

ROAD CHATTER

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

Volume 47 Issue 7

P.O. Box 803

Arlington Heights, IL 60006-0803

July 2013

www.nirgv8.org

UPCOMING NIRG EVENTS

July 11 Board of Directors Meeting, Wheeling Township Service Center, 7:30 pm.

July 16 Monthly Meeting, Wheeling Township Service Center, 8:00 pm.

July 20 Driving tour to Chanute Air Museum; see page 3 for details.



OTHER EVENTS OF INTEREST

July 4 Happy Birthday to the USA!

July 11-14 41st Annual Iola Car Show & Swap Meet, Iola, WI. \$8 daily.

July 14 [Barrington Concours d'Elegance](#), Makray Golf Club - \$30 at gate; contact Scott Gilday for details.

July 23 - Happy Anniversary to Northern Illinois RG#8!

In this Issue

Page 2 – President Scott Gilday talks about the 50th Anniversary Grand National Meet, recent Club events, and upcoming touring opportunities.

Page 3 – Be sure to contact Ron Steck right away if you would like to go on a driving tour July 20 to Chanute Air Museum. Also, reserve the dates shown on this page for more events in coming months.

Page 4 – Read about our June 8 Early V-8 show in Oswego to meet and encourage participants in the cross-country “Grand Tour” to Lake Tahoe.

Page 5 – Ron Blum arranged a “Duals Night” at Culver’s in Buffalo Grove; see the pictures here.

Page 6 – Read Part 1 of Ken & Carolyn Bounds’ adventure driving their ‘50 Convertible to the 50th Anniversary Grand National Meet.

Page 10 – John Emmering sent us an interesting story about the Joie Chitwood Thrill Show, featuring a connection with Early Fords and with Chicago. We are sure you will enjoy it!

Page 12 – Minutes of the June 18 monthly meeting.

Page 13 – News from the Early Ford V-8 Foundation.

Page 14 – Early registrations are coming in for our 2014 Central National Meet. Tech corner took another month off so you can read this month’s update here.

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

Page 16 – This month’s Ladies Page may be a flashback to our youth. Tips are provided for some clever uses of baby wipes.

Back Cover – Photo of the Month: Ken & Carolyn Bounds receiving a Touring trophy at the 2013 Grand National Meet in Lake Tahoe.



2013 OFFICERS**President**

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Joe Serritella

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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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FROM THE DESK OF PRESIDENT

Hello again,

I hope you all had a wonderful Father's Day and I'd like to wish everyone a very happy Fourth of July. Get your V-8s out and enjoy the picnics and parties!



First, I would like to thank Ron Steck for lining up Riverview Ford in Oswego to host the Grand National Tour participants as they headed west to Lake Tahoe. Not only did we get a chance to share some hot dogs with fellow V-8ers, but we even got to roll up our sleeves and get a tour member's car up on the rack to replace a set of shocks (which our club members picked up from the local Napa warehouse). Next, we had a few of our own members make the trek to Tahoe – Ken and Carolyn Bounds who drove, and John and Este Scheve, Rick, Marissa, and Kim Claybaugh, and Ron Blum who flew. Aside from some flight delays faced by Ron, the trip seemed to go very smooth. Not only did the group have fun at the Grand National Meet, but we signed up 12 additional people for next year's Central National Meet in Springfield – I look forward to hearing all the stories. Lastly, I'd like to thank Ron Blum for planning our always fun Duals Night. This time the group brought the V-8s to Culver's in Buffalo Grove.

During our monthly meeting's Tech Talk, Tom O'Donnell talked about carburetor rebuilding and did a comparison of some different carb rebuild kits, which he shared for everyone to see. In addition to this, he brought in a vintage coil tester that he demonstrated on Joe Serritella's coil.

Looking forward to July, on the 20th Ron Steck is planning a tour to the Chanute Air Museum on the site of the former Air Force base in Rantoul, IL. This will be an excellent opportunity to take a nice drive and see some vintage aircraft. Also, for those interested in seeing some rare and vintage cars, the seventh Barrington Concours d'Elegance will be held on July 14th.

I look forward to seeing you this month.

Scott Gilday
NIRG President

FROM THE EDITORS

It happened again - just too much to fit into 16 pages. We wanted to tell you about our drive to Lake Tahoe and hope you enjoy the trip.

We love getting your stories for the *Road Chatter*! Many thanks to John Emmering who sent a super-interesting story he wrote about the Joie Chitwood connection to Ford. Keep 'em coming John!



Ken & Carolyn

UPCOMING TOURS AND EVENTS

Driving Tour - Chanute Air Museum - July 20

Drive your V-8 • Modern Cars Welcome

What: Ron Steck is hosting a driving tour Saturday, July 20, to [Chanute Air Museum](#) in Rantoul.

Meet: White Fence Farm parking lot, 1376 Joliet Rd., Romeoville, just 1.7 miles south of I-55.

Depart: The caravan will depart White Fence Farm at 8:30 am for a leisurely 125-mile drive over mostly secondary roads to Rantoul.

Program: Upon arrival in Rantoul we will have lunch, then proceed to the museum - admission \$7.00. After touring the museum, we plan to leave approximately 3:00 pm for the drive home. If you did not sign up at the June meeting, **please call Ron at 630-983-0543** to let him know if you plan to attend.

The Octave Chanute Aerospace Museum, the largest aviation museum in Illinois, occupies part of the grounds of the decommissioned Chanute Air Force Base in Rantoul, Illinois.

Highlights of the museum include a collection of over 40 aircraft including actual military fighters, bombers, rescue, recon, and cargo aircraft. Many of these were used for training purposes at Chanute, and most are on loan from the United States Air Force Museum. Other exhibits of note include a replica of the Wright 1903 Flyer, a large collection of Frasca Flight Simulators, and tributes to the veterans who have served in America's conflicts and wars. Until base closure in 1993, all Air Force Minuteman missile maintenance training was provided at Chanute. The building has largely been preserved and restored to its condition at the time of base closure; hence, four authentic Minuteman training silos remain on display at the museum.

Boeing XB-47
Stratojet



Mark Your Calendar - Sunday, August 11 Annual NIRG Picnic - Timmerman's Ranch, Island Lake



Our Annual Northern Illinois Regional Group picnic will be hosted by Don & Elaine Braun and Art & Carol Timmerman at the Timmerman Ranch in Island Lake. This has been a very popular location for our picnic the last three years. All members and guests are invited.

It's Not Too Late! - August 22-25 Joint Tour to Dearborn with Northern Ohio Group

The deadline of August 1 is fast approaching to join our friends from the Northern Ohio Regional Group on a fun-filled weekend tour to Dearborn. Please mail in the response form enclosed in the April Road Chatter to our Northern Ohio hosts to reserve your spot on the tour. If you need an additional [form](#), please contact Ken Bounds.

If you plan to go on the tour, hotel reservations must be made by August 1 by calling the DoubleTree at 313-336-3340. Be sure to ask for the Early Ford V-8 rate.



Early Ford V-8 Display at Riverview Ford

By Ken Bounds

On June 7 a group of 22 NIRG members and family showed 15 Early V-8s at Riverview Ford in Oswego. The purpose was to greet the cross-country "Grand Tour," a group of Early Ford V-8 Club members who were traveling the Lincoln Highway on their way to the Grand National Meet in Lake Tahoe. The event was arranged by Ron Steck; we thank Ron, dealership owner John Hennessy, and the entire team at Riverview Ford for their hospitality.

Participating from our group were Tom Barosso & Betty Klawfta – '39 Fordor, Ken Bounds – '51 Mercury, Tom Buscaglia – '51 Tudor, John Emmering – '49 Tudor, Roger Hunz – '51 Tudor, Frank Koeder – '39 Convertible, Joe Kozmic – '37 Coupe, Tom O'Donnell – '40 Mercury, Dan Pudelek – '53 Victoria, John & Este Scheve – '47 Coupe, John Slobodnik – '54 Fordor, Stan Stack – '53 Tudor, Ron Steck – modern, Bill & Marty Valters – '40 Coupe, Sam Van Bruggen – '40 Coupe with sons-in-law Brad Werkman and Jon Jager along with grandson Sammy Jager – '53 Victoria, and Len Vinyard – '39 Convertible.

Arriving in the Grand Tour group were Ron Billo & Mark Schleicher, Arel & Barb Brown, John & Dee Hohlre, Fred & Marianne Killian, John Mason, Jim McDaniel & Bill Tindall, Frank Miller, Bill Muska & Scott MacGregor, Bob & Mary Ann Padovano, Jerry & Cheryl Reichel, Dick & Joan Rial, and Bill Simons & Bill Selley. My apologies if I missed or mis-identified anyone.

At lunchtime the dealership treated us to a lunch of Chicago-style hot dogs, chips, and soft drinks. As the cross-country group arrived they joined us for lunch and lively conversation about their adventure so far. A few of the members took advantage of an offer by the dealership to pull their cars in for minor service. Ron Steck helped Jim McDaniel track down front shocks for his '51 Ford police cruiser which the service department installed for no charge.

Everyone had a great time as we wished the group well on their long journey.



A few of the NIRG cars and some lively banter



Several of the cross-country cars - note the sign



The "Grand Tour" group ready to leave

Duals Night—Culver's of Buffalo Grove By Ron Blum & John Emmering

Ron Blum arranged a “duals night” for Saturday, June 29, at Culver's in Buffalo Grove. In spite of the unseasonably cool weather, 20 NIRG V-8 members brought out nine Early V-8s and other vehicles for an evening of dinner, frozen custard, and a large dose of V-8 camaraderie.

Participants met at Culver's at 6:00 pm; sponsors Ron & Arlene Blum, 1940 Deluxe Fordor, Ben & Ginny Ashley, 1953 Ford F-100, Tom Barosso & Betty Klafta, 1941 Ford Deluxe Coupe, John Bauer, 1949 Ford F-1 pickup, Ron Dopke, 1940 Standard Tudor, Lloyd & Gladys Duzell, 1935 Ford Tudor Sedan, John & Robin Emmering, 1951 Custom Fordor, Tom & Madeleine O'Donnell, 1940 Mercury Sedan Coupe, and Stan & Jo Anne Stack, 1953 Ford Customline Tudor. Len & Irene Vinyard drove their 1957 Thunderbird and Joe & Delice Serritella arrived in modern iron.

Tom O'Donnell provided coupons for discounts for dinner at Culver's. It was a beautiful cool night with lots of tire kicking and lively conversation. Everyone had plenty of fun and plenty to eat; the evening broke up with everyone heading home around 8:30 pm. Thanks to all who participated.



NIRG members shown above enjoying Duals Night. Just what the heck is Duals Night, you may ask? Just an informal way to get the Early V-8s out and enjoy a meal and each-others' company. Many years ago, a few phone calls were made on a Saturday with the message - “How would you like to get the cars out and meet for pizza and beer?” This happened several times, with no advanced planning, and the group grew. One night someone said “Hey - did you notice all of us have duals?” ...and Duals Night was born. Today you don't need to have duals to participate and all vehicles are welcome - just plan to have a good time.

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

What seemed like years in the making was finally here. Time to trust that you have done all the preparation needed to ensure a 63-year old car can make it 4,000 miles through wind, rain, desert heat, 7% mountain climbs, and high altitudes. We had a fresh radiator, hoses, and coolant, new tires, new brakes, and a high-altitude carburetor in the boxes of parts. Wheel bearings were packed, fluids and belts were checked, Rain-X was applied, and the battery and all electric systems were good to go.

Meeting with the cross-country “Grand Tour” group the previous Friday got my blood pumped up for the trip. They had a 5-day lead on us, but we were not going to take the time to do all the touring that they were doing; if all went well, we should pass the group before Lake Tahoe. At noon on Wednesday, June 12, with severe storms threatening the area, Carolyn and I headed out in our 1950 Ford Convertible. Our plan was straightforward: stay on the Interstate, keep the speed between 60-65, and log as many miles as possible each day to make it to Lake Tahoe by Saturday.



Someone was watching over us. The line of storms skirted just north of our route, then slammed the Chicago area that we had left behind only a few hours earlier. We barely had a few sprinkles on the windshield; strangely enough, this was the only hint of rain we would see the entire trip. The Rain-X worked! Throughout the trip we were staying in touch with other V-8 travelers, including Frank Miller’s daily accounts of the Grand Tour. The I-80 traffic was heavy across much of Iowa, but after a fairly uneventful 471 miles we pulled into Council Bluffs, IA, to spend the night. Good news: there was a Quaker Steak & Lube right across the street. Bad news: it was Bike Night. Blasting music and roaring Harleys made us wonder if we would get any sleep. Like magic, at 10 pm it was over.

Early Thursday morning, with a good night’s sleep, we were on the road again, crossing the Missouri River for the 454-mile trip across Nebraska. We learned that our good friend from Ohio, Jeep Iacobucci driving with his friend Mike, had broken a brake line in the Illinois storms. Jeep is enterprising and quickly repaired the line. We also heard that Craig and Annette Gorris, who had left Cleveland on Sunday, were broken down in Laramie, WY, which happened to be our destination for the night. Craig diagnosed a blown head gasket and decided to leave his ’53 Convertible there for repairs, continuing on in a rental car.



A milestone for the convertible on Thursday

It seemed to take forever to cross Nebraska. The terrain begins to change dramatically as you move west. Flat plains have given way to mesas, rock formations, and snow-capped mountains in the distance. You don’t realize it, but you have gradually risen from an elevation of 1,000 feet above sea level in Omaha to nearly 5,000 feet at the western border. You now have to carefully plan your fuel stops – it may be a hundred miles to the next decent gas station. Somehow, though, Nebraska was in our rearview mirror as we

entered Wyoming. It was nice knowing we were near the cities of Cheyenne and Laramie, but between those cities the impending climb to the highest point on all of I-80 caused concern. This would be the first of many such tests for the old Ford.

Suddenly we had the very first hiccup of the trip: vapor lock approaching Cheyenne. A flick of the electric fuel pump switch helped, but I feared the increased fuel consumption at the higher altitude had run us out of gas. Crossing our fingers, we made it two miles to the next exit and filled up. Eleven gallons. Not even close.

With a full tank of gas and new confidence, we headed for Sherman Hill – a pass at 8,640 feet with an enormous bronze bust of Abraham Lincoln watching travelers below. The engine was sluggish on the climb, but with a kickdown out of overdrive we made it in high gear. One of the biggest concerns as we planned the trip had turned out to be of little consequence. Our long day was nearing an end as we could feel Laramie on the horizon, 93 miles into Wyoming. We pulled into our hotel with plenty of daylight left. It was a nearly-new facility and we got a great restaurant recommendation from the friendly desk clerk. We drove to historic downtown Laramie, had a great meal and some cool beverages. Back at the hotel we settled in with 1,050 miles under our belts. We were over halfway to Lake Tahoe. If the old cars can go 1,000, they can go 2,000!

Friday morning we were on the road again. Feeling good about the performance of the car we felt that we would have no problem making it to Lake Tahoe Saturday. Today it was increasingly more important to schedule gas stops. The miles kept melting away and the car was humming along. We had that spare carb with leaner jets, but why make the change when all was well?

Wyoming again brought a great change in geography. It is hard to describe the difference between our familiar flatlands with endless miles of cornfields to the sights that we were seeing. With things going smoothly, we realized we were going to complete our remaining 310 miles across Wyoming by lunchtime.

As we began our 197-mile crossing of Utah, we began to think we would not stay in western Utah that night as planned, but would try to make it to Elko, Nevada. Coincidentally, Craig Gorris phoned that afternoon and said they he and Annette were also stopping in Elko; we agreed to meet them there.



A mesa in western Nebraska



Bust of Lincoln high atop Sherman Hill



Near Point of Rocks, WY, 2/3 of the way across the state



The terrain in eastern Utah, near Park City (left) is vastly different than the west, including the Great Salt Lake (right)

The terrain across northern Utah is like being on another planet. From Salt Lake City about 70 miles into the state to the Nevada border, all you see is salt and water. And more salt. The elevation levels out at around 4,200 feet. On the western edge you pass the world-famous Bonneville Salt Flats. We made a gas stop at the border town of Wendover; next to our gas station were the Nevada state line and two casinos. Here we had a surprise encounter with V-8 Club members from Canada, Grant Fleming and Dale McFarland, on their way to Tahoe in a '36 Roadster with no side curtains. We had a great time chatting with them and would spend a little more time with them at the meet.

On into Nevada with another big change in scenery. Now we were in the desert and in desolation. You don't want to break down or run out of gas here. Our evening destination was only 100 miles away; we arrived without incident and met Craig and Annette for a relaxing dinner and some great conversation. 1,691 miles down, a mere 349 to go. Although we didn't see them, we were now actually closer to Lake Tahoe than the cross-country Grand Tour group.

All along our trip we had been checking fuel mileage. We started out at 16-17 mpg, but the elevation and the climbs were taking their toll. We were now down to about 14. Saturday morning I decided to change carburetors – the replacement had .049 jets, down from the stock .051's. What a difference! The car now performed much better on the mountain grades and the high elevation. At our first gas stop we had gotten 18.8 mpg. This was no



Nevada - another change in scenery; desert in foreground, snow-capped mountains in background

fluke. On most stops we would now average well over 20 mpg! And the car was running much better. I should have made the switch sooner.

As we continued through the desert and climbed through several passes, the outside temperature was increasing. On the trip we had been in touch with John & Judy McBurney; they met Bob York & Brenda Clyden in Kansas and were encountering withering temperatures. We had been lucky so far.

At Fernley, Nevada, we did something we had not done the entire trip. We left the Interstate and would take US-50, the Lincoln Highway, the remaining 77 miles to our destination. The only event of real interest came as we were leaving Carson City. At a stop light we turned right and were facing the biggest climb of the trip: a 3,000-foot climb over nine miles of twisting road. It was a white-knuckler, but the engine made it with no problems. At the top was the payoff. Suddenly we were looking out the windshield at the magnificent site of Lake Tahoe. What a change from the desert floor below!



Lake Tahoe! The long trip was over.

Now it was just a few miles more through historic Cave Rock tunnel and into a populated area. On a short climb into Stateline, NV, hiccup #2: the overdrive quit just 1.5 miles from the hotel (but it was fine the next day). Suddenly we were there - Harrah's appeared in front of us. We pulled into the lot at 12:15 pm, grabbed a hard-to-find parking spot, and enjoyed a cold one. The fun was about to begin.



We hope you enjoyed our story about our trip to Lake Tahoe. We had planned this trip for a long time and were thrilled that the Convertible made it. We were somewhat apprehensive about the trip because of the distance and the changes in elevation; the reliable old Ford dissolved all the fear.

Next month we plan to tell you about the Meet and our return trip home. Meanwhile, here is a teaser.

- ◆ The 50th Anniversary Grand National Meet was the largest in Club history, with about 625 registrations.
- ◆ There were more International registrations than those from all but three states.
- ◆ We will tell you about a real-life close encounter with a bear. A real one. Make that two.
- ◆ The ladies luncheon was an event to remember with some super, collectible, prizes.
- ◆ The concourse was in a spectacular setting with over 325 vehicles shown.
- ◆ The Meet organizers have many reasons to be proud; we'll tell you why.
- ◆ Find out how the "Super Moon" saved us on our trip home.



Who are these people judging a '51 Mercury?

Joie Chitwood Thrill Show: The Ford V-8 Years

By John Emmering

The crowd at Chicago's Soldier Field, gathered for the 1948 Cook County Fair, collectively held their breath as the white 1949 Ford approached the wooden ramp after rounding the stadium. Attaining the jump speed of 42 mph the Ford climbed the ramp and then flew off the edge flying 50 feet and over another 1949 Ford passing by underneath, until it came down safely on the ramp on the opposite side. Thus began the partnership between "Joie Chitwood and the Original Auto Daredevils" and the Ford Motor Company which began with that performance and lasted through 1953.

Thrill show founder and race driver Joie Chitwood was actually born George Chitwood. In a turn of fate a publicist forgot Chitwood's name when writing about his surprise third place finish in an Indiana auto race and inserted the name Joe. A typographical error rendered it "Joie" in the news piece and the name Joie stuck. Joie was later billed as "Chief Wahoo" a full blooded Cherokee Indian; however this was a show business invention, as he had no Native American heritage.

Establishing himself as an exceptional racer, Joie won several sprint-car championships and raced in seven Indianapolis 500s, two prior to the war and five after, winning fifth place three times. Joie was the first driver to wear a seat belt in the Indianapolis 500, before they were technically allowed. The seat belt was not worn for safety but helped Joie to keep his foot on the gas pedal despite the vibrations of his car.

In 1943 Joie's first thrill show "Joie Chitwood's Hell Drivers" was established when Joie bought Lucky Teter's Thrill show after Lucky had been killed performing a jump. World War II regulations had suspended auto racing, but auto thrill shows were not prohibited. Joie entered this field and strove to establish the best auto thrill show in the business. Joie perfected and improved Teter's four main stunts, the Rollover, the T-Bone Crash, the Dive Bomber, and the Ramp to Ramp Jump. The show reached a new high standard as Joie employed only top notch drivers. His two hour auto thrill shows eventually included 28 events.



After an interview with Henry Ford II in early 1948, Bill McGraw, Joie's announcer, set the stage for the partnership between Ford Motor Company and the Chitwood thrill show. Ford agreed to supply the cars, transporters for the equipment and finances for the operation. A new corporation was set up to manage the shows. The sleek new 1949 Fords would now be promoted as Chitwood's drivers put them through death defying stunts. The Fords were

stock except they were fitted with heavy duty shocks, had a steel plate welded to the rear under carriage of jump cars, and gas tanks were placed in the trunk as a precaution against fire. An extra light was added to the dash board to improve the driver's view of the speedometer, as a jump car had to hit 42 MPH exactly, before leaving the ramp.

Audiences at County and State Fairs soon thrilled to the daring stunts of the new Ford V-8's and witnessed some older Fords getting some very harsh treatment as crash cars. Soon there were five units touring the country each with 10-12 brand new Fords, two motorcycles, a clown car and 14-17 workers. Joie personally performed stunts, often opening a show by performing his famous ramp jump. In order to appear in as many shows as possible Joie would sometimes have a pilot fly over a stadium where one of his thrill shows was taking place and drop him into the middle of the stadium by parachute, in a grand entrance.



The fame of the Chitwood Thrill Show grew and early in 1950 Joie got a call from MGM studios. Film director Clarence Brown wanted to feature Joie's show in a movie called "To Please a Lady" starring Clark Gable and Barbara Stanwyck. In the film Gable played a race driver who, after being banned from midget racing joins Chitwood's driving crew. MGM built a "fairground" on one of their lots and 15 days of filming began, resulting in a 7½ minute scene featuring some great 1949 and 1950 Fords in action performing thrilling stunts. The film is currently available on DVD.

Unfortunately the five year partnership between Chitwood and Ford Motor Company ended in 1953 after problems erupted with the corporation managing the Chitwood show. The shows had been over booked and stretched too thin, upsetting Joie. After a legal battle Joie broke from the corporation and formed a new single unit entering into a deal with Chrysler to use Plymouth automobiles. The Plymouths did not perform as well as the Fords and after one year Joie left Chrysler to make a successful deal with Chevrolet, which had just introduced their 1955 V-8 models.

Joie Chitwood's Ford V-8 years still remain a golden memory to many who recall the thrill of seeing those Fords doing stunts Ford engineers never imagined possible. I suspect some of the popularity of the 1949-53 Ford V-8's was due to their performance with Joie's crews at the wheel. Certainly Chitwood's Ford years have earned a place in the annals of Early Ford V-8 history.



JUNE 18 MEETING MINUTES**Submitted by Stan Stack**

President Scott Gilday called the meeting to order at 8:15 pm.

Membership Chairman Ken Bounds (and Carolyn) drove their '50 Ford Convertible to the Grand National Meet in Lake Tahoe, so Ken was not present for his report. Membership the previous month was 82.

Treasurer Joe Serritella said we started May at \$4,100 and ended at \$3,900.

Joe also presented the Health & Welfare Report:

- Alan Wall will have hip surgery on July 1 and plans to spend about 3 weeks at Alden Rehab Center in Evanston. Please send him a card.
- Don Braun is still in rehab & Elaine is feeling much better.
- Joe Serritella's daughter was having a little problem during the month.
- Lloyd Duzell is having tests.
- Ron Dopke is feeling much better.
- Jack Nikolich is doing very well.
- We heard from Roger Obecny who says he is doing well after recent surgery.

Tour Chairman Ron Steck gave updates:

- Ken & Carolyn Bounds, Joe Kozmic, Joe Novak, Dan Pudelek, and Ron & Colleen Steck attended the Spring Fling in Lees Summit, MO. Members had a great time and visited the Harry Truman Presidential Museum in Independence, MO.
- Sixteen member cars from our club met at Riverview Ford in Oswego with 14 plus V-8s crossing the country on the Lincoln Highway going to the Grand National Meet in Lake Tahoe. We had a great time and enjoyed Chicago Style hot dogs, chips, and soft drinks compliments of Riverview Ford. Riverview Ford was great host to us all. We had good conversations with the group; the trip for some was already 4 or 6 days with 8 days more ahead of them.
- Ron Blum is hosting Duals Night at Culver's in Buffalo Grove Saturday, June 29 starting at 6:00 pm.
- Ron Steck has arranged a one day tour Saturday, July 20, to Chanute Air Force Base in Rantoul. We will meet at White Fence Farm by 8:30 am and drive about 2 1/2 hours to Chanute for a museum tour.
- The 7th Annual Barrington Concours d'Elegance will be Sunday, July 14, at Makray Golf Club; admission \$30. Any interested members contact Scott Gilday.
- Don and Elaine Braun are hosting the Annual Picnic Sunday, August 11, at Timmerman's Ranch in Island Lake, starting about 10:30 am.
- The Joint Tour with Northern Ohio Regional Group to Dearborn, MI, will be held August 22-25.
- Joe Dispensa is hosting his LaSalle Street Auto Row show Sunday, August 25, in Aurora.
- The Geneva Concours is also Sunday, August 25.
- Our 6th Annual Lake Geneva Poker Rally will be hosted September 27-29 by Ken & Carolyn



JUNE 18 MEETING MINUTES - CONTINUED

Bounds. Watch the Road Chatter for more information.

- A Fall Driving Tour to Starved Rock State Park will be scheduled for Saturday, October 9, with a rain date of October 19, Saturday. More information will be provided in upcoming months.

Finance Chairman Ron Blum has set up the bank account for the 2014 Central National Meet in Springfield. Ken and Carolyn had a table to promote the event in Lake Tahoe and several V8ers are filling out the registration forms and sending in the \$75 registration fee.

Tonight's Tech Talk was presented by Tom O'Donnell who gave a demonstration of a test coil and condenser. The demo included a heat test of 5 minutes to see if the condenser would break down. Tom also had several carburetor kits and discussed the advantages or disadvantages of each group. Tom gave a very good and knowledgeable presentation with additional comments from Joe Serritella, Scott Gilday, Ron Steck and others.

Neil McManus took home the 50-50 raffle prize of \$16.

President Gilday adjourned the meeting at 9:50 pm.

Attendance: Tom Barosso & Betty Klafta, Tim Carlig, Joe Dispensa, John Emmering, Scott Gilday, Mike Heatherly, Paul Jensen, John Judge, Paul Linzer, Frank Madrigali, Neil McManus, Tom O'Donnell, Dan Pudelek, Joe Serritella, Stan Stack, Ron Steck, and Len Vinyard.

Early Ford V-8 Foundation News

Motorfest V

There is still time to register for Motorfest V, being held August 28-31 at Sauder Village, Archbold, OH. There will be daily tours of Sauder Village and other places of interest and a trip to nearby Auburn, Indiana, to visit the Foundation Museum and to enjoy a picnic and auction.



Visit the Foundation website at www.fordv8foundation.org for event details and a [registration form](#), or contact David Stonebraker at 219-956-2127 for more information. Ken Bounds will also have registration forms at the July meeting.

Henry Ford Commemorative Coin



The Early Ford V-8 Foundation has been licensed by Ford Motor Company to create and be the exclusive source for the commemorative coin shown on the left to celebrate the 150th Birthday of Henry Ford, July 30, 2013. The coin, in a commemorative folder, was designed by former V-8 Club President Don Rogers.

The coin is available at www.henryfordcoin.com, or by mail at:

Coin Pricing

| | |
|--------------|---------------------------------|
| One coin: | \$9.95 US plus \$3 S&H |
| 2 - 4 coins: | \$9.95 US per coin plus \$3 S&H |
| 5 - 9 coins: | \$9.95 US per coin plus \$4 S&H |
| 10 coins: | \$9.95 US per coin plus \$5 S&H |

Early Ford V-8 Foundation Coin Program
P.O. Box 1521 Card
Midlothian, VA 23113

CENTRAL NATIONAL MEET UPDATE

KEN & CAROLYN BOUNDS, CO-CHAIRS

June was a good month for the 2014 Central National Meet. Early in the month Finance Chairman Ron Blum received our tax ID and set up the Meet bank account; one of our first deposits was our interest-free startup loan received from the National Club.

At the Grand National Meet in Lake Tahoe we were provided a table to promote our meet; we handed out over 150 flyers, and processed early registrations. There was a lot of interest in the Meet and we received 12 early registrations, in addition to those we already have from NIRG members. Thanks to Ron Blum and John Scheve for manning the table while we had to be away for some events.



We plan to hold a kick-off meeting in August. We ask that all volunteers and other members interested in the Meet plan to come - more details will be provided at the July 16 meeting and in the August Road Chatter. Tentatively, we are considering holding the meeting at our regular meeting location; however, if you know of another location that can accommodate a fairly large group, please let us know. We will consider meeting at a restaurant, but really need to have a quiet atmosphere.

We have already done a lot of pre-planning for the Meet. At the kickoff meeting, we plan to discuss the general plan for the meet, what has been accomplished to date, go over jobs that we will need volunteers for on site during the Meet, and much more. We hope to start building teams at the meeting.

Meanwhile, please send in your early registration. Getting as many members of our local group as possible registered now will really help us with planning. With the cost of National Meets increasing, we are proud that we are able to hold our registration fee to only \$75. The [early registration form](#) is available on our website, www.nirgv8.org; just click on **2014 Central Meet**. The tri-fold brochure/registration form that we used at Lake Tahoe has been passed out to members at recent events and will be available at upcoming events and meetings. Ask us if you need a form. Soon, we will be sending out information and forms to many regional groups.

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's tidbit: the top hat hanging on the V-8, of course, is a connection to Lincoln. What's significant is that this is a photo of the actual hat that Lincoln wore to Ford's Theatre the night he was assassinated. Get it? **Ford's Theatre**. The actual hat, displayed in the Smithsonian, was originally black but has deteriorated in the past 238 years. More about the other objects in the logo next month.

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



10 Years Ago This Month – July 2003

On July 18, 50 people attended a fundraiser for the Early Ford V-8 Foundation building fund at the Beller Museum, arranged by Tom O'Donnell. The group included seven V-8 members from Australia on their way to Dearborn. On July 21-25 a large group of members traveled to the Grand National Meet in Dearborn. Unfortunately, Ron Blum's '40 only made it to the first tollbooth after our meeting place and Ken & Carolyn Bounds' '50 Convertible only made it under its own power to Michigan City, IN; it continued to Dearborn on a U-Haul. Eight members brought trophies home.

20 Years Ago This Month – July 1993

At least 13 members showed their Early V-8s at the Grand National Meet in Dearborn, which ended July 5, with most bringing home trophies. Sadly, Manny Safus, who attended the meet with his '37 Tudor, passed away after suffering a massive heart attack the day after he returned from Dearborn. The annual NIRG picnic was held on the banks of the Fox River in Cary. Because of heavy rain before the picnic, about 45 members had to park their Early V-8s at host Ralph Morey's restoration shop nearby.

30 Years Ago This Month – July 1983

The July Road Chatter contained an article from Chuck & Diane Wrobel about their 1947 Tudor. The "Iola or Bust" weekend of July 8-10 started with a bust when the Wrobel's '46 Fordor quit running. After lunch and a couple hours of troubleshooting, the group of 28 members and family in 7 Early V-8s and various other vehicles made it to Iola and had a great weekend. Reportedly, there was some "horsin' around" at the pool. Unfortunately, the hot weather for the return trip home Monday resulted in another "bust" as several had car trouble.

40 Years Ago This Month – July 1973

Planning for the big tour to Dearborn was the main topic at the well-attended July 31 meeting at Jack Loftis Ford in Willowbrook. The July newsletter included a map for the large caravan of members traveling to Dearborn August 8 for the inaugural Grand National Meet.

Flathead Flashback

Member Jimmy Pope being interviewed by local TV station at Iola, July 1983. How many can you identify from behind? Photo from Marty Duling collection.



V-8 Gals

15 Uses for Baby Wipes – Babies not Required

This article starts with a story. Ken has a V-8 tie that has seen better days. It pretty much looked like salad dressing was poured on it. He took it to the cleaners and it came back looking about the same. He brought it to the Spring Fling this year in Kansas City and wore it to the banquet. At dinner we were talking about the sad state of the tie and decided that this banquet was going to be the end of the road for the tie. It was headed for the garbage. Judy McBurney suggested cleaning it with baby wipes. I thought...baby wipes....this tie has been to the cleaners....how can baby wipes save this tie? Since this is a V-8 tie we decided to try the baby wipes. I bought the wipes and Ken cleaned the tie. The results were unbelievable! After the tie dried, the stains were gone. I'm a believer and I just had to share with the V-8 gals. Now that I have a box of baby wipes I had to figure out what other miracles they can perform. Here is just a sample of what I found online.

1. Clean stains off of clothes
2. Remove deodorant marks from dark clothing
3. Eye makeup remover
4. Toilet paper substitute
5. Removing hair dye stains from your forehead and neck when dying your own hair
6. Remove pen, pencil and crayon from most surfaces - even skin.
7. Clean your Tablet/Touchscreen phone/PC monitors. The wipes are soft and don't damage the screens, and get all the sticky fingerprints off.
8. Clean your rubber craft stamps when card making
9. Cleaning hairspray off of wood surfaces
10. Shine your shoes
11. Leather couch cleaner
12. Clean the interior of your car
13. Wipe down the leaves of houseplants
14. Attach to a dust mop (like a Swiffer) to pick up extra dust.
15. Wiping down restaurant tables, high chairs, shopping carts, changing tables and toilet seats in public places.



NIRG EVENTS CALENDAR

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|--|--|---|---|
| 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 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 TBD Christmas Brunch |

**HAPPY BIRTHDAY TO**

RICK CLAYBAUGH (7/2), JOANNE LINZER (7/2), JOAN KELLY (7/4), GINNY ASHLEY (7/13), JORDON BELLER (7/13), TOM SHOULDERS (7/13), TOM YOUNG (7/14), NORM COLLINS (7/17), PAUL LINZER (7/19), TONY MIRELES (7/19), & DIANNE HUNZ (7/20)

HAPPY ANNIVERSARY TO

GEORGE & SANDRA KUBIK (7/1), MIKE & KATHLEEN HEATHERLY (7/9), LARRY & JERRY WEBB (7/24) & RICH & MARY ANDERSON (7/29)



AND ALL THOSE CELEBRATING BIRTHDAYS AND ANNIVERSARIES THIS MONTH.



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1939 Ford Convertible - See photo. Asking \$70,000. Contact Jack Nikolich, 847-537-6069.

1965 Olds Cutlass Convertible, white, low mileage, original paint, top, & engine. Price reduced! \$12,500 or best offer. Call Tom Young 630-347-0927.

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

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



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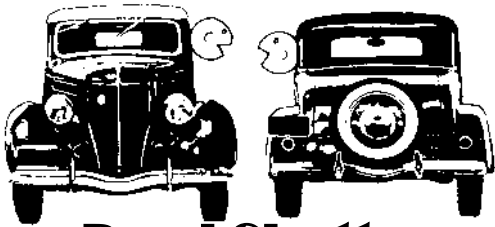
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Road Chatter

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Photo of the Month
Ken & Carolyn Receive 2nd Place Touring Trophy at Grand National Meet