga continues with Scott & Nicole's trials and tribulations to assemble the '41 and finally get her on the road.*

**Paint** While my body guy, Jeff, continued working on the body and frame, I tackled painting all the engine, interior, and remaining chassis parts in their correct colors (per the formulas in *The Early Ford V-8 Club's 1941-48 Ford Book*) using a combination of Dupont's Centari single-stage and Chromabase two-stage paints. When it came to painting the car, choosing the body color was easy. Of all the colors in Ford's '41 palette, Mayfair Maroon was my favorite. And based on the paint I found on the cowl (underneath where the front fenders had been), it also appeared to have been the car's original color. As it turns out, the hard part for me was deciding whether to go with the Centari or Chromabase paint. I was leaning towards the two-stage basecoat/clearcoat technology of Chromabase paint and tried to find the formula for Mayfair Maroon, but I wasn't having any luck tracking down an exact color match. (Nicole: Tired of hearing Scott go on about his paint dilemma, I had a crazy idea and suggested he contact the source – DuPont – to see if they could help him track down a Chromabase match.) So I emailed DuPont via their paint website, and to my surprise, I received a response the next morning. Unfortunately, it wasn't good news. They had several Chromabase colors similar to the Mayfair Maroon, but they didn't have an exact match. And even though I ended up going with the Centari single-stage paint, it was nice having the peace of mind that a Chromabase two-stage match wasn't meant to be.

**Interior, Convertible Top & Trim** When it came to the restoration of my interior and convertible top, Jeff suggested I get in touch with Ralph and Ray Morey at Restorations Unlimited II in Cary. Working with them, I chose to go with the correct brown leather interior and tan top kits from LeBaron Bonney. While the rest of the body and chassis work was being completed, they reupholstered the front and back seats. They also put me in touch with Streamwood Plating, who refinished my window frame pieces and body trim; and Grain-It Technologies in Florida, who restored the woodgrain finish on my dashboard, windshield trim and door sills.

**Columbia Two-Speed Rear Axle** While I was in St. Louis picking up the convertible doors (to replace the infamous "Franken-doors"), the seller happened to mention he also had an old '46 Columbia lying in his yard. I had always toyed with the idea of getting one for the '41. Not only would it be a neat feature to have, but it would make the car a lot more comfortable for cruising; however, my concern was how difficult (and costly) it would be to get it running again. I had taken a look at several that had come up for auction on eBay that were pricey, but in this case, the price was right. After coming home and giving it more thought, I decided to pull the trigger. As luck would have it, the seller had plans to drive up to a swap meet in Wisconsin. So we made arrangements to have him drop off the Columbia on his way, and better yet, take my "Franken-doors" with him in lieu of charging me for gas.

I initially thought the '46 Columbia would work on my '41 with just minor modifications, only to discover that



'46 Columbia after it was torn apart

I needed to replace the entire Columbia-side axle housing as the '46 housing was substantially different. After breaking apart the rusted hulk of my new rear end (Page 6), I contacted John Connelly of Columbia Two Speed Parts in California and worked with him on the rebuild, which included: swapping in a '41 Columbia axle housing; replacing some broken shift forks; rebuilding the synchro clutch; resleeving the axle housings; bulletproofing the rear-end; and purchasing all the '41 control parts. Of course, the job didn't go off without a hitch. For those of you not familiar with a Columbia conversion, the right stock axle housing is replaced by the Columbia axle housing pieces, which are then mated with the stock banjo assembly and left axle housing. As it turns out, I had accidentally resleeved the right stock axle housing instead of the left; unfortunately, I didn't realize my mistake until I tried to assemble it. (Ouch!) So now I had to go back and refinish and resleeve the left axle housing like I should've done in the first place.



Mounted Columbia with correct left axle housing

**Transmission – Part I** I was excited to locate someone selling the correct three-speed transmission I needed locally on eBay, but I was disappointed to find a couple broken and chipped gears upon taking it apart. Despite my discovery, I decided to move forward and have Opel Engineering hot-tank the transmission housing while I began my search for the replacement gears. (Thankfully) before I purchased any expensive new gears, I learned the case had a hidden crack in it. (If only that transmission could talk, I'm sure it would have some good stories to share.) Luckily, I was able to find another transmission on eBay that was in great shape and at a really reasonable price. So using my handy *1939-1948 Service Manual* (which reads like VCR programming instructions), I set out on my first ever full transmission rebuild. Little did I know, I had made a judgment call during the rebuild that would later come back to haunt me.

**Learning Curve** Being my first time restoring a car from the ground up, God knows I made my fair share of painful mistakes while learning plenty of invaluable lessons in the process. In addition to the ones previously mentioned, some additional highlights include:

- **Heater** (Third Time's a Charm): With heater #1, I did a great restoration only to learn it was a '47 heater. I chalk it up to a rookie mistake as I probably hadn't bought my copy of The Early Ford V-8 Club's *1941-48 Ford Book* yet. The restoration on heater #2 was even better than the first. This time I knew it was a '42-48 and thought I could easily modify it (by adding a hole for the defroster knob) to match the '41. Then I realized (after-the-fact) that the doors were shaped different (rounded instead of squared off). I finally got it right the third time around. (See photos right and next page).
- **Broken Window:** I purchased the correct etched "bug" glass from Mac's Antique Auto Parts in New York and tried my hand at seating the glass into the frame, which was tedious to say the least. I was doing fine until I got frustrated and, against my better judgment, decided to use a screwdriver to help seat the glass. Needless to say, it was one of my more expensive lessons.



Heater #3 before it was refinished

- **Wrong Torque Tube:** As I was getting ready to mount the torque tube, I noticed that the front bracket for the brake lines was missing. My first instinct was to replace what I thought was a missing bracket, until I started to notice other differences and realized I had gotten the wrong torque tube with the car. Fortunately, I was able to use another tube I was saving for my next project (more about that later).
- **Axle Shaft Snafu:** I was mounting the rear brake drums, and for the life of me, I couldn't get them to seat properly: there was a  $\frac{3}{4}$ " gap. In my head, I started going through all things that could be suspect: Maybe the brake shoes were binding on the drum, or something was wrong with the axle shaft taper. However, given the ongoing issues I'd run into as a result of incorrect parts that came with the car, I thought to check the *1941-48 Ford Book* to see if it referenced any difference in axle shaft lengths. Lo and behold, it said that from 1942 on, the tread width was increased by  $1\frac{1}{2}$ ", which would account for my  $\frac{3}{4}$ " gap on each side. As luck would have it, I was able to pirate two shafts out of another project I had (again, more about that later).

**Chassis, Drive Train & Body Assembly** After years of acquiring and restoring various parts ([Nicole: and tripping over them in our basement](#)), the '41 was finally coming together. Once my body guy, Jeff, finished painting my frame, we moved the body to a second frame we had on hand (more about that later) so he could finish the remaining body work (right), and I could start building the chassis. I trailered the painted frame home to my garage and began installing all the mechanical components I had built and refinished, resulting in a complete rolling chassis. (See photos on Page 9). Once Jeff finished painting the core section of the body, I trailered the completed chassis back to his shop where we lowered the body and bolted it onto the frame (Page 9, far right) I then trailered the assembly back home and began working on the interior (Photo on Page 10) and installing each of the remaining body parts – fenders, deck lid, hood, cowl, vent, chin – as they were completed by Jeff (Page 10). In the end, it took me roughly 11 months to assemble the rolling chassis, and from there, another seven months to build the interior and assemble the remaining body parts – for a total of 18 months from start to finish.



Heater #3 before (above) and after (below) it was finished



Putting finishing touches on body work before painting



**Getting Started** Almost four years to the day I picked the car up in South Dakota, I finally reached the moment I had been waiting for. Not surprisingly, my first attempts to start the '41 proved unsuccessful. I could barely get her to crank and feared I had a bad battery. I tried charging it using an old 6V trickle charger I had, but it didn't help. I then bought a new battery thinking it would do the trick, but it would only crank a few times before going completely dead. At this point, I began to fear I might have a bad starter. Before breaking down and buying a new one, I decided to take a chance on a new toy that had been on my wish list: a wheeled battery charger/starter. Fortunately, my gamble paid off, and the '41 took her first trip around the block. (See photo of the month, back page).

During my first few trips, I noticed the car ran very rough and, after driving for a while, was very hard to restart. Since most of my driving had been on very hot days, I initially thought I had vapor lock issues with the fuel (as I don't have an electric fuel pump). However, after posting questions to the Early Ford V-8 Club Forum and Ford Barn, I learned my coil might actually be the culprit. Based on the advice I received, I decided to send my coil to Skip Haney in Florida and have him rebuild it. In the interim, I ended up using a spare coil I had, which seemed to solve the problem.

Feeling confident with my new "interim" coil, I took Nicole and our two young daughters (Reese was 3½ and Ciena was almost 2-years-old at the time) out for a ride on a hot day. After driving for a while, the car began to sputter a bit and eventually died. Fortunately, we were able to get safely off the road, but we were still stuck a couple miles from home in the heat. Assuming my coil was overheated, I made several unsuccessful attempts to cool it down and restart the car. Nicole had asked me about our gas supply, but I was convinced we were fine. I knew we were a bit low but thought I had at least an eighth of a tank. Since



The bare frame before work begins on the chassis



Scott mounting the exhaust system



The completed chassis ready to be mated with the body



Body lowered on the chassis

my efforts to cool the coil weren't yielding any results, I began to give more thought to the gas. I was running a brand-new and (until now) untested sending unit: Could this be the issue? (Nicole: We had stopped at my parents' house earlier that morning, and Scott had mentioned something about being low on gas. Knowing my father always has spare gas on hand, I told Scott we should ask him for a few gallons to be on the safe side for the ride home, but Scott didn't want to impose. Later on with us stranded and the girls melting in the heat, I called my mom and had her drive me and the girls home while Scott stayed with the '41 to troubleshoot. Back at home, I quickly grabbed our gas can and drove back to help Scott, and wouldn't you know, the '41 started right up.) Yup. I was out of gas. Should've listened to my wife in the first place!!! (Nicole: As most women know, it is a rare occurrence for any man to admit he should've listened to a woman, not to mention, to see him admit it in writing. Believe me, I'll never let him live this one down and will continue to milk it for all it's worth!) Ever since I installed the coil Skip rebuilt, I've never had another coil or heat related issue again (knock on wood). And, as long as I've kept gas in the car, she's always run great.

**The Debut** (Nicole: About the time the '41 hit the road this past May, I happened to read in a local magazine that the Barrington Concours d' Elegance was featuring a pre-war American class. With the car being close to finished, I thought it would be cool for Scott to show her at a local event, not to mention, great to get some feedback since he'd considered showing her at the Early Ford V-8 meet in Auburn later in the summer. And with two months until the Concours, I figured Scott would have plenty of time to finish up the remaining restoration work. I did some research and learned the vehicle application deadline had already passed. Figuring we had nothing to lose, I reached out to the Concours staff, and it turns out they still had a few slots open in their showfield. After submitting an application and some photos of the '41 to their selection committee, they invited us to show the car. Of course given Scott's nature, he immediately started to stress out over the remaining work to be done). While the car was road worthy, there was still work to be done on the interior and convertible top along with some detail work on the body. As I mentioned earlier, I had lined up Restorations Unlimited II to complete the work on the interior and convertible top. However, they were busy with other projects at the time and warned me that they may not be able to finish the job before the Concours. I also needed to work with my body guy, Jeff, on some alignment adjustments to the body, and he had a lot of projects on his plate as well. Needless to say, I was very nervous those next few months as I had serious doubts we'd have the '41 ready in time for the Concours.

*Tune in next month for the exciting finale of Scott & Nicole's wild adventure as the '41 hits the show circuit – topless, no less – and thanks to some pregnancy impulse purchases, picks up some siblings along the way. You won't want to miss it!*



**Assembling the interior**



**Exterior assembly in progress**



### 10 Years Ago This Month – January 2002

Ken Bounds & Carolyn O'Hare hosted the annual installation dinner January 12 at the Terrace in Lombard. Over 40 members and guests enjoyed a great meal, followed by service awards, door prizes, and the melodies of Jimmy Dee on the accordion. VP Dick Alfini chaired the January 15 monthly meeting as Ken Bounds was out of town; Ron Vaughn hauled in a '35 engine block and presented an interesting tech talk on the steps he used to clean it.

### 20 Years Ago This Month – January 1992

On January 18, Ralph & April Morey hosted the installation dinner/dance at the Wellington in Arlington Heights. At the January 21 monthly meeting, new President Ken Bounds introduced his team of officers. Ken provided a tentative calendar of events for the upcoming year, including a special event to commemorate our 25<sup>th</sup> anniversary. Membership Chairman Neil McManus passed out 1992 Rosters which showed 71 current members.

### 30 Years Ago This Month – January 1982

On January 23, 50 members and guests attended the installation dinner/dance hosted by Dan & Maxine Fontanini at the Mug Pub in Itasca. After cocktails and a delicious dinner, many door prizes were awarded, followed by service plaques presented by outgoing President Alan Wall. Incoming President Marty Duling announced his list of officers and presented his plans for the year. Afterwards, there was dancing to the sounds of the Velvetones.

### 40 Years Ago This Month – January 1972

At the January 11 monthly meeting the main topic of discussion was upcoming warm weather activities. Much discussion centered around attending the May Grayslake car show and swap meet as a club. It was suggested that the group could possibly get 6 to 8 cars and have an "Early Ford V-8 Club" area sectioned off. Also discussed was the possibility of the Club selling parts at the meet.

### **Flathead Flashback**

**Changing of the guard: incoming President Alan Wall takes over from Howie Bischoff at the January 1981 installation banquet. Photo from Marty Duling collection.**





## TECH CORNER



Happy New Year! A new year brings all sorts of new things including new laws. On January 1, 2012, over 200 new laws will go in to effect in Illinois. Here are a few new laws and other changes that we think you'll find interesting.

### **New Seat Belt Law**

Buckle Up! In Illinois, seat belts are now be required for all passengers – front seat and back seat. Seat belt laws are a primary offense in Illinois, meaning that you can be pulled over for not wearing a seat belt --- both front and back seat passengers. The fine is \$25. If the back seat passenger is over 16, the passenger will be cited. If they are under 16, the driver will be cited. There are a few exceptions to this law. For instance, if you are in an emergency vehicle, taxi or school bus you are not required to wear a seat belt. This law also does not apply to vehicles prior to 1965. It's also interesting to note that this law does not apply to vehicles being driven in reverse. Good to know.



### **Expanded-Use Antique Vehicle Plate**

Starting in January, there will be a new category for Illinois antique vehicles – expanded use. The current antique plate limits driving to and from car shows, exhibitions, demonstrations and service stations. The new expanded use plate allows for unlimited driving between April 1 – October 31. The restricted use still applies from November 1 – March 31. The cost for the expanded use antique plate is reported at \$45 per year. This is more than the regular antique plate but less than a regular plate. We were unable to find information on the Secretary of State web site on how to obtain this new plate. We will be checking back in the new year and reporting what we find.

### **Electronic Recycling**

Your trash collector will be watching you. Starting January 1, 2012, it will be illegal to put electronics in the regular trash. Your trash collector will not take it and you may be fined \$25. The following electronics will need to be recycled. Televisions, Monitors, Printers, Computers ( laptop, notebook, netbook, tablet ), Electronic Keyboards, Facsimile Machines, Videocassette Recorders, Portable Digital Music Players, Digital Video Disc Players, Video Game Consoles, Small Scale Servers, Scanners, Electronic Mice, Digital Converter Boxes, Cable Receivers, Satellite Receivers, Digital Video Disc Recorders. Check your local town's web site for electronics recycling centers.

### **Toll Rates**

This isn't a new law, but Illinois toll rates are going up an average of nearly 90% January 1. Both I-Pass and cash rates will be increased to fund new improvement projects. You've probably noticed the signs informing you of the increase. If you still don't have an I-Pass, these increases should make you think twice; the cash rate remains double the I-Pass rate. The complete list of the toll rates can be found here: [http://www.illinoisetollway.com/documents/10157/15874/TollRateIncreaseQuadFold\\_web.pdf](http://www.illinoisetollway.com/documents/10157/15874/TollRateIncreaseQuadFold_web.pdf)



**NIRG EVENTS CALENDAR**

<b>January</b> 12 Board Meeting 14 Installation Dinner 17 Member Meeting	<b>February</b> 9 Board Meeting 21 Member Meeting	<b>March</b> 8 Board Meeting 20 Member Meeting	<b>April</b> 12 Board Meeting 17 Pizza Meeting
<b>May</b> 10 Board Meeting 15 Member Meeting	<b>June</b> 14 Board Meeting 19 Member Meeting 19-22 Eastern National Meet, Hiawasse, GA	<b>July</b> 12 Board Meeting 17 Member Meeting	<b>August</b> 9 Board Meeting 21 Member Meeting 20-23 Central National Meet, Branson, MO
<b>September</b> 13 Board Meeting 18 Member Meeting 21-23 Lake Geneva Poker Rally	<b>October</b> 11 Board Meeting 16 Member Meeting - Officer Nominations	<b>November</b> 8 Board Meeting 10 Veteran's Day Lunch 13 Member Meeting - Officer Elections	<b>December</b> No Meetings

# HAPPY NEW YEAR

**HAPPY BIRTHDAY TO  
 DON DREWS (1/1), GENE HEINTZ (1/3), JACK FRANK (1/4),  
 JOANNE MCMANUS (1/4), JUDY BARONE (1/9), JOE NOVAK (1/11), GEORGE  
 ZULAS (1/13), RON DOPKE (1/14), GORDON COLDITZ (1/21),  
 RON BLUM (1/23), JO ANNE STACK (1/23), EARL HEINTZ (1/28)  
 & LARRY WEBB (1/31)**

**HAPPY ANNIVERSARY TO  
 RON & ARLENE HAYDEN (1/9) & JOE & MARIE DISPENSA (1/27)**

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



# INVESCO, LLC

Teaching the Secrets in Financial Success

PAUL LINZER

1295 Rand Road  
Des Plaines, IL 60016

Phone: (847) 824-4078  
Fax: (847) 824-7470



## 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

Cell: 262.308.6272  
kubes40@att.net

**Ralph**  
THE RADIO GUY

Phone: 773-814-5094  
Email: [rc70@comcast.net](mailto:rc70@comcast.net)

Early Ford V-8 and other antique car radio repair. Also rebuild Ford V-8 carburetors and tune-up engines. Call for details.  
Bartlett, Illinois



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://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.

**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.

**1947 Ford Sedan Coupe:** Car is solid with older black paint with flamed front end. car has been extensively restored mechanically with modified 1950 mercury engine of 284 cu; Isky cam, oversize intake valves, full flow oil filter system, 10:1 Offy heads; dual 94s; (car absolutely does not run hot) T-5 trans to open drive banjo rear end, 15" wheels with disc brakes on front. Car runs strong with approx. 3,500 miles on fresh engine. interior is new with original str/whl; chrome dash new glass, seals and much more. Call Len Scanlan at 262-843-2810 or email [lscanlan2@wi.rr.com](mailto:lscanlan2@wi.rr.com) (Ad placed by Doug Leicht).



## Wanted

**NOS Leaf Springs** front & rear (39,40 Ford) 9 or 10 leaf, covered or uncovered. Mike Kubarth [kubes40@att.net](mailto:kubes40@att.net) Phone 262-308-6272.

**Stromberg 97 Carburetor** - Tim Stegenga 207-350-6067.

# ROCK VALLEY

*Antique & Streetrod*  
AUTO PARTS

5800 N. ROTHWELL RD. • P.O. BOX 352  
STILLMAN VALLEY, ILLINOIS 61084-0352

DALE L. MATHISON  
SCOTT R. McCULLOUGH

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 Road  
Bensenville, IL 60106  
Phone #630-595-9251  
Fax #630-595-3801  
jvinyardlv@comcast.net

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

## 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

## Koederz Karz



Frank Koeder, S.C.T.A.

American Society of Appraisers  
Vintage Vehicle Appraisal and Storage

Ph: 847.639.4412 Cell: 847.840.7557

www.koederzkarz.com

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

630-584-6081

LinStacey@sbcglobal.net

Show-ready

Tool kits for

"FlatHead"

Fords

EK  
Automotive  
Ltd.

Phone: (773) 774-7680  
Fax: (773) 774-3530  
E-mail: ekauto@aol.com

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

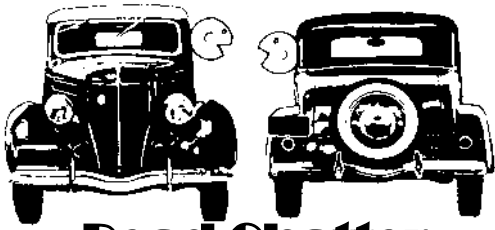
CUSTOM CHROME PLATING

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

JUVENTINO DORADO  
Owner

735 N. ADDISON ROAD  
VILLA PARK, IL 60181

*Celebrating  
45 Years*



## **Road Chatter**

1N410 Forest Ave  
Glen Ellyn, IL 60137



### **Photo of the Month**

**After four years, Scott & Nicole's '41 is finally ready to hit the road**