

ROAD CHATTER

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

P.O. Box 803

Volume 51 Issue 10

Arlington Heights, IL 60006-0803

October 2017

www.nirgv8.org

UPCOMING NIRG EVENTS

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

October 14 Illinois River Road HIP Tour. See Page 3.

October 17 Monthly Meeting, Wheeling Township Service Center, 7:30 pm.

**CHARTERED
JULY 23, 1967**

Northern Illinois



**OUR 50TH
YEAR**

OTHER EVENTS OF INTEREST

October 4 - 7 AACA Eastern Division National Fall Meet, Hershey, PA.

October 15 Chicagoland Petroleum & Advertising Show, Will County Fairgrounds, Peotone, 8 am - 1 pm. \$5 admission.

In this Issue

Page 2 – President John Emmering talks about recent and upcoming events, congratulates Kim Claybaugh, mentions our upcoming elections of officers, and thanks members for their support in 2017.

Page 3 – Gary Osborne is planning a Historic Illinois Pavement tour on October 14. Details here - let Gary know if you plan to attend. Also, mark your calendars for more upcoming club events.

Page 4 – Tom O'Donnell is hosted a driving tour to the Russell Military Museum in Zion on September 9. See his report on the event here.

Page 6 – Our Tenth Annual Lake Geneva Poker Rally was hosted by Ken & Carolyn Bounds September 22-24. See their report here.

Page 9 – Read all about Tom O'Donnell's '53 Lincoln Capri and how he got it ready for tours and events.

Page 12 – Minutes from the September 19 Monthly Meeting.

Page 13 – We welcome another new member to the NIRG.

Page 14 – A few words from your editors. Plus, dues are due for 2018 - details here.

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

Page 16 – Tech Corner - Tom O'Donnell explains how he diagnoses starting problems.

Back Cover – Photo of the Month: NIRG Members at the Russell Military Museum Tour, taken by Jeff Trilling and Michelle Joos.



Elections will be held at the October meeting. There will be another round of nominations to ensure that we have a full slate of officers for 2018. We need you to come to the meeting and cast your vote for our club's future. Plan to attend. Following the elections, there will be a must-see tech talk about radiators by Jim French from Lake Zurich Radiator & Air Conditioning Service.

2017 OFFICERS**President**

John Emmering

Vice President

John Scheve

Secretary

Gary Osborne

Treasurer

Joe Serritella

Membership Chairman

Ken Bounds

Health & Welfare

Phyllis Madrigali

Tour Chairman

Ron Steck

Newsletter

Ken and Carolyn Bounds

Board of Directors

Ron Blum

Ken Bounds

Scott Gilday

Tom O'Donnell

Ron Steck

MEETINGS

7:30 pm on the third Tuesday of the month at the Wheeling Township Service Center, 1616 N. Arlington Heights Road, Arlington Heights, IL

NEWSLETTER

Send submissions to Editor, 1N410 Forest Ave., Glen Ellyn, IL 60137 or e-mail

editor@nirgv8.org

or call

630-858-9474

Publishing deadline is the 25th of the month.

The Road Chatter is published 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 THE PRESIDENT

Just cruised in with my '51 Ford from Lake Geneva. Robin and I and the rest of the participants had a great time on the 10th Annual Lake Geneva Poker Run. Rather than the first activity of the fall it seemed like the last summer fling with warm temperatures. All those involved are appreciative of the efforts of Ken and Carolyn Bounds in planning, organizing and running the event. We saw some really great sights and enjoyed some delicious meals along the way. The weekend certainly was the warmest weather ever experienced on the event and will be remembered as the Poker Run weekend when we were able to wear shorts during evening activities. If you have never been on a Poker Run consider joining in next year for a fun time.



Cooler weather should prevail for the upcoming Tour to Starved Rock along the Illinois River Road on Saturday October 14th. It will be fun to hit the road once again and take in the fall colors. If you haven't signed up let Gary Osborne know if you would like to come along so he can prepare materials for you.

After arriving at work this morning I checked my mail slot and found the September 12th Wall Street Journal article "A Millennial's Love for a Classic Ford" about our youngest member Kim Claybaugh. The article had been placed there for me by a coworker. I had seen the write up during the Poker Run and was glad to now have a copy. Congratulations to Rick, Marisa and Kim on having the wonderful story about Kim's car shared so widely with the public. I hope we can take a lesson from the Claybaughs and share our interest in Early Ford V-8's with the younger generation as they have.

With October it's time to renew our Northern Illinois Regional Group dues so don't forget to get a check to membership chairman Ken Bounds without delay. October also brings an end to our Henry I, Henry II and Edsel Ford competition, with the announcement of the winning team during the meeting. More important will be the election for officers and directors. It is vital for as many of you as possible to attend the Tuesday October 17th meeting and vote for the candidates of your choice. Additionally Stan Stack has arraigned a tech talk to be presented by Jim French of Lake Zurich Radiator & Air Service on Ford V-8 radiators. The presentation should be helpful and interesting.

I would like to thank all the club directors, chairpersons and officers, each of which have gone the extra mile this year in planning and directing events and for the enthusiasm and support of the membership. It's my hope that we can prepare for another successful year for our regional group in 2018.

UPCOMING TOURS AND EVENTS

Historic Illinois Pavement Tour on the Scenic Illinois River Road Around the Starved Rock Area and Beyond Saturday October 14, 2017



Meet at Pheasant Run Resort in St. Charles at 8:30 AM. (Northwest corner of the parking lot).

We will be driving on secondary roads to have lunch at Starved Rock Lodge. After lunch we will continue south to loop around the Illinois River Valley. We will stop for a break at The Rootbeer Stand. We should be able to be back between 3:00-4:00 PM.

This is a **DRIVING TOUR** that is all about seeing the Fall Colors. Approximate roundtrip mileage is 220.

If you did not sign up at the September meeting, contact Gary Osborne if you plan to attend.

Attention all  *Fans!!!*

Interested in something a little different? Our group has again been invited to participate in an all-Ford turkey dinner at the Elburn Lions Community Park at noon on November 5. Members of Model A groups, Early V-8s, and Thunderbirds have been invited and are encouraged to drive their classic cars. Several of our members went last year and had a great time.

John Emmering is coordinating our participation in this event. If you would like to participate, please let John know. There will be a sign-up sheet at the October 17 monthly meeting. The deadline to sign up is October 22 and payment \$23 per person must be made in advance to the Illinois Model A Restorers Club. See John for a form. Hope to see you there.

Reserve These Dates for More Upcoming Events

November 11 - Our Annual Veteran's Day Luncheon will be held on Saturday, November 11th at Sam's of Arlington in Arlington Heights. Watch for details in next month's Road Chatter.

December 11 - Our annual Christmas Luncheon will be held December 10th at Cantigny in Wheaton, sponsored by John & Este Scheve. Watch for details in next month's Road Chatter.

Tour to Russell Military Museum September 9, 2017

By Tom O'Donnell

My daughter Maureen, her daughter, Michelle, and I drove to the Town and Country Mall in my 1940 Mercury Sedan Coupe, where we met Pat Maroney in his 1936 Fordor. Stan Stack in his 1953 Tudor arrived next followed shortly by our President and First Lady, John and Robin Emmering, in their 1949 Custom Fordor. Ron Blum and his guest, Glenn Johnson, 40 Fordor, Ron Dopke, modern, John Scheve, modern, Joe Serritella, 1941 coupe, Jeff Trilling, 52 Ford Pick Up and Len Vinyard, 2005 T-Bird also met us there.

The drive to the museum was mostly on 2 lane roads with very little traffic. Some of them had trees right up to the road and we could see that the trees were beginning to change colors. Other 2 lane roads took us through areas where horse farms lined the road. We did see a Lipizzaner colt as we passed the Temple Farms. We also passed an area where there were some men standing around in the road with flags and other men sitting on tractors. We got a thumbs up from them as we passed them on the grooved road. The weather was perfect for the drive, with the sun shining and the temperatures in the upper 60's.

We arrived at the museum at 10:30 where we were met by Kitty and Terry Freihage in their 1935 Coupe. After paying our admission and getting our wrist bands, we entered the indoor portion of the museum. Mark Sunday, the owner greeted us and started giving us a history of his collection and how it started.

He talked about his childhood fascination with military equipment and when he heard that someone had a Sherman tank for sale, he decided to buy it and bring it home to his farm. On the way, he was stopped by a State Trooper and asked for his permit for transporting an oversized load. He was given a citation and when he went to court was fined more than 3 times the cost of the tank. He thought about this for a while and decided to lower his cost basis for the tank by buying another. This time, he bought the \$15 permit before transporting the tank. His collection continued to grow over the years and could be seen from I-94 in Wisconsin until 2007. In 2006, the county wanted his land and would not allow him to open his museum to the public, so he



At the Town & Country Mall



On the road - tree changing color



On the road - line of Early V-8s

moved it across the state line to Illinois. He opened his museum to the public in 2008.

Mark continued with describing the when, how and why of the major parts of his collection and their historic significance. He had a WWII motorcycle that was declared surplus and never used NS Jeeps from WWII, Korea, Vietnam and Desert Storm. There are several tanks and armored vehicles in the collection. The display cases had newspapers with headlines that described military events around the times of the military equipment near it.

Near the end of the presentation, Mark told us the story of how he obtained some space material. He was driving along and saw this truck with what looked like a Mercury Space capsule. He asked the driver to pull over so he could talk to him. The truck was going to deliver the junk in the truck to a recycler, so Mark offered to pay him the scrap price for his load and transportation costs if the driver would deliver the contents to his museum. The truck had tiles from the shuttle, a replica of a space capsule and other material that was used to educate people about our space program.

We left the museum and continued to the Shanty Restaurant where we had a good lunch and conversation. After lunch, we split up for the trip home. Ron Blum, Stan Stack and I traveled together as Stan's car was making a strange scraping sound occasionally. We stopped at a gas station in Gurnee because my granddaughter, Michelle, saw smoke coming from the 53's right rear tire. The right rear wheel was very hot so we pulled the drum to look at the brakes. We did not see anything unusual, so Stan decided to have the car towed home.



Robin and John at the Museum



Members listening to Mark's presentation



Jeeps from WWII to Desert Storm



Space shuttle tiles

10th Annual Lake Geneva Poker Rally

By Ken Bounds • Photos by Dan Pudelek and Ken Bounds

It is hard to believe that it has been ten years. After the sudden death of Lake Geneva Classic Car Rally founder George Kriessl and the final (30th Annual) running of the event by his wife Jan in 2007, we wondered what we were going to do the last week in September. We just decided, what the heck, we will keep going and held the 1st Annual Lake Geneva Poker Rally September 22-24, 2007.

Flash forward a decade and we are still going strong. On September 22, our large group began the first driving tour of the fall by gathering at the Town & Country Mall in Arlington Heights. Driving Early V-8s were Ken Bounds - 1950 Crestliner, John Emmering - 1951 Fordor, Joe & Nell Kozmic - 1937 Coupe, Joey & Millie Novak - 1953 Mercury, Dan & Diane Pudelek - 1950 Crestliner, and Joe & Delice Serritella - 1941 Coupe. Larry Webb arrived in his 1963 Studebaker Hawk, accompanied by Virgie Burnquist. Driving modern iron were Carolyn Bounds (more on that later), Gary & Dawn Osborne, John & Este Scheve, John & Barb Slobodnik, and Ron & Colleen Steck. Everyone donned their traditional tour buttons, donated again by Joey Novak.

As we meandered up secondary roads on our way to our lunch stop, many minds were on the weather. We have been blessed with very nice weather for this rally over the years, with the last few years being in the 70s. This year was different: daytime highs were predicted to be in the mid-90s with bright sunshine. Even with that, the classic cars ran nearly flawlessly all weekend with only one minor instance of vapor lock Friday morning.

We try to find new routes every year and this year was no exception. After many twists and turns, we arrived at our Wisconsin lunch destination, the Red Barn at Twin Lakes Country Club. There we were met by Tom & Judy Buscaglia - 1951 Tudor and Ron Dopke with his friend Bernice in modern. We also welcomed two of our newest members, Dick & Linda Livingston, to their first NIRG event.

Along with a nice lunch with great service, we drew our first poker card. New this year was "pick a prize" for anyone drawing a Joker. Joe Kozmic drew the first one and, of course, picked a 6-pack of Spotted Cow beer.

After lunch we took more back roads into Delavan and our home for the weekend, the Comfort Suites. While checking in, our group presented a gift to manager Brenda for all her help with our group reservations over the past 12 years. Soon it was time for the car games and people games. Although fall officially began at 3:02 pm, because of the 95-degree temperature we decided to split into two groups. The guys went out into the sun to play car games and the obviously smarter ladies stayed in the cool hotel to play people games.

Because of the heat, we only played two car games; but that didn't mean we didn't have a good time. Blind toll booth again proved to be a lot of fun, but we missed the usual lively interaction between spouses driving and serving as the guiding passenger. Tom Buscaglia didn't win, but he got a special



Lunch at the Red Barn



John Emmering was disqualified for attempting to use a GPS in "plumb bob"

mention with a distance of 39 feet from the toll bucket. Next we played plumb bob with several trying their hand while the peanut gallery sat in the shade with a cold drink making helpful comments.

Meanwhile, the ladies were having fun with three games: the V-8 buzzer, lugnut stacking, and assembling the tricky Mercury puzzle. The guys decided to go inside and crash the party and tried their hand as well. We also drew our second card.

Soon it was time to gather for the drive to Whiskey Ranch outside of Delavan for dinner. The place was packed and loud, but everyone enjoyed their meal. We were joined at dinner by the Livingston kids, Sarah and Joseph with his girlfriend Alex. Back at the hotel we got to do something very rare for late September: sit in the parking lot in shorts and t-shirts solving the world's problems.

Bright and early Saturday morning we gathered for our driving tour, this year to the state capital in Madison. We took some interesting and scenic back roads and all arrived safely in time for our 11:00 tour of the capitol building. Everyone thought it was beautiful and interesting and wished we had more time. Our tour guide was really informative. After the tour most of us made our way up staircases to the outdoor observation deck circling the dome. The views of the city and the surrounding lakes were spectacular. Our group then gathered at the Great Dane where we enjoyed lunch.

After lunch we were off again to the beautiful Olbrich Gardens on the outskirts of Madison, where we drew our fourth poker card. We all had time to wander the gardens, which were still stunning for the time of year, or take the tram around the outskirts of the garden for a narrated tour.

Next it was back to Delavan over a more direct, but still interesting, route. Unfortunately, Carolyn had to leave us here to return home for an early morning business flight to Orlando. Before long it was time to drive to Williams Bay to our final dinner location, Café Calamari. We had a great meal in a packed restaurant and took a minute to draw the final card. Because of the crowd, we decided to go back to the hotel for presentations and to wrap up the tour.

One of the highlights of the rally is the presentation of prizes. We regret that some of the photos did not turn out very well. Ken first presented a collectible 1941 license tab to Joe Serritella who intended to show his '41 Coupe at the 2016 Central Meet but was prevented from doing so because of an accident. Then came the prizes for the games. First timer Dick Livingston took home 1st Place in the People games while Gary Osborne took 2nd. The winner of the giant trophy in the car games was Ron Steck; Dan Pudelek was 2nd. Each of these four winners won \$10 for their efforts, but that big trophy cannot be assigned a value.

In the Poker Rally, John Scheve won \$20 for the low hand of 2-3-6-7-Jack. The big winner of the coveted Dick Alfini Memorial Winning Hand award and \$100 was first-timer Ron Dopke who drew to an outside straight on the final card. Congratulations to all the winners.

We had one final award to present. Periodically we give the Jerry Webb Memorial "Stop and Smell



Enjoying the guided tour of the gardens



Larry presents Judy the "Stop and Smell the Roses" Award

the Roses” award to someone who embodies the spirit and friendship that Jerry brought to the rally, even in difficult times. This year Larry Webb assisted in presenting the award to Judy Buscaglia. Well deserved.

Sunday morning the 10th Annual Rally came to an end. Some participants found more to do in the area, such as the wood boat show in Fontana, while others grouped up and headed home. We thank everyone for their participation and look forward to the 11th.



Our group at dinner at Café Calamari, starting with our newest members Dick and Linda, upper right

Owning a Low Mileage Unrestored Lincoln

By Tom O'Donnell

Previously I told you about my search and how I found my 1953 Lincoln Capri Coupe. It was purchased by me with 38,520 original miles and its condition reflected its low mileage. It was delivered to my home in early February 2014 and I did not have enough garage room to do any work on it, so it was covered up until the warmer months. I found a good garage to store my 1940 Mercury, so the Lincoln shared garage space with my unrestored 52,000 mile Cutlass Convertible.

When spring arrived, I started to work on the problems that I had noticed during the pre-purchase inspection. The car was hard starting after sitting, the transmission would snap your neck when it shifted and the brake pedal was very low. The paint also needed a good cleaning as it had water spots etched into it.

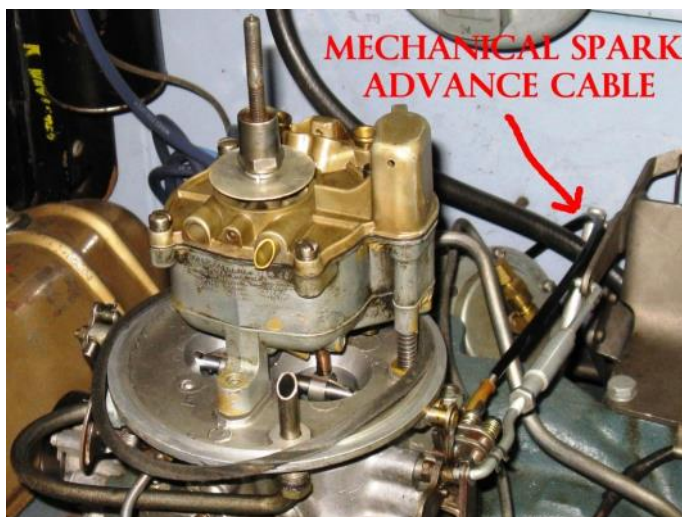
I started with the hard starting. The first thing was to check the automatic choke. It would not close. I took the thermal spring housing off and found the spring in backwards. After re-assembling it correctly the choke now closed. Next on the agenda was checking the ignition system for good spark, correct point dwell, point resistance and spark plug cleanliness. These were all good, so I checked the timing. I could not get the engine to idle down to 400-425 RPM. Any time that I got below 550 RPM, the engine died. Checking around, I saw that the choke did not open completely when the engine was warm. I adjusted it so that it did open and then was able to adjust the idle and time the engine. The timing was way off, so I brought it back to specs. Now the engine started with 1 or 2 turns with the starter. I took it for a test drive and it had much more pep than when I test drove it in North Carolina.

I let the car sit overnight and went to start it the next day. It still would not start right up. I looked at the choke and it was not closing. I took off the choke spring and checked the operation of the choke; it was binding, due to bent linkage. I repaired the linkage and put the spring housing back on. The engine started right up and the choke opened almost all of the way when warm. I ordered a new choke spring and started a search for a good carburetor core to rebuild. The new spring fixed the choke problem and the engine started up when cold or warm. It was while trying to start the engine with the bad choke spring that I found out why people call the Holley Carburetor the "Flame Thrower". I had the air cleaner off and floored the gas pedal to clear the flooding. The engine back fired due to the advanced timing and started the carburetor on fire. I was able to extinguish it before any damage was done. The tying of the mechanical advance to the accelerator linkage was a bad idea that was abandoned in 1954.

Now I could get to the hard shifting. I adjusted the throttle valve rod according to the book, but it still shifted hard and missed the 1-2 shift most of the time. Backing off the adjustment 1 turn solved that problem, but had me wondering why I had to maladjust the throttle valve rod. Then all of a sudden it



Original condition



Mechanical spark advance

sounded like the engine was going to destruct. There was a sharp knock coming from the right bank. I spent the next few days trying to isolate the problem and asked a local mechanic to stop over and give me his opinion. His opinion was that I needed a complete engine rebuild and he might as well rebuild the hydra-matic at the same time. His estimate was between \$15,000 and \$25,000 and he could not guarantee the he could stay within those parameters. I politely thanked him for his time and told him that I would get back to him (sometime in the future when I was completely senile).

I started thinking about all of the problems that I have had with cars in the past and decided that I was going to crawl under the car with a mechanic's stethoscope and try to isolate the problem further. The noise was definitely coming from no. 2 cylinder and it was near where the block and head join. The valves were all working fine, so that left me with the possibility of a broken piston or a carbon knock. I decided that I had nothing to lose, so I got a glass of water and dribbled it down the carburetor until the engine stopped. I let it sit overnight and when I started the engine the noise was just audible. I bought a can of Seafoam spray and sprayed it in the carburetor until the engine died. (I was doing this on a week-day when all of my neighbors were at work). The next day, when I started the engine, I could not hear the knock. I put 2 cans of Seafoam in the tank, where I had about 5 gallons left, and drove it very aggressively on the Interstate, leaving a cloud of smoke behind me. The engine now sounded like new.

I was so happy that I forgot to turn the battery disconnect switch. I remembered it as I was getting into bed. I thought that it should be no big deal to leave it overnight. When I tried to start it the next day, all I got was a grunt before the battery died. I pushed the Lincoln out of the garage, so I could get to the underfloor battery, removed it and placed it on my charger. When the battery was charged, I put it back in the car but left the NEG cable disconnected. I connected my test light clamp to the cable and touched the point to the battery post. The light came on, indicating a short. I started to remove wires after labeling them and found that when I disconnected the alternator, the light would not come on. I don't like modifications on my car, so I checked out the generator that came with the car. The rear bushing was worn, so I rebuilt the generator and installed it. Since then, I have found that the clock will drain the battery in about 5 days, so I keep a battery maintainer on the car.

Now that the car would go, I needed to make sure it would stop. I jacked it up, pulled the left front drum to check the shoes and drum for wear, replaced the drum as everything was like new and started to adjust the brakes. Everything was fine until I got to the right rear. I could not get the adjusting tool on the adjusting star. I pulled the drum and saw that the adjuster was installed backwards. The shoes and other parts looked like new here also. I reassembled and finished with the adjustment. I also installed a 3rd brake light in the rear window. The light is held in place by magnets and the wires are routed under the rear seat speaker. This was done so I did not have to make any holes and the next owner could restore the car to original easily.

My car would now go and stop, so I proceeded to clean the paint. After 2 passes with Meguiar's Fine Cut Cleaner, Show Car Glaze and Yellow Wax, my beautiful car shone like new, but I could still see some of the water spots. I decided to ignore them as I wanted to enjoy the car for a while and I needed to get serious about selling my Cutlass Convertible. I do not have room for 3 collector cars and at my age, keeping them in good condition is a lot more than I could handle.

In August of 2014, I took the Lincoln to the Early Ford V-8 Club of America central National Meet. The car was entered in the Rouge Class and was awarded a trophy certifying originality in exterior, interior and running gear. I also learned a little more of the history of the car. The original owner bought the car for his wife. She only drove it on



At 2014 Central National Meet in Springfield

Sundays when the weather was nice. The car had its oil changed and was greased every 3 months. When Don Johnson bought the car in the late 1980's it had just over 3,000 miles. It had not been used for several years as the owner was unable to handle the car. Don went through the mechanicals of the car and rebuilt all of the brake cylinders, replaced the rubber hoses and changed the brakes to DOT 5 fluid.

In September of 2014, I entered the car in the Primary Division of the LCOC Central Meet in Rockford, IL. It scored a first place, with 97 points, even though I had lost a hubcap and watched a semi flatten it on the way to the meet. I met another guy that knew the car from new, but he was busy looking at the more modern Continentals and we did not have much time to chat.

In 2016, I went to the Road Race Lincoln Meet at the Gilmore Museum. We had a very good time there and met many other Lincoln owners. The twin to my car from Maryland was there along with a nice 1953 Cosmopolitan Sport Coupe. This is more 1953 Lincolns that I have seen together since the 1960's used car lot.

Overall, I am very pleased with my purchase. The car is beautiful, it runs great now and I have no qualms about going on the road with it. Dale Benjamin was a great person to do business with, he let me know all that he had done to the car and kept in touch with me when I was having the engine noise problem. My wife, Madeleine, is the one that got me off of my duff to check out the car and buy it, and she enjoys going on trips in it. I have found that most people who say they can fix problems on my car get scared when they start and always seem to break something.



At LCOC Central National Meet



At Gilmore Museum



Three 1953 Lincolns - mine is last

Calling All Members - National V-8 Club Director's Election

Each of you should have received a yellow ballot for the National Director election with your July-August V-8 Times. These elections are important. We are fortunate that we have multiple candidates for one of the offices. We urge you to carefully read the resumes, make your selection, and send in your ballot. Your vote does count! Please note that incumbent Northeast Director Gene Napolliello's name is misspelled on the ballot - the club is asking that you write in Gene's name when voting for him. The correct spelling is on Page C of the ballot.

SEPTEMBER 19 MEETING MINUTES

Submitted by Gary Osborne

Once again, the weather for the evening of the Members Meeting was spectacular. The hoods on the V-8s were up for viewing and comments. As we all know there are plenty of comments to be made. Even though the engines are all flathead V-8s, there is always something to discuss and share an opinion about.



President John Emmering gathered us all in the room and started the meeting at 7:40 PM. In attendance were 25 members all anxious to hear about the Club's latest news. John began with the status of the Member Contest. Here are the current point totals for the teams: in third place with 825 points is the Henry Ford Group; in second place with 885 points is the Henry Ford II Group; in first place with 1000 points is the Edsel Ford Group. Now, this contest is far from over so we need all members to continue to help their team out. The winning team will be announced next month, and the winners will receive free pizza at our Pizza Meeting in November.

There were nominations made to fill positions of Officers and the Board of Directors. Nominated for President, Treasurer, Secretary, were John Emmering, Joe Serritella, and Gary Osborne, respectively. Ron Blum, Ken Bounds, Scott Gilday, Pat Maroney, Tom O'Donnell, Ron Steck, and George Zulas were nominated for the Board of Directors. At the October meeting we will have another round of nominations and vote for the members who were nominated.

The Club sent \$300 to the Early Ford V-8 Foundation to purchase a Memorial brick in honor of Norm Collins.

Board Meeting Report

The Board of Directors met on September 14th. There was a lot of discussion about our upcoming elections, the Norm Collins Memorial Fund, Tech Talks, and the future events.

Those in attendance were: John Emmering, John Scheve, Gary Osborne, Joe Serritella, Ron Steck, Scott Gilday, and Tom O'Donnell.

Membership Report

Ken Bounds reported that we now have 83 members. October 1st is the time when renewal of dues for next year begins. Ken introduced our newest member, Glenn Lindquist, who joined at the meeting.

National Club Report

Ken Bounds reported that there are 128 Registrations so far for the 2018 Grand National Meet in Dearborn. The planning has been going very well, and the complete registration packets should be coming out soon.

Ken reminded us that we need to be sure to send in the ballots for the National Club Directors A.S.A.P.

The Western National Meet that just ended went very well. They had approximately 300 registrations with 116 V-8s. The concourse area was very nice for the participants. One other note is that this was the final Meet for our National Chief Judge John McBurney as his term of service ends in January 2018. Next time you see him be sure to thank him for his service to the National Club.

Health and Welfare Report

Just a reminder that many of our members have physical and emotional needs. They would certainly value your thoughts and prayers. If you know of someone who needs a helping hand, call them up, or send a card. I'm sure it will be greatly appreciated.

SEPTEMBER 19 MEETING MINUTES - CONTINUED

Treasurer's Report

Joe Serritella gave the following report: Income of \$29 for the 50-50 raffle and membership dues of \$22. The expenses were: meeting room rent \$45 and Road Chatter expense of \$97.03.

Past Events

On August 26 we had 14 members attend the car show at Friendly Ford. Three of them won trophies for their V-8s: Paul Lunecki, Frank Koeder, and Joe Kozmic.

On September 9 Tom O'Donnell led a group to the Russell Military Museum. It was a well-attended event and all said they had a wonderful time.

Future Events

September 22-24 will be the 10th Annual Lake Geneva Poker Rally led by Ken and Carolyn Bounds. The H.I.P. Fall Colors Tour is on October 14th. This will be on the scenic byway around the Starved Rock area. See Gary Osborne

Veteran's Day Luncheon on Saturday, November 11.

Christmas Brunch on Sunday, December 10 at Cantigny in Wheaton.

NIRG Installation Dinner on January 13 at Suparossa in Woodridge.

Additional Items of Interest

Once all the meeting business items were taken care of we took a short break. The treats were provided by Ron Steck. Then it was time for our monthly Tech Talk which was given by John Scheve. He talked extensively about the repairs he made on his 1947's differential. This included making special tools to help in the repairs. Having photos on the screen also helped us to see how it was all done.

The last item that had to be taken care of was the 50-50 raffle. Guess who finally won? Me! I took home \$31 just to give it to the Boss.

The meeting was adjourned at 9:25 PM.

Attendance: Mo Adam, Ken Bounds, Ron Dopke, John Emmering, Scott Gilday, Jay Hinshaw, Paul Jensen, John Judge, Joe Kozmic, Paul Linzer, Pat Maroney, Ray McMahan, Bob Miller, Joe Novak, Tom O'Donnell, Gary Osborne, Dan Pudelek, John Scheve, Joe Serritella, John Slobodnik, Stan Stack, Ron Steck, Larry Webb, George Zulas, and Glenn Lindquist.

Welcome New Member

The NIRG extends a warm welcome to Glenn Lindquist of Minooka. Glenn is a "truck guy," owning a 1950 Ford F-1 Pickup and a 1951 Dodge B3B Pickup. Ron Steck ran into Glenn at a car show in Morris and told him about our club. Glenn attended the August meeting and told us that he was interested in the Club because there were things he wanted to learn about his F-1.

Glenn joined our group at the September meeting and is also a new member of the national club. We look forward to seeing Glenn and his F-1 at upcoming meetings and events.



FROM THE EDITORS

Ken & Carolyn Bounds

It happened again. We just had so much to publish that it wouldn't all fit in 16 pages, so we went to 20. Thank you to our big contributor this month, Tom O'Donnell, for his Tech Corner article, his story about his '53 Lincoln, and his report on the Russell Military Museum Tour. We really appreciate those stories about members' vehicles - please keep them coming.

As a side effect of the extra pages, we cannot include an insert for membership renewals without paying extra postage, so those will be delayed a month. See more in the box below.



A few months ago we told you about our youngest member, Kim Claybaugh, receiving a '52 Ford Coupe for her graduation present. We are very proud of her for various reasons, but also because a story about her and the Ford appeared in the Wall Street Journal on September 12. Congratulations Kim! We asked for permission from the WSJ to republish the article in the Road Chatter, but they declined. If you would like to see the article, we have a copy.

We sure had a great time going out to the Western National Meet in Salem, Oregon. We saw a lot of great V-8 friends and made a few new ones too. It was too bad that there was no Central Meet this year and we sure missed driving an Early V-8 to the Western meet.

Planning is going full speed ahead for the Grand National Meet in Dearborn next year and registrations are really rolling in. So far, 14 from our group have registered; we hope to see a few more.

Speaking of Dearborn, Ron Steck showed his '41 Station Wagon at the first ever National Woodie Meet at the Edward Hotel in Dearborn this past weekend. We look forward to a full report from Ron on the event, plus what he did in the Dearborn area.

Finally, we want to apologize to long-time member Ron Dopke for not having a picture of him being awarded 1st Place and the Dick Alfini Winning Hand Award at the Poker Rally.

For technical reasons, several of the photos just didn't turn out clear enough to publish. We hope that maybe the cash prize made up for it!

Ken & Carolyn

2018 Dues are Due

It is time to renew your membership for 2018. If you want to continue receiving the printed edition of the *Road Chatter* through the mail, dues are \$25 per year. However, if you elect to receive the *Road Chatter* through e-mail only (no paper copy) the dues are only \$15 per year. Please be sure to indicate your selection on the renewal form.



We would normally have enclosed a renewal form in this issue, but could not due to the number of pages. We plan to send the forms to you via e-mail and will bring forms to the October meeting; please review the form and make any changes, correct any errors, or add any missing information. Please add your cell phone number and your e-mail address if you care to share this information. You can return the form with your payment to the membership chairman at the address shown on the form or bring them to the next meeting.



10 Years Ago This Month – October 2007

The October Road Chatter contained an article about Don & Elaine Braun and several of their vehicles over the years. New members Scott & Nicole Gilday were welcomed to the club. On October 17, 19 members enjoyed brunch and the play *The Odd Couple* at a Ladies Day Out event at Drury lane, hosted and organized by Stan Stack and Joey Novak.

20 Years Ago This Month – October 1997

At the October 21 meeting, nominations were held for officers for 1998. The October newsletter contained articles submitted by three different members and several pictures from our “roving reporter” Norm Miller. Members were reminded that it is time to start submitting dues renewals for next year.

30 Years Ago This Month – October 1987

A hardy group of V-8’ers joined the Model A club on a chilly Fall Color Tour overnighter to Reedsburg, WI, hosted by Bill & Sue Simms. They were met by below-normal temperatures and blustery winds as they left from the Volo Museum. Even though the Friday night temperature dropped to 26 degrees, the large group of 15 NIRG members driving 8 V-8’s and some other antique cars had a great time.

40 Years Ago This Month – October 1977

The October newsletter published the official ballot for election of 1978 officers. The newsletter reported that the tension was so thick on the October 11 election night that you could cut it with a knife. The large crowd of 39 members elected Chuck Wrobel President, Bill Simms Vice President, and Larry Maas Secretary/Treasurer. A “pumpkin rally” was held on October 16, leaving from Woodfield Mall. Sadly, we do not have the results of the rally.

Flathead Flashback

NIRG group at the Ladies Day Out event 10 years ago, October 17, 2007.





TECH CORNER



Getting the Bugs Out - or How I Diagnose Starting Problems by Tom O'Donnell

In the fall of 2015, my 40 Mercury was not running the way that I like it to. It just didn't seem to have the pep and my gas mileage was getting bad. I decided that it was time for a tune-up. The last time I checked everything out was in 2009.

The plugs needed changing, the inner caps, rotor and points all showed signs of wear. I changed the worn parts and tried the car out. It was running great with lots of pep, so I did my usual preparation for winter and left it alone.

The spring of 2016, I uncovered the car, let it down from the jack stands and got in to start it so I could take it for a drive. The starter cranked over, but the car would not start. Did I jinx it by putting in all of those new parts last fall?

I removed the air cleaner to see if the carburetor had fuel. I did not replace anything in the fuel system, so it was my first thing to check. When I operated the accelerator, I got 2 strong streams of gas from the pump discharge nozzles, showing me that the carburetor had gas.

Next, I checked the spark. It was missing. I checked for voltage at the input to the coil and it was battery voltage and did not vary as I cranked the engine with the starter. It must be the coil as I had just changed the points. I pulled the coil and noticed that a spider had decided to lay a couple of eggs on the bottom of the coil. I cleaned them off and tested the coil with my coil tester. The coil put out a strong spark even after being heated. A good coil is necessary for good spark and mine was fine.

The condenser is also needed for a good spark, so I performed the condenser test with my coil tester. The condenser passed the test. I checked the capacitance with my multi-meter and it was good.

Now that I knew that my coil, condenser and ballast resistor were good, I decided to check point dwell. My dwell meter showed that the points never closed. I looked at them and they sure looked closed to me. I turned my test set knob to Point Resistance to check the resistance. It was way out of range. I sprayed some electronic cleaner on a piece of cardboard and cleaned both sets of points. Success! I now had good point resistance and correct dwell. Could the spider have left some of its goop on the points? I reassembled the ignition system and gave the engine another try.

The engine started but was running very rough and would not idle. I pulled the wire from #1 plug and checked the spark. It was a nice blue spark about 3/4" long. Next test was the cylinder balance test, by shorting out one cylinder at a time and watching the change in rpm on the analyzer meter. Shorting out cylinders 2, 3 and 5, 8 had no effect on the miss. The other 4 cylinders caused the engine to slow down, when they were shorted to ground. I looked at the cap that I had removed last fall and saw that the common element was the front tang on the rotor.

I removed the inner caps and cleaned the tangs on the rotor and the contacts on the inner caps with the
(Continued on next page)



Cranking voltage at coil did not vary



High point resistance, should read 0 v



Dwell is now correct

NIRG EVENTS CALENDAR

September	October	November	December
9 Tour to Russell Military Museum 14 Board Meeting 19 Member Meeting 22-24 Lake Geneva Poker Rally	12 Board Meeting 14 HIP/Fall Colors Tour, IL River Road 17 Member Meeting	5 All Ford Turkey Dinner, Elburn 9 Board Meeting 11 Veterans Day Lunch, Sam's of Arlington 21 Member Meeting	No Meetings 10 Christmas Luncheon Cantigny Golf Club Wheaton
January	February	March	April
11 Board Meeting 13 Installation Dinner, Suparossa, Woodridge 16 Member Meeting	14 Board Meeting 19 Member Meeting	14 Board Meeting 19 Member Meeting	11 Board Meeting 16 Member Meeting

TECH CORNER - CONTINUED FROM PAGE 12

electronic cleaner. I started the engine and it was running on all 8 cylinders, except for an occasional miss. Back to the cylinder balance test. This time the cylinders that were failing before were functioning correctly, but cylinder #7 did not make as much of a drop in rpms. I pulled the spark plug for #7 and looked at it. It was wet, showing that it was not firing all of the time. I replaced it with another new one and started the engine.

It still had that miss. I pulled the plug wire and checked the spark. It was weak. The inner cap or the wire must be the problem. I could not see anything wrong with the inner cap, but decided to try cleaning the contact with a burnishing blade and trying the test again. This time the engine was running on all 8 all of the time.

I am guessing that the spider left some of its marks all over the distributor. This is the first time that I have had this problem and I still don't know how the spider got inside. Could it be that tiny drain hole at the bottom of the distributor or did it use the transporter from Star Trek to transport itself inside?

HAPPY BIRTHDAY TO

**COLLEEN STECK (10/2), SUE ADAMS (10/5), JOHN EMMERING (10/5),
JOE SERRITELLA (10/9), JOE KOZMIC (10/11), JULIE McMANUS (10/11),
DIANE PUDELEK (10/11), MICHAEL MOHAWK (10/15),
GEORGE KUBIK (10/18), MARSHAL ADAMS (10/24),
TOM BUSCAGLIA (10/28), & LIN STACEY (10/29)**

HAPPY ANNIVERSARY TO

**JAMES & KATHY LARSON (10/5), DOUG & GAIL LEICHT (10/6),
& FRANK & MARGARET KOEDER (10/30)**

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





Please Support our Advertisers!

New Work
Repair Work

Fireplaces
Glass Block



BRAUN MASONRY INC.
Brick & Stone Work

Tim Braun

Phone
847-265-0927

Fax
847-265-2995

For Sale

1949 Ford Custom Fordor - \$6,500 o.b.o. Working overdrive, new clutch/pressure plate and gas tank. Many new parts - runs and drives well. Contact George Kubik at 773-450-9394.



1930 or earlier brake lining rivet machine - \$75; **Bear wheel balancer** - \$75 - great garage ornaments. **Ford Dealer model year** and engine identification chart. Pictures of Fords 1954-1963, Thunderbirds 1955-1963, Trucks 1955-1963 - \$30. **1940 Ford and Mercury dealer upholstery samples** - \$25. Contact Ron Dopke at 815-344-1335.

1936 LB Motor; 1933-34 rear axle and housings (nice); Standard 4" stroke crank and Rods & Pistons; #59 Canadian block with 4 1/8 crank & Rods & pistons. Call Paul Jensen, 847-678-0123.

1953 Ford Customline Tudor. No rust, total mechanical rebuild. A real coast-to-coast driver. Rated #3. \$28,000. Contact Stan Stack at 847-382-4223.



1949 to 1950 Ford overdrive transmission \$250 or offer. Holley jet wrenches, \$8. Multiple unit discounts available. Contact Roger Obecny at 708-772-1925.

Like new 5 Firestone 670-15 tires, whitewall, bias-ply. FREE! Contact Dan Pudelek at 630-969-2459.

Rear Tube shocks for 1940 Ford, mounts and shocks, \$100. Contact Roger Obecny at 708-772-1925.

Set of four Lester blackwall tires and tubes, size-6.00-16, \$120; **five 18" wire rims** (1932), four with tires, \$30 each; **chrome front bumper 1934**, \$100. Contact Bob Miller at (847)651-7207.

V-8 Times Magazines from 1968-2017, make an offer. Contact Paul Jensen at 847-678-0123.

Wanted

Oil bath air cleaner for 1951 Mercury. Contact Ken Bounds at 630-408-4006.

1932 Cabriolet parts needed-windshield inside trim. Contact Gary Osborne at 630-584-3286


1940 fuel pump stand. Contact George Zulas at 630-460-0095 or 630-582-2056.

Harmon Collins distributor, whole or parts, **K.R. Wilson distributor fixture**, **K.R. Wilson wheel hub puller**, 42-48 distributor for parts. Call George Zulas at 630-460-0095, please leave a message.

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
www.lvindustriesinc.com

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



 **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

Step n Seat
Made in the USA

Jeff Vinyard

630-694-1111
1-800-741-3227
508 Meyer Road
Bensenville, IL 60106

www.Stepnseat.com



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



Emission Testing
Fine Tuning

Earl or Brent

Brakes

C & C Auto Repair

We do electrical repair most shops won't do or cannot do or don't know how to do! TRY US.


1636 N. Mannheim Rd.
Stone Park, IL 60165
(708) 343-4951

Computer Problems

A/C Heater

Ralph The Radio Guy
Antique Car Radio Repair
AM / FM , MP3 Player, AUX. ,
Bluetooth Conversions to your original radio.
4 Channels @ 45 watts
Add FM, AUX to an existing AM Radio

Email: rc70@comcast.net
Phone: 630.855.5292
Located in Bartlett, IL



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

 **FLASH DESIGN**

Embroidery
Screen Printing
Barrington, IL

Holly Antonucci
847-713-2114
c: 312-844-0071

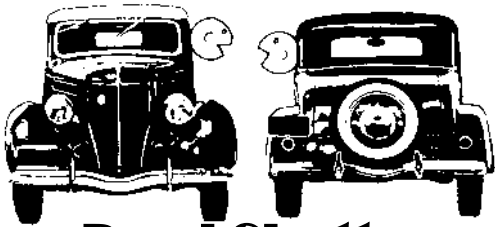
e: flashdsgn@yahoo.com
www.flashdesigntees.com

BLOW YOUR MONEY ON CARS, NOT INSURANCE



Paul Levine
847-824-3020
PaulLevine@DLFinurance.com
www.DFLinsurance.com

OFFERING  **HAGERTY**
CLASSIC CAR INSURANCE



Road Chatter

1N410 Forest Ave
Glen Ellyn, IL 60137



Photo of the Month
NIRG Members at the Russell Military Museum Tour