



ROAD CHATTER



NORTHERN ILLINOIS REGIONAL GROUP #8 ☐ P.O. BOX 803 ☐ ARLINGTON HEIGHTS, ILLINOIS 60006
WEB SITE: www.nirgv8.org ☐ Volume 52, Issue #10 ☐ October, 2018

UP NEXT...

Forthcoming NIRG Meetings & Events

October

- 10-11-18 Board Meeting
- 10-13-18 H.I.P. Fall Colors Tour
- 10-16-18 Member Meeting

November

- 11-8-18 Board Meeting
- 11-10-18 Veterans Day Lunch,
at Sam's of Arlington
- 11-04-18 MARC Turkey Dinner
- 11-13-18 Pizza Meeting at
Papa Passero's

December

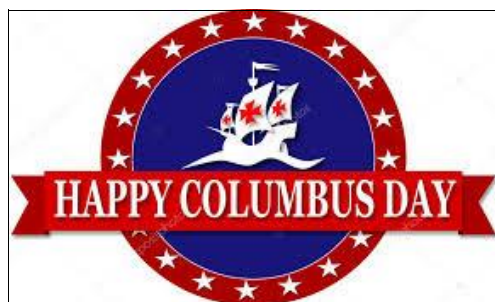
No Meetings



Second Annual Activity with Naper A's Fords & Friends at Culver's

Seven NIRG Ford V-8s were joined by seven Naper A's Model "A" Fords Saturday August 25th for the second annual "Fords & Friends" gathering held at the St. Charles Culver's Restaurant on Rt. 64.

See full story on Pages 3..



Other Events...

October 7th- Grand Champion Car & Bike Show. \$25.00 entry fee. Registration 9:00am—12 noon. 1303 Butterfield Rd., Downers Grove, IL. Go to www.doublekproductions.com

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2018 OFFICERS

President

John Emmering

Vice President

John Scheve

Secretary

Gary Osborne

Treasurer

Joe Serritella

Membership Chairman

Ken Bounds

Health & Welfare

Phyllis Madrigali

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Ron Steck

Newsletter Publisher

Ken Bounds

Newsletter Editors

John & Robin Emmering

Board of Directors

Ron Blum

Scott Gilday

Pat Maroney

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, 3890 Woodlake
Drive, Hanover Park, IL
60133
or e-mail

editor@nirgv8.org

or call

331-425-1187

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newsletters are welcome to
use material from the Road
Chatter, provided that
Road Chatter is credited
as the source.

SHIFTING GEARS...

A Word From NIRG President John Emmering

In the entire circle of the year there are no days so delightful as those of a fine October, wrote poet Alexander Smith and these are good thoughts as we enter this new month of October.

Our Northern Illinois Regional Group can look back on some wonderful times that we have had over the course of 2018. We have had some great tours, participated in the Grand National Meet in Dearborn and had a very enjoyable picnic. I have really appreciated seeing some of our members participate in our group contest and get together with others in their geographic area for small group get-togethers. Also I have appreciated the recruiting efforts put forth by many of our members which have resulted some new people joining our ranks. Let's get to know these new members and make them feel at home and continue to keep the NIRG growing.



As the cooler months roll in I hope we can have some good meetings as they will be the focus of the club through the fall and winter. We always need ideas for tech talks and presentations and ideas about guest speakers we might bring in. If you have an idea of something we can use, please share with an officer or director or bring it up in a meeting. As I write this we have plans to show a technical film on Reconditioning a 1942 Ford Transmission and Clutch produced by Ford Motor Company at our October meeting and Ron Steck hopes to share some pictures of the Montana National V-8 Tour he recently took part in.

Our upcoming Tuesday, October 16th meeting, will be important because we will be voting on officers and directors. Candidates for director positions are Scott Gilday, Pat Maroney, Tom O'Donnell, Ron Steck and George Zulas. Gary Osborne is unopposed for Secretary as is Joe Serritella for Treasurer. With my new role as Road Chatter editor I am hoping to find someone to step into the shoes of club president and the nominating process will continue election night. There were some officer nominations that remain unconfirmed. So please attend our October meeting and help us select our leadership.

Speaking of delightful days of October don't forget to join in on our Historic Illinois Pavement Fall Classic Tour arranged by Gary Osborne Saturday October 13th. It's the last driving tour of the season and promises to be a lot of fun. See the announcement on page 13. Looking into next month there will be plenty going on with the M.A.R.C. Turkey Dinner, our annual Veteran's Day Lunch and the Pizza Meeting.

Before closing I would like to thank those who contributed to this month's Road Chatter with articles and pictures. Hope you enjoy the great articles our members have shared this month.

Ford V-8s and Model A's meet again at Culver's for "Fords & Friends"



Ford V-8's and Model "A" Fords once again assembled in the St. Charles Culver's parking lot beginning at 5:00 pm Saturday August 25th for the second annual "Fords and Friends" gathering. The event was the NIRG's third joint activity with the Naper A's Model "A" Club. This time Ford's from 1929 through 1954 were included and the vehicle count was a tie with both clubs fielding seven vehicles.

Event sponsor John Emmering arrived first and awaited the expected armada of antique Fords, setting up a couple of lawn chairs to save some parking places in the Culver's lot. As 5:00 pm rolled around John observed an encouraging sight, the figure of a 1929 Model "A" Roadster in the distance driven by Rick Burgermeister of Naper A's heading down Rt. 64. Before long other Model A's and Ford V-8's converged on the scene confirming that the event would be well attended.

The cars divided up with Ford V-8's on the south end of the lot and Model A's on the north. Soon fourteen parking spaces were filled with antique Fords, the oldest being 89 years old and the newest car 64 years of age. Shortly participants from both clubs were out of their cars and inspecting each other's vehicles. Some of the Model "A" guys were curious about a few unique mechanical aspects of early Ford V-8's and hoods were popped open for examination. Of special interest was the unique placement of the distributors on the pre-1949 early Ford V-8's.

The make shift auto show drew many Culver's patrons out into the lot, some taking photographs and others giving their young children a chance to view the vintage

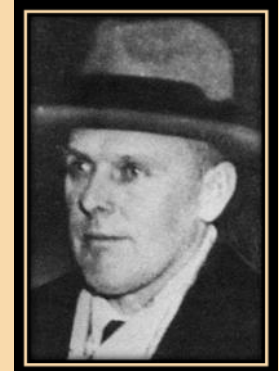
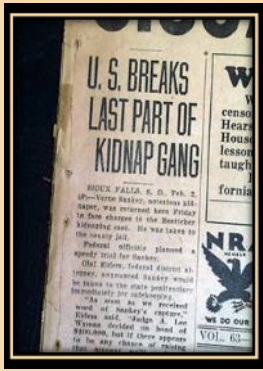
autos. Several patrons complimented the vintage vehicles and asked questions about how parts are obtained, and what happens if the car breaks down? Breaking into smaller groups members of both clubs headed inside Culver's for some of their great hamburgers. Some returned inside later to enjoy some ice cream.

The role call for NIRG attendees was, Ken Bounds in his 1951 Mercury Sport Coupe, Tom Buscaglia driving his 1951 Ford Custom Tudor, John & Robin Emmering with their 1951 Ford Custom Fordor, Gary & Dawn Osborne with modern, John & Este Scheve, driving their 1947 Ford Super Deluxe Coupe, John & Barbara Slobodnik and son John arriving in their 1954 Ford Crestline Fordor and George and Dawn Zulas and son George Jr., drove in their 1940 Ford Tudor. The group was especially glad to see Lin & Pat Stacey in their 1942 Ford Sedan Coupe, as it was the first event they have been able to attend in a while.



As dusk settled in the Model "A"

drivers said their goodbyes and set off for home while there was still some daylight. Soon the NIRG members also fired up their V-8's for home. All agreed it was a great evening to display the cars, share a meal and get to know each other a little better.



Verne Sankey, America's First Public Enemy #1 and his wild Ford V-8 Getaway

By John Emmering

Stepping out of the cold Denver, Colorado air into the warmth of the Ford auto dealership, Verne Sankey surveyed the array of cars displayed in the showroom on that chilly Wednesday February 15th, 1933. Verne had only 1932 Model 18 V-8's and Model B's to choose from as he shopped for a new car to use in his criminal plot, as the newly introduced 1933 Model 40's had not yet been delivered.

Sankey, a former railroad engineer turned bootlegger and now kidnapper had snatched wealthy Charles Boettcher II and needed a fast car to use in the tricky job of picking up the ransom money.

Having purchased a 1932 Ford V-8 Fordor as a family car almost a year earlier Sankey knew about the effectiveness of the Ford V-8 as a getaway car. Selecting a 1932 Tudor Ford V-8 Sankey surprised the salesman as he produced a little over \$500 in cash and made a quick purchase of the Tudor under the name of Roy Carlson.

As he pulled away from the automobile dealership in his brand new Ford, Verne Sankey may have reflected on his past and how he reached the point of committing a crime that now captured the attention of the entire nation.

Verne Sankey was born on July 18, 1891 in Avoca, Iowa. Sankey's family soon moved to Wilmot, South Dakota. Young Verne was a bright, well liked child. At age 22 Sankey married pretty 19-year-old Fern Young and soon the couple moved to Melville, Saskatchewan, Canada where Sankey found employment with the Grand Trunk Pacific Railway. Sankey's



initial assignment was as a watchman in the Grand Trunk Railway yard.

Working his way up to the position of locomotive engineer, Sankey earned a good living. He and his wife Fern had two children, a daughter named Eco and a son, Orville. Rather than being satisfied with his lot in life Sankey took up gambling seeking to gain higher financial status, and incurred debts in the process.

When the 18th amendment passed ushering in prohibition to the United States, Sankey took the opportunity to begin smuggling high quality Canadian liquor into the U.S. on board his train. Soon through the illicit sale of alcohol Sankey gained the affluence he had craved, greatly enhancing the lifestyle of his family.

Taking leaves of absence from the railroad Sankey, accompanied by his daughter Eco, began running liquor across the boarder. He used a modified passenger car, equipped with truck springs to hide the fact that it was loaded with cargo.

Sankey developed a lucrative bootlegging business to members of the elite with his high-quality liquor. However as the 1920's wore on organized crime took over bootlegging and mobster elements edged Sankey out of the business.

Not willing to return to a more meager life style Verne Sankey turned to serious offenses in his quest for wealth. In February 1931 having returned to his job as an engineer, Sankey pulled his train into Regina, Saskatchewan for the day and took the opportunity to rob the Royal Bank on Albert Street, with an unknown accomplice. Soon after Sankey received what would become his final leave of absence from the railroad he relocated with his family to a farm he had purchased near the small town of Gann Valley, in Buffalo County South Dakota. The remote farm was chosen as a perfect hideout and a place to conceal future kidnap victims.

The criminal ambitions of Verne Sankey went into high gear after settling into the Gann Valley farm. Soon a stream of underworld characters showed up as house guests at the farm, occasionally arriving by private plane.



Coinciding with the arrival of a few of Sankey's unsavory guests two bank robberies occurred nearby on October 4th and 5th. The Banks in the South Dakota communities of Vayland , and Winners, both near Gann Valley were robbed. The robbers were tracked by the Sheriff but lost in the area near the Sankey farm.

Farm life suited the Sankey family, but proved financially inadequate. Needing help for his planned kidnappings Sankey coaxed his former co-workers Gordan Alcorn and Arthur Youngberg to come down to South Dakota from Canada to work on his farm. Both men had been laid off their railroad jobs and they jumped on the opportunity and accepted the job offers.

Once Alcorn and Youngberg had joined Sankey in South Dakota they were pressed into service as accomplices to the kidnapping of Haskell Bohn, 22 son of wealthy St. Paul, Minnesota refrigerator manufacturer Gebhard Bohn.

Sankey and the others kidnapped Haskell Bohn from the garage behind his St. Paul Minnesota home on June 30, 1932. Bohn was transported to a Minneapolis apartment where he was held. The victim's father Gebhard Bohn proved to be a difficult man to deal with and got the kidnappers to accept his offer of only \$12,000 for the return of his son.

With one kidnapping under his belt Sankey hoped to commit one with a bigger pay off and set his sights on Denver, Colorado for the scene of his next crime. With the help of his Denver friend Carl Pearce, a troubled World War I veteran, Sankey rented a bungalow near Denver's capitol district. After considering several possible victims, Sankey settled on Charles Boettcher II, age 32. Boettcher's grandfather and namesake made a fortune selling hardware to miners during the 1870's silver strike and his father Claude, a shrewd businessman, expanded the fortune making the family among he richest in the State.

Lying in wait for Charles Boettcher outside his luxurious Denver home, Sankey and Alcorn saw their opportunity when the Boettcher's sedan pulled into the alley to the rear of the home. Charles's attractive wife Anna Lou was behind the wheel as Charles was too intoxicated to drive after attending a party. Sankey approached the car with a gun and ordered the inebriated Charles out of the car. He then handed Anna Lou a ransom note demanding \$60,000 for Charles return . Alcorn placed Charles into the back seat of Sankey's 1932 Ford .

Whisking Charles Boettcher away into seclusion Sanky drove the Ford V-8 Fordor on the 570-mile trip to Gann Valley SD, taking mostly unpaved back roads. Once they were back at the Sankey farm Arthur Youngberg was placed in charge of Charles's care and confinement and he cooked Charles' meals. Wealthy Claude Boettcher, Charles father proved to be a difficult man to negotiate with as Sankey conveyed his ransom demands. Claude made it clear that the kidnappers had to release his son first before the ransom would be paid. Having no choice Sankey had to comply with Claude's demand.

Driving the new 1932 Ford V-8 Tudor purchased in Denver , Sankey and Alcorn stopped and let Charles Boettcher out of the car in east Denver. Proceeding to the predetermined ransom pick-up point northeast of the city, Sankey spotted the car sent by Claude Boettcher to deliver the ransom. The car had unique tail lights specified by Sanky. The driver tossed a package containing the \$60,000 ransom off a bridge into a dry riverbed. Soon Sankey rushed down the ravine to pick up the money and dashed back to his car.

Sankey sped away in his Ford V-8 but was intercepted in suburban Brighton by a police roadblock. The police fired several shots at the Ford, piercing the windshield, barely missing the kidnappers. The V-8 Ford took other hits on it's sides from a police rifle and shotgun. Escaping the Denver area Sankey and Alcorn arrived in Greeley Colorado around 3:00 am .

In Greeley they were able to fill up with gasoline. As they resumed their flight from the law toward South Dakota they encountered a Greeley city Police patrol car . The police car, a powerful Hudson Terraplane gave chase in an effort to stop the Ford V-8. Alcorn panicked and baled from the Ford, taking off on foot.

At the worst possible moment for Sankey his Ford V-8 began to sputter and then died. Instead of giving up Sankey exited the vehicle and using it for cover fired shots at the approaching police. The Ford V-8 had been left in neutral and it began to roll driverless down the inclined road. Sanky ran after the V-8 and hopped inside firing up the engine. The chase resumed and Sankey was able to out pace the police car with his Ford V-8 and make good his escape to his South Dakota farm.

CONTINUED ON PAGE 7.

Kidnapers Free Denver Broker; Receive \$60,000

Millionaire Is Brought
Unharmed to Home
in Police Machine

Eyes Kept Covered

Says Abductors Drove
Two Nights and Day
After His Capture



Charles Boettcher II



Charles Boettcher's Home

Nevada State Journal

BOETTCHER ABDUCTOR ARRESTED

Verne Sankey, Wanted In Lindbergh Case, Is Captured

Admits Kidnaping

He was in a car tonight when kidnapped son, the newspaper says.

A few days later Sankey was taken to the police station in Denver and admitted to the kidnapping of Charles Boettcher II.

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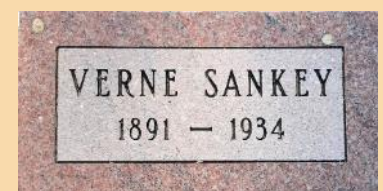
Sankey was taken to the police station in Denver and admitted to the kidnapping of Charles Boettcher II.



**Verne Sankey, Kidnapper, Hangs Himself
With Neckties in His South Dakota Cell**

Special to The New York Times.

SIoux FALLS, S. D., Feb. 8.—After later, Sankey was hanging himself with neckties in his cell.





GENEVA CONCOURS *d'Elegance*



Two Outstanding NIRG Ford V-8s Displayed at Geneva Concourse



The streets of Geneva were packed with classic cars of every description Sunday August 26th when the Geneva Concours d' Elegance came to the Fox Valley suburb. Temperatures into the 90's were predicted for the day, so it was best to arrive early that morning to beat the midday heat and to find parking. A variety of top-quality antique, classic and modern automobiles from all over the country had begun to assemble at 7:00 am and lined along Geneva's Third Ave. and cross streets for the viewing pleasure of the throngs of visitors.

Highlighted vehicles this year were Mercedes Benz SLs, Chrysler 300s, Steam Powered vehicles and a special exhibition celebrating the 70th Anniversary of the Chicago Region /Sports Car Club of America (SCCA). Each entered vehicle had to have been nominated and then selected by the Concourse committee and had to meet strict criteria for inclusion in the event. The display of Chrysler 300's was exceptionally large and the rare luxury cars once called "The Banker's Hot Rod" were interesting to view.

Two of our own Northern Illinois Regional Group members' early Ford V-8's met the difficult criteria for inclusion into the event and it was great seeing their cars on display.



The two owners of the outstanding Ford V-8 vehicles displayed at the Geneva Concourse were Scott Gilday with his 1947 Ford Super Deluxe Station Wagon and Randy Yockey with his 1940 Ford Deluxe Convertible. Both cars attracted plenty of onlookers and received lots of positive feedback from event visitors. Scott and Randy had fun taking and posing for pictures with their displayed cars with family members.

There were some other early V-8 Ford Motor Company Cars also displayed by non-members which drew interest from Ford V-8 enthusiasts. A beautiful 1936 Ford Deluxe 3 window Coupe was on display belonging to Matt Pater. Matt explained that his father had purchased the car and had a full frame off restoration in 1995 with the goal being originality.

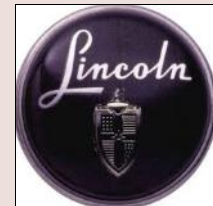
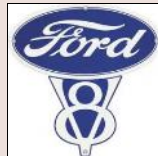


The King of Classics, a 1941 Lincoln Continental Cabriolet was prominently displayed by owner Bryan Bransky and attracted lots of attention. Further down the street a 1937 Lincoln Zephyr owned by John & Mary McCarthy drew admiration as did the pristine 1940 Mercury Sedan Coupe owned by Ken & Roberta Macal. Of special interest was the beautiful 1947 Mercury Station Wagon entered by Jorge Diaz of Bull Valley, IL. It would be nice to get some of these owners into our regional group.

As the event concluded, Scott Gilday was pleased to learn that he had been awarded the prestigious Carl Benz Award for his 1947 Ford Station Wagon which was quite an honor for Scott. The Geneva Concourse 2018 was a wonderful opportunity for car aficionados to view some real classics. Self nominations are now open for owners of Dearborn quality Ford V-8s who wish to take up the challenge of showing their cars in the Geneva Concourse next year and competing for a Carl Benz Award.



Other Early Ford V-8 Era Cars at Geneva Concourse



(SANKY Continued from page 5.)

Walking fifteen miles from Greely to Eaton, Colorado, Gordon Alcorn remained on the run. Hearing no news of his partner Sankey's capture he made his way back to the Gann Valley farm by freight train and bus. Alcorn was reunited at the farm with Sankey on March 4, 1933, just two days after Sankey's arrival. At that point the kidnapers believed they had gotten away with the crime and would never be caught.

However 24 hours later the weak link in the gang, Carl Pearce was brought into Denver police custody. Seriously affected by combat in WWI Pearce bragged about the kidnapping while intoxicated and women friends overheard his comments, reporting him to the Denver Police. With information provided to the police by Pearce, Verne's wife Fern Sankey was arrested in their rented Denver house and

the rest of the culprits were identified. Fern Sankey was later prosecuted but was not convicted and went into seclusion with her two children. The Denver Police along with the local Sheriff raided the Gann Valley farm but only Arthur Youngberg was arrested. Verne Sankey and Gordon Alcorn were now America's most wanted men with Sankey earning the title, "Public Enemy #1". J. Edgar Hoover's Division of Investigation took over the case and Sankey became a suspect in the unsolved Lindbergh kidnapping and other crimes.

Fleeing to Chicago with some of the ransom money Sankey and Alcorn assumed new identities. Sankey as William Clark and Alcorn as Walter Thomas. Alcorn fell for a woman named Angeline Paul and the two were married in Chicago.

Sankey set up house keeping at 4062 Kenmore Ave. on Chicago's north side with his mistress Helen Mattern.

Recognizing Sankey from a wanted poster a neighbor woman notified Federal Agent Melvin Purvis. Soon it was learned that Sankey frequented a northside barber shop. On January 31, 1934 Chicago Police and Federal agents captured Verne Sankey as he sat in a barber chair for a shave.

The Federal Government decided to try Sankey in Sioux Falls, South Dakota. For security he was held in custody at the Federal Penitentiary. The thought of life in prison was too much for Sankey and when unattended he hung himself with his neck tie. Vern Sankey shouldn't have done the crime because he couldn't do the time.

Terry Freihage's 1935 Ford Standard Coupe

by Gary Osborne and Terry Freihage

The Ford Motor Company was in its fourth year of producing automobiles with the fabulous Flathead V-8 engine in 1935. The production levels were beginning to climb ever higher as the car buying public demanded these new "Model 48" cars that Ford offered.

Yes, there was still the effects of the Great Depression on the average person's budget, but they continued to want new cars. There were many firms continuing in the auto manufacturing business, and people had numerous choices of types of cars to buy. Ford Motor Company however was Top Dog!

The 1935 Models that Ford produced had dozens of engineering changes made from the previous year, along with many new accessories that a prospective buyer could add to their new Ford.

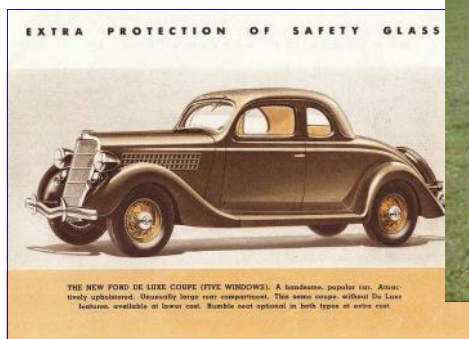
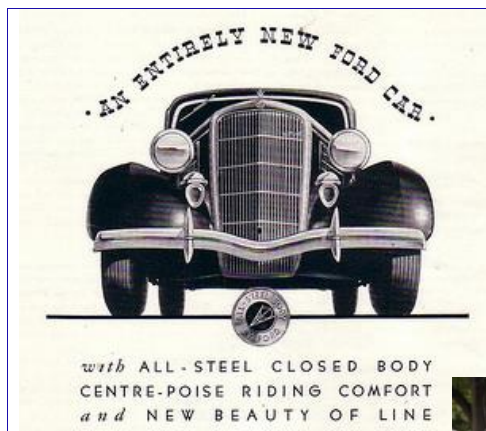
The wonderful example in this article belongs to Northern Illinois Regional Group members Terry and Kitty Freihage. They have owned their 1935 Ford Standard Coupe since 1987 and have made several improvements to bring the car back to its' original state, with a few add-ons. At this point I'm going to turn this story over to Terry as he explains about the car:

TERRY: "The original owner was from Melrose Park, Illinois and he had the original title in his name. Then the owner of a True Value Hardware Store in Addison purchased the vehicle. The True Value Store owner had the Ford in his parking lot when Howie Bischoff spotted it. Howie then stopped in the store every day for two weeks to trying to convince the owner to sell it to him.

The title of the Ford was still in the Melrose Park owner's name when Howie purchased it. Howie had the car painted with a black lacquer which is the current finish.

He found and installed an original luggage rack to the car. Howie also added an extra horn, and rear tail light for safety purposes. Then he installed hydraulic brakes, a hot air manifold heater, and a very rare tool compartment tray that fits under the hood.

After all that he took the car to the Grayslake Swap Meet and sold the car to a machine shop owner who happened to be a customer of our club member Dan Fontanini. Sometime later the machine shop owner fell on hard times and gave up the car as payment for old debts to Dan.





Heinz spotted the mess we were in and asked if my son and daughter would like to ride with them in their convertible with the top up. Both kids did not have to be asked twice. We received a souvenir license plate and frame from Lloyd and Gladys Duzell to commemorate the tour.”

As the new owner, Dan installed Kelsey Hays wire wheels, a radio, wing windows, an oil bath air cleaner, fog lights, and did some interior work. Another member Marty Duling found and installed the correct fog light switch.

Now that I owned the car, and had driven it some, I wanted a Columbia overdrive unit installed. Marty Duling and Lloyd Duzell were our club professionals because of their excellent work, research, and love of every old car they saw. The Columbia installation process took from June 1988 to January 1989. With Marty’s guidance I was able to acquire parts from all around the country.

During a conversation with member Charlie Kaiser, I mentioned that I needed correct gears. Low and behold Charlie was able to sell me the correct gears

for the unit. Then Marty performed his magic and assembled and installed the Columbia on my car. What a gifted friend he was.

Lloyd Duzell sold me his clock mirror, which I might add is the one that was used in the “In Rearview Mirror” column for years in the Road Chatter. He also installed a 1940 steering gear and changed the wheels back to the Ford spokes so I could install the very rare Motor Wheel Corp wheel covers that are still on the car. Finally, I installed a grill guard.



As you can see from what Terry has related, he and Kitty have really enjoyed this car through the years and they have a lot of good memories from their adventures in this old Ford. If you have not seen their 1935 Ford at an event, the next time they bring it, take the time to look the car over and ask the Freihages about this wonderful coupe.

Many thanks to Gary Osborne for this series. We hope to read about a 1936 Ford next month!



We have taken the car on many weekend tours through the years and love driving it. On our first four-day tour to Iron Mountain, Michigan we had a funny incident. This was a long trip and made us aware that rumble seats are not made for long distance rides. Our daughter, who was around 11 at the time, got her hair so tangled while riding in the rumble seat that we thought we would have to shave her head. Fortunately, current members Earl and Gene





MEETING MINUTES

SEPTEMBER 18, 2018

Submitted by Gary Osborne

The time of year has come where it's beginning to get dark when our meeting starts. Such was the case this month and there were only a few V-8s brought out. All the lights were on in the parking lot by 7:30. However, those that came out for the meeting made the best of it.

President John Emmering opened the meeting with a greeting to all the folks in attendance. There were no visitors this month. The scores for the Contest announced as follows: **Fox Valley Flatheads- 110, Northern Lights- 155, DuPage Deuces- 160, and Northwest Wheels- 225.** There is one more month left to earn more points for your team. Let's finish well and remember that the winners receive free pizza at the Pizza Meeting in November. John also presented awards from the August 11th Friendly Ford Car Show to Paul Lunecki and Ken Bounds. The awards were not available the day of the Car Show.

This was the meeting that nominations were taken for next year's elected positions. Several members were nominated for different positions, and next month at the meeting they will be voted on.

Board of Director's Report

The Board of Directors met Thursday, September 13. Most of the discussion was about the upcoming nominations for Elections. We also talked about the Tech Talk Segment of the monthly meeting. We can always use ideas from the membership to fill in this segment. The rest of the meeting we discussed a lot about the activities that are planned for this Fall and Winter. Those in attendance were: John Emmering, John Scheve, Gary Osborne, Ron Blum, Pat Maroney, Scott Gilday, and Tom O'Donnell.

Membership Report

Ken Bounds reported that there are 83 members in our club. Several new people have recently joined. NIRG membership renewals will be accepted this month.

National Club Report

Ken Bounds reported that he attended a planning meeting for next year's Central National Meet. It was held at the new Rotunda building at the Ford Foundation

Museum. He said the new building is fantastic and will really be great when it's completed. The planning for the Meet is going along smoothly. Also, he advised that when you receive the V-8 Times Magazine, it will have ballots to vote for new Directors. Please vote!

Treasurer's Report

Joe Serritella's report was given: income of \$37 from the 50/50 raffle, and expenses of \$151.43 for the meeting room and Road Chatter.

Health and Welfare Report

Phyllis Madrigali reported that Joe Serritella is recovering nicely from knee surgery last month in Arizona.

Past Events

The Duals Night at Culver's in St. Charles was well attended with 7-V8s and 7 Model A's.

Upcoming Events

Lake Geneva Poker Rally- September 28-30
H.I.P. Fall Classic Tour- Saturday, October 13
MARC Annual Turkey Dinner- Sunday, November 5
Veteran's Day Luncheon- Saturday, November 10
Pizza Meeting- Tuesday, November 13

Additional Items

The members took a short snack break before the next segment of the meeting. There was a "Panel of Experts" quickly arranged to help answer general questions from the audience about problems that they have experienced with their V-8s. It actually was a very interesting time hearing about how others have overcome difficulties with the old Fords. Last item was the 50/50 raffle and John Emmering was the winner taking home \$31.00.

Attendance

Maurice Adam, Ken Bounds, Ed & Diane Crane, Ron Dopke, John Emmering, Mike Gallichio, Scott Gilday, Jay Hinshaw, John Judge, Paul Lunecki, Frank & Phyllis Madrigali, Pat Maroney, Joe Novak, Gary Osborne, Bob Paladino, Dan Pudelek, John Scheve, John Slobodnik, Jeff Trilling, Len Vinyard, and Larry Webb.

NIRG Meeting
Highlights
Sept. 18th, 2018



Paul Lunecki awarded Best Ford of the 1950's for his 1951 Ford.



Ken Bounds receives his Friendly Ford car show Top Forty Award for his 1951 Mercury

The Illinois Region Model A Restorers Club
invites you to our



5th Annual Turkey Dinner (with all the trimmings)
Elburn Lions Community Park - 500 Filmore Street - Elburn, IL 60119
Sunday November 4, 2018 – 12:00 PM
\$23.00 Per Person - \$9.00 Children Ages 4-11 – Free for Children 3 and Under

Deserts will be very much appreciated!!
For the first time an award will be presented to the club driving the most antique cars to the dinner.

Name/s _____

Phone Number _____ Email _____

Region/Club _____

Mail check (payable to Illinois Region MARC/MAFCA) and
names, address, phone and club affiliation of attendees to:

Melinda Pritchett, 40W051 Sunflower Lane, Elgin IL 60124
melindaborck@yahoo.com – 630-842-7065 RSVP by October 21

“Northern Lights” at Church Creek Senior Living Car Show

By Tom O'Donnell

Noticing there was a car show scheduled supporting one of my favorite charities, St Jude's Hospital for Children, I sent out a notice to members of the Northern Lights V-8 Group urging them to attend. The show was scheduled to be held at Church Creek Senior Living facility in Arlington Heights.

On Saturday morning September 15th I was joined at the Church Creek Car Show by my fellow Northern Lights members, Ron Blum, driving his 1940 Ford Deluxe Fordor, Paul Lunecki, with his 1951 Ford Custom Tudor and Len Vinyard rolling up in his 1957 Thunderbird. I brought my 1953 Lincoln Sport Coupe. Jeff Trilling surprised us by showing up in his 1952 Ford F-1 Pickup. Jeff had just picked it up from the body shop where it

had been repaired and decided to join us.

There were approximately 70 cars at the show and they ranged from the 1930s to the 1990s, with a nice mixture of stock, modified and custom cars. We enjoyed walking around to look at the cars and talk to the owners. It was a very nice day with lots of sun and moderate temperatures.

At 2:45 PM, we gathered around to cheer the people that received trophies. Paul Lunecki received a 2nd place trophy in the customized class and Jeff Trilling received a 3rd place in the truck class. The Church Creek Senior Living car show provided a great chance for the residents to enjoy the vintage cars and an opportunity for our Northern Lights Group to get together.



Barrington Cruise Night brings out “Northwest Wheels”

By Scott Gilday

Five V-8ers braved the threatening weather and gathered at the Barrington Cruise night event in Barrington on Thursday evening August 16th. In attendance were Jay Hinshaw with his 1940 Standard Tudor, Ron Blum with his 1940 Deluxe Fordor, Stan Stack with his 1953 Customline Tudor, George and Dawn Zulas with their 1940 Tudor and my daughter Ciena and myself with our 1947 Woodie Station wagon.

Jay Hinshaw won the long distance “award” coming all the way from the Northwest side of Chicago. With Jay, Stan and myself participating it became a “Northwest Wheels” event. We all enjoyed having a chance to hang out together, however we spent most of our time telling all of the fans who walked up about the histories of our cars. Our cars were clearly a hit with the people at the show. I thank everyone who came out and made this event a success!



There is still time to join our

ILLINOIS RIVER ROAD TOUR

Coming up Saturday October 13th

Meet for this *Historic Illinois Pavement Tour* at 8:30 am at Pheasant Run Resort on Rt. 64 in St. Charles, IL.

Sponsored by Gary Osborne



Join this 220 mile Driving Tour and see Fall Colors, Rivers, Lakes and Farms. Lunch at Starved Rock. After Lunch we will continue south to loop around the Illinois River Valley. We will stop at a Root Beer Stand for a break. The Group will return home by 4:00 pm. Call Gary at 630-584-3286



**JOHN EMMERING (10/05) SUE ADAMS (10/05)
JOE SERRITELLA (10/09) JOE KOZMIC (10/11)
JULIE MCMANUS (10/11) DIANE PUDELEK (10/11)
MICHAEL MOHAWK (10/15) MARSHAL ADAMS (10/24)
TOM BUSCAGLIA (10/28) LIN STACEY (10/29)**



**DOUG & GAIL LEICHT (10/06)
FRANK & MARGARET KOEDER (10/30)**



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1953 Ford Customline Tudor. No rust, total mechanical rebuild. A real coast-to-coast driver. Rated #3. Price reduced to \$22,000. *Contact Stan Stack at 847-382-4223.*

Flywheel and 11" clutch, flywheel needs balancing \$150. *Contact Ron Steck at 630-777-4001.*

46-48 Ford radiator, good condition, cleaned and checked, \$250. *Contact Roger Obecnny at 708-772-1925*



Pair of 1940 Illinois License Plates. Unrestored. Good condition. \$85.00. *Contact Richard Volkmer at 630-393-1975 or (cell) 630-989-7041*

Ford Parts: Many 41 parts & others, tools, rear drum puller, valve tools, compressor, lower hose drill bit. Ford Signs, NIRG V-8 Clock - *Contact: Bob Paladino 630-918-7804*

1939 running boards, restored \$850 **KR Wilson Industrial Engine,** 1939 V-8 running on trailer \$5,000 *Call Frank Koeder at 847-840-7557*



1941 Mercury, 2 door, fresh rebuilt engine, new clutch, new brakes all around, clean interior, very nice driver - \$15,000. *Contact Dave Collins at 815-236-7061*



1946 Ford Super Deluxe Business Coupe New Canadian Ford engine (400-500 miles) plus extra Parts. *Call Sam Barone at 708-614-6085.*

1936 Ford Fordor Sedan Hot Rod For more information, *call Mike Gallichio at 630-858-8066.*

Wanted

Trunk handle for 1941 Ford *call Ed Crane at 773-318-9357.*

Gauges for 1952 F1 Truck *call Jim Morris at 630-377-9903*

'36 generator stamped with a Q 3,4,5 on case near Ford Script. *Ray McMahon at 630-853-6832*

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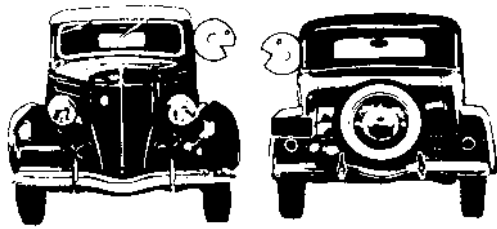
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Photo of the Month

Little Miranda posing by her Grandpa Randy Yockey's 1940 Ford Deluxe Convertible at the Geneva Concourse, held Sunday, August 26th in Geneva, Illinois.