

ROAD CHATTER

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

P.O. Box 803

Volume 47 Issue 8

Arlington Heights, IL 60006-0803

August 2013

www.nirgv8.org

UPCOMING NIRG EVENTS

August 8 Board of Directors Meeting, Wheeling Township Service Center, 7:30 pm.

August 11 Annual NIRG Picnic, Island Lake - see Page 3 for details.

August 14 Kickoff Meeting for 2014 Central National Meet - details on Page 10.

August 20 Monthly Meeting, Wheeling Township Service Center, 8:00 pm.

August 22-25 Joint tour to Dearborn with NORG; see page 3 for details.



OTHER EVENTS OF INTEREST

August 4 23rd Annual Vintage Transportation Extravaganza, Union.

August 25 5th Annual LaSalle Street Auto Row Show, Aurora - see enclosed flyer for details.

In this Issue

Page 2 – President Scott Gilday talks about a busy month of August, including our upcoming Central National Meet kickoff meeting.

Page 3 – Everyone is encouraged to attend and bring a pass-around dish to our annual picnic August 11 in Island Lake. Details here. Also, read about plans for our Joint Tour with the Northern Ohio group.

Page 4 – Read Part 2 of Ken & Carolyn Bounds' adventure driving their '50 Convertible to (and from) the 50th Anniversary Grand National Meet.

Page 7 – On July 20 Ron Steck sponsored a driving tour to the Chanute Air Museum in Rantoul. Read his report here.

Page 8 – Minutes of the July 16 monthly meeting.

Page 9 – This month's Tech Corner is a short discussion of reading spark plugs to determine proper carburetor jet size.

Page 10 – The kickoff meeting to plan our 2014 Central National Meet will be held August 14. Read details here, plus our monthly meet update.

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

Page 12 – August means it is cocktail month! See what the Ladies Page has mixed up for us.

Back Cover – Photo of the Month: Part of the group gathering at White Fence Farm for our July 20 tour to Chanute Air Museum in Rantoul.



Notice to Members

Our "kickoff" planning meeting for the 2014 Central National Meet will be held Wednesday, August 14, at the normal meeting place. Everyone who plans to help with the meet is asked to attend. Please see details on Page 10.

2013 OFFICERS**President**

Scott Gilday

Vice President

Frank Madrigali

Secretary

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Joe Serritella

Membership Chairman

Ken Bounds

Health & Welfare

Joe Serritella

Tour Chairman

Ron Steck

Newsletter

Ken and Carolyn Bounds

Board of Directors

Ron Blum

Tom O'Donnell

Dan Pudelek

John Scheve

Ron Steck

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.

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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 again,

I hope you all had a wonderful Fourth of July holiday.

First, I would like to thank Ron Steck for planning the tour to the Chanute Air Museum in Rantoul, IL. 15 cars enjoyed the leisurely ride to Rantoul and saw the 40 aircraft in the museum at the base where Ron was previously stationed.



Next, I would like to thank Ron Blum and Ken Bounds for sharing all of their Grand National Meet pictures and stories at our monthly meeting. The key takeaway: if you need to wash your car, look out for bears! (Ask Ken for details.) Hopefully all of you enjoyed reading part 1 of Ken and Carolyn's 4,000 mile journey to Lake Tahoe last month. Be sure not to miss part 2 of the adventure this month.

Moving into August, we have a number of activities planned. First, on Sunday the 11th, we'll be holding our annual picnic at Timmerman's Ranch in Island Lake. This is always a fun time for the whole family. We'll be spraying for flying insects, but since it's a picnic, it's always a good idea to bring some bug spray and covers for your food. Next, the joint tour to Dearborn with the Northern Ohio Regional Group is scheduled for the 22nd – 25th, the Geneva Concours d' Elegance and the Aurora Historic LaSalle Street Car Show are both scheduled for Sunday, August 25th, and lastly the Early Ford V-8 Foundation Motorfest V will be held on the 28th – 31st in Sauder Village, Archbold, OH. For more information on any of these events, please look in this issue of the Road Chatter or contact Tour Chairman Ron Steck.

On a closing note, we already have a number of folks signed up for our group's 2014 National Meet in Springfield, IL – it's really shaping up to be a great event and we will need help. For those willing to help out, please attend our Kickoff meeting on Wednesday, August 14th at the Wheeling Township Center in Arlington Heights. This is great opportunity to get involved in actually running a national meet. I look forward to seeing you there!

Scott Gilday
NIRG President

6th Annual Lake Geneva Poker Rally - September 27-29

It's not too early to start thinking about our annual Lake Geneva Poker Rally. Make your reservations now before the rooms are all gone. Please call the Delevan Comfort Suites at 262-740-1000 and ask for the block of rooms under Early Ford V-8 Club for the nights of September 27 and 28. Cost is \$89.99 + tax per night.

UPCOMING TOURS AND EVENTS

Annual NIRG Picnic - Sunday, August 11

This year's picnic will again be held at Timmermann's Ranch & Saddle Shop, 29550 W. Roberts Rd, Island Lake.

Hosted by Don & Elaine Braun and their friends, Art & Carol Timmermann. The fun begins at 10:00 a.m. A special treat - Timmermann's Drill Team plans to perform for us before lunch.

Food - Drinks - 50-50 Raffle - Fun

The club provides: Hot dogs, brats, burgers, plates, napkins, utensils, charcoal.

You provide: Your entrée if you don't want hot dogs, brats or burgers, one pass-around dish to share, your Early V-8 (other cars welcome), lawn chairs.

Beverages: The club will provide soft drinks, water, ice, and coolers. If you want adult beverages you'll need to bring your own.

Auction and Raffle: There will be no auction or raffle this year, but there will be a chance to take home some \$\$\$ in the 50-50 Raffle.

Driving directions: Timmermann's Ranch is at 29550 W. Roberts Road in Island Lake. You can take Route 12 to Route 176, then go west about 2½ miles to Roberts Road. Timmermann's is about ¼ mile south on Roberts Road. From the west take Route 176 to Roberts Road, then go south ¼ mile.

This is one of the biggest events of the year and a chance to see many great V-8s and friends. You don't want to miss it! Guests are welcome!



Joint Tour to Dearborn with Northern Ohio Group August 22-25

The time has finally arrived for our joint tour to Dearborn. We will be gathering at the Lincoln Oasis Thursday morning, August 25, departing at 9:00 am. We will be driving at a leisurely pace via Interstate to the Doubletree Hotel in Dearborn with a stop for lunch, probably near Battle Creek. In Dearborn we will meet our friends from Northern Ohio from both the V-8 Club and the Nifty Fifties Ford Club.

We have planned a fun weekend of touring, museums, and meals. Most participants will be driving their Early V-8s, but modern cars are certainly welcome. Details about weekend activities and map of our route will be handed out at the Oasis. If you have any questions, please contact Tom O'Donnell. The deadline for hotel and restaurant reservations was August 1, but if you still want to go and haven't signed up, contact Tom.



Our Trip to Lake Tahoe 50th Anniversary Grand National Meet By Ken & Carolyn Bounds

Last month we told you about our 2,040 mile trip to Lake Tahoe in our '50 Convertible. We mentioned that 1.5 miles from the hotel the overdrive quit working. This was a real concern because the long trip home would have been difficult, if not impossible, if it couldn't be fixed. I was fairly confident, having tools and most of the relevant parts in the trunk; but my big hope was that something had just gotten too hot on the long pull up from Carson City. We decided to settle in, start enjoying the meet, and address the overdrive tomorrow.

We had a great time that Saturday afternoon meeting many old friends and watching the meet get set up. The registration folks were kind enough to give us a table to promote the 2014 Central National Meet, which our group is hosting in Springfield, IL, next August; we would spend many hours over the next few days at that table. We spent some time scoping out the huge layout of this meet, one of the largest in Club history. The two meet hotels were the massive Harrah's and Harvey's complex, connected by a tunnel, with 1,265 rooms, two casinos, and a dozen restaurants between them. The concourse would be held in a huge parking lot in a spectacular setting behind Harrah's. Even that large lot would not hold everything; the Display class cars would need to be across the street on the roof of Harvey's garage while the swap meet and trailer parking were behind another hotel adjacent to Harvey's.



The view from our hotel room

Sunday morning it was time for meet registration, the operational check, and car cleanup. But first, we decided to drive to California and test the overdrive. Neither took very long; Harrah's sits almost on the state line, so as soon as we left the back parking lot we were in California. Even better, the overdrive was working! It would not fail us again for the rest of the trip. We drove the car down to the car wash area manned by California/SW Director Don Singleterry; more about that later. Don did a great job of setting up a nice space for hundreds of attendees to clean up their Early V-8s. After washing away 2,000 miles of grime and bugs, we were ready to go.



Jimmy Gibson, from Texas, washes his '32

As meet registration began we took over our 2014 CNM table. What a great vantage point to see the throngs of V-8ers arriving from all over the country.

As we heard several tales of travel woes and breakdowns, we were even prouder of our Convertible's performance on the trip. The planning and dedication of the folks involved with registration, concourse check-in, and clothing and accessories distribution/sales were evident as they smoothly handled over 600 registrants. The crowd seemed to come in waves, but by Monday afternoon it was down to a trickle.

However, the registration area was a happening place throughout the meet with the registration desk, V-8 Club book and accessories sales (ably run by Carol Rasmussen), banquet signup, information area, V-8 Foundation table, and three 2014 National Meet tables attracting participants all week. The adjacent memorabilia room and people's choice raffle rooms were always busy.

One day at registration, the word was spreading around not to leave any food in your vehicle because of bears in the area. Someone had been washing their car, looked up at Don Singleterry and said "There is a bear behind you." Sure enough, a bear had walked up behind Don. Don said later "He looked so cute, like you could just reach out and pet him." The bear was that close! Soon, another one appeared in the area. Fortunately, for Don and everyone there, the bears walked away.

We would like to give many more details about this wonderful meet, including a great welcome party, a very special ladies luncheon, an impressive international presence, a huge concourse, a smooth-running awards banquet, and much, much more. Unfortunately, we just don't have enough space in this issue to relate all that and get us home. We hope to give you more details about the meet next month to adequately relate what a terrific job was done by the meet organizers and volunteers. Stay tuned!

Very early Friday morning we began our trip home. Based on our trip west, we were confident we could make it home in three days – about 680 miles per day. The only real concern was that in Nevada, Utah, and Wyoming it might be several hundred miles between cities with a decent selection of hotels, so we might need to exceed our average the first day.

The Flathead was purring along great at 60-65 mph, the overdrive was working flawlessly, and our high-altitude carburetor allowed us to climb the steep grades with ease. We had plenty to talk about; there was much to discuss about the great meet we had just experienced plus many, many details to discuss for our Central meet next year. With confidence in our car, satisfaction with our week in Tahoe, and intense planning for our own meet, the hours and miles melted away. With each gas stop in towns with names like Fernley, Winnemucca, Elko, Wendover, and Evanston it seemed like we could just keep driving as long as we felt like it. We had made it to Wyoming and our goal for the day – 684 miles. But it was just after 5 pm



Registration was a very busy place



There was a lot of interest in the 2014 CNM



Cross-country tour participants Paul & Joanne Oman from Wisconsin arrive at the operational check

and we had several hours of light. Should we shoot for Laramie, another 300 miles away? Why not – that's just 5 hours. After all, the hotel we stayed in on the trip west was nearly new, no one knew about it, and it should have plenty of rooms available.

At 10 pm it was now dark and we were getting a little tired, but the lights of Laramie were in sight. We pulled in to the hotel we had stayed in 8 days earlier; hmmm, lots of cars in the parking lot. I went to the front desk and sure enough, sold out! No problem – another hotel was next door. Oops, not only was it sold out, but the desk clerk told me that he had checked around and there was not one room available in Laramie; we would need to go on another 50 miles to Cheyenne. That didn't sound so great since we would need to climb the highest elevation on I-80 in the dark.



Heading home

We left the hotel to go back to the Interstate and suddenly all power was gone! We were on a dark road with no lights. Suspecting an issue with the battery cables, I opened the hood and twisted the cables a bit. Carolyn heard the clock wind – we had power. It was too dark to diagnose the problem here, so we got back on the road to head for Cheyenne. We were about to meet the Super Moon.

A Super Moon occurs when a full moon coincides with the moon's closest approach to earth in a given orbit (perigee). Although the specific time of the June Super Moon was about 24 hours away, it was a cloudless night and the moon was bright. Good thing. As we cruised along I-80 at about 60 mph, the lights went out again. With no headlights, safely finding the shoulder would be nearly impossible. But with the light of the Super Moon, I could see the reflectors on the shoulder. As I eased over to the shoulder we hit the rumble strips. Amazingly, the vibration brought the power back! Meanwhile, Carolyn had been on the phone and found a hotel room in Cheyenne. All was well as we climbed 8,640 feet over Sherman Hill. We made it to Cheyenne; 1,056 miles since we left Harrah's.

Saturday morning I cleaned and tightened all the battery cables. We would have no more electrical issues the rest of the way home. We were now 986 miles from home – a piece of cake. Saturday was much like Friday, only a lot warmer. Wyoming was behind us and we faced the 450 miles across Nebraska. Again, the miles and gas stops just became a blur. By afternoon we were in Iowa and as Carolyn was driving the car began to vapor lock. Several times she needed to flip on the electric fuel pump for a few seconds until it smoothed out. By reducing the speed to about 60 the problem eventually went away.

Darkness was upon us before we hit Illinois, but we were almost home. It felt good to drive those last few miles. We pulled into our driveway at 11:15 pm. We had driven 986 miles that day, 2,042 since Lake Tahoe. The Convertible had performed nearly flawlessly with only a couple of very minor glitches. This had been the longest road trip either of us had ever taken and most likely was the longest distance our 63-year-old car had been driven.



The long drive in the reliable Early V-8 was fulfilling. What a way to celebrate 50 years of the V-8 Club! The Golden Jubilee Grand National meet was one to remember for a long time.

Driving Tour to Chanute Air Museum By Ron Steck

On July 20th we took a tour to the former Chanute Air Force Base in Rantoul, IL. Members that were on the tour included John Judge - '50 Convertible, Joe Serritella - '41 Coupe, Stan Stack - '53 Tudor, Ken Bounds - '36 Roadster, Joe Kozmic - '37 Coupe, Sam Van Bruggen - '40 Coupe, John and Este Scheve - modern, Ron Blum and son David - modern, John Slobodnik and son John - '54 Fordor, Dan Pudelek - '53 Victoria, Roger Hunz - '51 Tudor, John Emmering - '51 Fordor, Frank and Phyllis Madrigali - modern, and Tom O'Donnell - '40 Mercury.

We met at White Fence Farm and took off on our three and a half hour adventure. We stopped for lunch in Rantoul at the Red Wheel Restaurant. After lunch we headed over to the Chanute Air Museum where we were given a guided tour around the hanger as well as outside. The base was a pilot training base during WW2 and then became an aircraft maintenance missile training base with ground equipment as well as refueling.

I myself was stationed at Chanute from Nov 1971 - Jan 1972 for my training to be a Egress Systems repair man which are ejections seats. I had not been back for 42 years until this trip. We made our way back home along several routes after a great weather day and touring the air museum.



Touring the hangar



Some of our cars at the lunch stop



Everyone seemed to enjoy lunch

JULY 16 MEETING MINUTES**Submitted by Stan Stack**

President Scott Gilday called the meeting to order at 8:10 pm.

Membership Chairman Ken Bounds said we have 81 members and introduced a guest, Dave Artus.

Treasurer Joe Serritella reported we had minimal expenses and our balance is \$3,860.

Health & Welfare report by Joe Serritella:

- Don Braun is still in rehab with some improvements.
- Alan Wall is making progress and should be home this Friday.
- Sue Dopke is back in rehab.
- Joe's daughter Cathey has had proton radiation and hopefully she will feel better.
- Lloyd Duzell just had his last radiation treatment and is positive.

National Director Ken Bounds went over highlights of a letter he sent to Midwest Regional groups about the National Board meeting held in May. Ken mentioned the National Tour to be held in New Mexico in October and the three National Meets next year: the Eastern Meet in Gettysburg, PA, in June, the Central Meet in Springfield, IL, in August and the Western Meet in Thousand Oaks, CA, in September.

Tour Chairman Ron Steck gave his report on recent and upcoming events:

- Ron Blum talked about Duals Night in Buffalo Grove Saturday, June 29, at Culvers; we had 9 cars, had dinner, and kicked tires in the parking lot.
- Scott and Nicole Gilday ran the Saturday Road Rally for the Barrington Concours d'Elegance; all that participated enjoyed the unique challenges. The Sunday car show at Makray Golf Club had many very special cars. Next year the event will be on Northerly Island in Chicago.
- Ron Steck spoke of the one day driving tour to Chanute Air Museum Saturday July 20th. We are departing from White Fence Farm at 8:30 am.
- The Joint Tour with the Northern Ohio group to Dearborn is Aug 22-25. The deadline for hotel and dinner reservations is August 1st.
- The Annual NIRG Picnic is Sunday August 11 hosted by Don & Elaine Braun at Timmermann's Ranch in Island Lake, starting at 10:00 am. Volunteers for setup should arrive at 9:00 am.
- Joe Dispensa is hosting his 5th Annual LaSalle Street Auto Row show on Sunday August 25 in Aurora. Registration is from 9 to 11 am. See flyer in this issue.
- The Geneva Concours is also on Sunday, August 25.
- Tom O'Donnell discussed and handed out registration forms for Motorfest V, hosted by the Early Ford V-8 Foundation August 28-31 at Sauder Village, OH.
- Our 6th Annual Lake Geneva Poker Rally will be hosted September 27-29 by Ken & Carolyn Bounds. Watch the Road Chatter for more information.
- Ron Steck is hosting a Fall Colors tour to Starved Rock State Park October 12. See additional information in upcoming Road Chatters.



JULY 16 MEETING MINUTES - CONTINUED

Meet Co-Chair Ken Bounds made a presentation about the 2014 Central National Meet. We will have a kick-off meeting Wednesday, August 14, at 7:00 PM at the Wheeling Township Center. Everyone planning to attend or help with the meet, including spouses and significant others, please attend. We will start setting up teams for the on-site work that will be done at the meet. Ken stated we have 30 already registered and he is urging all NIRG members to sign up. Finance Chairman Ron Blum has established a bank account and a Federal ID Number. Ken says by the end of August hotel reservations will be accepted at the host hotel; you must be registered for the meet to make a hotel reservation.

Ken Bounds and Ron Blum presented slide shows about the Grand National Meet in Lake Tahoe. Both Ken and Ron took pictures of the events. It was very informative with pictures of cars, V-8'er couples, scenery, and banquets. It was a great presentation lasting about 35 minutes.

Earl Heintz took home \$28 in the 50-50 Raffle.

President Scott Gilday adjourned the meeting at 9:55 pm.

Attendance: Ron Blum, Ken Bounds, Joe Dispensa, John Emmering, Scott Gilday, Earl Heintz, Roger Hunz, Paul Jensen, John Judge, Garry Kelly, Joe Kozmic, Paul Linzer, Frank Madrigali, Neil McManus, Joe Novak, Tom O'Donnell, Gary Osborne, Bob Paladino, Dan Pudelek, John Scheve, Joe Serritella, John Slobodnik, Stan Stack, Ron Steck, Ron Vaughan, Len Vinyard, and George Zulas. Guest: David Artus.



TECH CORNER



Last month we told you how our mileage and performance improved dramatically in the higher altitudes by changing to a carburetor with smaller jets - .049 instead of .051. If the mileage is so much better, then why not use smaller jets all the time, even at sea level? The answer is fairly simple: carburetor jets must be sized properly to give the engine the *correct* air to fuel mixture. Too much fuel will cause the engine to run too rich, wasting gasoline and fouling spark plugs. Too little fuel will run too lean and can cause serious engine damage due to increased heat and the possibility of detonation, or engine knock.

How do you determine the correct mixture? The best way is to try different jet sizes and analyze the results. If you have access to an expensive exhaust gas analyzer, you can measure the ratio. The "perfect" air to fuel ratio, or "stoichiometric" ratio is considered to be 14.7:1 for gasoline engines. Your engine should be slightly richer, such as 13:1. Since most of us don't have access to this equipment, we can analyze spark plugs to get a reading of an acceptable mixture. You want the tip of the ceramic insulator to be light tan in color, as shown in the middle spark plug in the illustration below. Too rich results in the black, sooty plug at the left; too lean results in a white or glazed appearance.

You should test with a new set of spark plugs. Since the color can change quickly, you should not let the engine idle. Try to run the engine at normal driving speed, then immediately shut it down to get an accurate reading.

A good source for purchasing carburetor jets is Mike's Carburetor Parts in Rochester, WA, at 888-689-9758 or www.carburetor-parts.com.



CENTRAL NATIONAL MEET UPDATE

KEN & CAROLYN BOUNDS, CO-CHAIRS

**2014 Central National Meet
Kickoff Planning Meeting - Wednesday, August 14, 2013
Wheeling Township Service Center**

Our initial planning meeting for the [2014 Central National Meet](#) will be held Wednesday, August 14 from 7:00 - 10:00 pm at our regular meeting place. We are asking that all NIRG members with an interest in the meet attend the meeting. If you want to help with the meet, please be there; if you plan to attend the meet, please be there. This includes spouses and significant others. This meet is a very important event for our regional group and we hope for a big turnout at the meeting. Carolyn promises to bring plenty of her home-made cookies and other goodies.



At the meeting we will show a presentation of some of the planning that has already been done. We will discuss help that will be needed at the meet and begin identifying volunteers for various jobs. We will lay out a timetable for things that need to happen now and over the next year, right up to the meet. We also plan to show you proposed designs that we have for meet trophies and clothing.

Please let Ken & Carolyn know if you are coming to the meeting. You can e-mail us at our regular e-mail addresses or at 2014cnm@nirgv8.org or call us at 630-858-9474. We hope to see you there!

In other news, we sent a message with our early registration form to all Early Ford V-8 regional groups and registrations have been rolling in from all over the country. There have also been exciting developments about our “large” raffle items that we will share with you at the meeting. We have had additional meetings with the meet hotel and the Springfield convention and tourism staff. By the time of our meeting we expect to have signed the contract with the hotel. Finally, we were thrilled that we received a significant monetary donation from the folks who ran the Grand National Meet. We are grateful for their support.

In recent months we have shared with you the logo that Carolyn designed for the meet, and clued you in on the meaning behind some of the aspects of the logo, including the meet slogan, the car, and the background color. This month we want to tell you a little more about the car. This is another tribute to our 1986 meet. The car in our logo is a 1939 Standard Fordor, chosen only partially because it will be 75 years old next year as we told you in May. The other reason is that we raffled off an Early Ford at our 1986 meet: a black 1939 Standard Fordor! More about the logo next month.

Be sure to watch this space every month as new information becomes available!



10 Years Ago This Month – August 2003

The August Road Chatter featured an article about Frank Nagode's '36 Cabriolet written by Ron Vaughan. Lloyd Duzell won the People's Choice award at the 15th and final Mount Prospect Historical Society show, hosted by Alan Wall. There was a great turnout and nice items for the auction and raffle at the annual picnic, hosted by the Brauns at their home.

20 Years Ago This Month – August 1993

On August 7, 13 members displayed cars at a church fundraiser in Carol Stream sponsored by Cliff Dixon. On August 8, John Witthoef hosted a mini-golf event in Algonquin, followed by brunch. Unfortunately, we could not find a report on the event. Also on August 8, four members displayed club cars at the 5th Annual Mount Prospect Historical Society show.

30 Years Ago This Month – August 1983

About a dozen members with six Early V-8s attended the Grand National Meet in Dearborn. Everyone had a great time and four members brought home trophies. Marty Duling took a 1st Place in Touring for his '36 Club Cabriolet, but on the way home his left rear wheel came off, damaging his fender. On a hot and sunny August 28, a very large group of members and families had a wonderful time at the annual picnic hosted by the Brauns. At least 21 Early V-8s and other antique vehicles were displayed. The Club pocketed over \$250 from the efforts of auctioneers Chester Lawrence and Len Vinyard.

40 Years Ago This Month – August 1973

On August 8, a large group of members and families in at least 14 Early V-8s caravanned to Dearborn to attend the first Grand National Meet. Everyone was in awe as they arrived in Dearborn to see over 500 V-8s, throngs of V-8 Club members, and a display of three stainless cars: a '36 Ford, a '60 Thunderbird, and a '67 Lincoln 4-door convertible. The highlight of a terrific meet was Sam Iusi winning 1st Place for his '37 Tudor. Coverage of the event was so detailed that it appeared in three issues of the newsletter.

Flathead Flashback

John Judge, Marty Duling, Joe Kozmic, Earl Heintz and Rich Doligale at the 2003 picnic.





V-8 Gals

What is better on a hot summer August day than a cocktail? The other day I was outside thinking about what creative cocktails I would come up with for our 7th Annual V-8 Gals cocktail issue and I was hit by inspiration. Mint! We have a lot of mint that grows on our property. Mint and Mojitos go hand in hand. I had to come up with some Mojito recipes to try out. The Mojito was born in Cuba. Historians aren't sure when it was created by some cite stories from the 19th century. If a drink has been around for that long it has to be good! It is also said that the Mojito was the favorite drink of Ernest Hemmingway. Hope you enjoy these!!

Original Mojito – Serves 1

fresh mint leaves	1 cup ice cubes
1/2 lime, cut into 4 wedges	1 1/2 fluid ounces white rum
2 tablespoons white sugar, or to taste	1/2 cup club soda



Place mint leaves and 1 lime wedge into a sturdy glass. Use a muddler to crush the mint and lime to release the mint oils and lime juice. Add 2 more lime wedges and the sugar, and muddle again to release the lime juice. Do not strain the mixture. Fill the glass almost to the top with ice. Pour the rum over the ice, and fill the glass with carbonated water. Stir, taste, and add more sugar if desired. Garnish with the remaining lime wedge.

Raspberry Mojito – Serves 1

2 oz rum	1 1/2 oz ginger ale
a handful of mint leaves	5 fresh raspberries
lime juice (1/3 of a lime)	



Muddle your rum with a hand full of mint leaves to bring out the fresh mint flavor. Add your ginger ale, fresh lime juice, and fresh raspberries.

Strawberry Mojito – Serves 4

11 oz. strawberries, hulled (2-3/4 cups)	1 cup white or amber rum
1/3 cup fresh lime juice	1 cup seltzer
1/4 cup granulated sugar	Mint sprigs, lime wedges or fresh strawberries to garnish
10 large fresh mint leaves	

In a medium pitcher, combine the strawberries, lime juice, sugar, and mint leaves and crush with a muddler or wooden spoon until the sugar is dissolved, about 1 minute. Add the rum and stir gently. Fill 4 rocks glasses three-quarters full with ice, divide the mojito among them, and top each with about 1/4 cup seltzer. Garnish with mint sprigs, lime wedges, or strawberries.

NIRG EVENTS CALENDAR

May 9 Board Meeting 11 Safety Check/Photo Op/Appraisals 21 Member Meeting 24-27 Spring Fling, Lees Summit, MO	June 7 Display at Riverview Ford, Oswego 13 Board Meeting 18 Member Meeting 17-21 Grand National Meet, Lake Tahoe	July 11 Board Meeting 16 Member Meeting 20 Driving tour to Chanute Air Museum	August 8 Board Meeting 11 Annual Picnic Island Lake 14 2014 CNM Meeting 20 Member Meeting 22-25 Joint tour with NORG to Dearborn
September 12 Board Meeting 17 Member Meeting 27-29 Lake Geneva Poker Rally	October 10 Board Meeting 12 Fall colors tour - Starved Rock State Park 15 Member Meeting	November 9 Veterans Day Lunch 14 Board Meeting 19 Member Meeting	December No Meetings 8 Christmas Luncheon, Woodridge



S U M M E R

**HAPPY BIRTHDAY TO
 MARIE DISPENSA (8/1), STEPHANIE KUBARTH (8/1), ANGIE PALADINO (8/1),
 JOHN SCHEVE (8/7), ERIC KOZMIC (8/9), ALAN WALL (8/18),
 ROGER OBECNY (8/19), CAROLYN BOUNDS (8/21), CAROLYN NAGODE (8/27)
 & COLLIN SPRAU (8/27)**

**HAPPY ANNIVERSARY TO
 CHESTER & HARRIET LAWRENCE (8/5), JOE & NELL KOZMIC (8/6),
 FRANK & PHYLLIS MADRIGALI (8/9), GEORGE & DAWN ZULAS (8/17),
 JOHN & ESTE SCHEVE (8/18)
 & PETE & JOANNE MCMANUS (8/25)**



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



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97 Carb used in good shape \$150.00. **New one-ton foldable shop crane** (cherry picker) \$100. **New engine leveler** - \$50. **New Shurhit ford coil**, not script - \$50.00. **New Mallory electronic distributor** 12V, 3 bolt - \$325.00. **New Weiland three deuce intake** (no carbs) with offset for generator - \$200.00, **59AB Exhaust Manifolds** \$85.00. Call Joe Novak 708-923-9953.

Rebuilt Carburetors - 1 Stromberg 97, 1 model 91-99, 2 model 59, 2 - 8BA, 2 model EAB. Call for prices and more info - Bob Paladino, 630-918-7804.

1941 Engine, carb to pan with trans, \$900.00; **1951 S. C. O. T. Blower**, \$12,000.00; **1963 Pontiac Gran Prix Tri Power**, \$22,500. Contact Frank Koeder, 847-840-7557.

37-41 Distributor \$95. **41 Intake Manifold** \$40. **36 Glass Headlamp Lenses** \$40. **36 Sealed Beams** with rims \$25. **36 Exhaust Manifolds** (2) exhaust Pipe \$45. Tim Carlig, 678-773-5764.

1970s Western Electric single slot pay phone rotary \$150. **1950s 3-slot pay phone** rotary \$250. Both phones have patina, for display only. (Available after August 1, 2013). Roger Obecny, 708-772-1925.



Wanted

1940 Pickup speedometer, odometer, and gauges, 1940 Pickup left running board. Call Ron Steck 630-772-4001 or 630-983-0543.

Tall Coil (3 bolt) for '32 V-8. Contact Garry Kelly, 847-679-5008.



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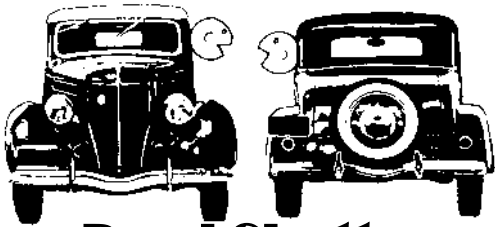
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Photo of the Month
Gathering at White Fence Farm for our Tour to Rantoul