



ROAD CHATTER



NORTHERN ILLINOIS REGIONAL GROUP #8 P.O. BOX 803 ARLINGTON HEIGHTS, ILLINOIS 60006
 WEB SITE: www.nirgv8.org Volume 52, Issue #9 September, 2018

UP NEXT...

Forthcoming NIRG Meetings & Events

September

- 9-13-18 Board Meeting
- 9-18-18 Membership Meeting
- 9-28/30-18 Lake Geneva Poker Rally

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
- 11-13-18 Pizza Meeting at
Papa Passero's

December

No Meetings



Memories Are Made Of This: 2018 Grand National Meet!

As the shiny black 1936 Ford sedan pulled up to my house early on Sunday morning, June 10th I knew that the adventure we had planned for several months was about to begin. Pat Maroney was behind the wheel of that 1936 Ford and his wife Dee was riding comfortably in the back seat. My '51 Ford was all cleaned up and ready to go, sporting a new front bumper and other improvements realized at a whirlwind pace over the last few weeks.

See full story on Pages 4 & 5...



Other Events...

September 16 - Cantigny Car Show
 Winfield Road, Wheaton, IL 9am - 3pm.
 Early Registration \$15 until September 9,
 afterward \$18.
 Go to www.signmeup.com/125435

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2018 OFFICERS

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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@nirg.org

or call

331-425-1187

Publishing deadline is the 25th of the month.

Road Chatter is published monthly by NIRG. Other Early Ford V-8 Regional 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

Yes, there is a new guy at the wheel of Road Chatter, but you already know me from our many good times together at Club events and tours. Most recently, I've served as your President and helped out around the edges of our newsletter efforts.

Before going on, I must express a deep sense of gratitude to Ken and Carolyn Bounds for their immense dedication and efforts to produce our award-winning publication. I can only hope to approach the editorial quality and professional look they have lent to *Road Chatter* for 12 years now. I have no doubt that these are large shoes to fill and shall do my best to maintain their high journalistic standards.

That being said, you will find some things familiar about our newest version of *Road Chatter*, combined with a few innovations that I'm tinkering with. We'll take this journey together and - as always - your thoughts and ideas will help considerably in keeping everything on an even keel.

Now, more than ever, submissions of story material and photos from our members will remain the backbone of this publication...so please keep me busy sifting through your contributions! This month Este Scheve was our first contributor with her interesting story on page 12.

One type of feature that I would like to pursue more than ever is the Technical Story. Tips and techniques, troubles you've solved, and tales of restoration work accomplished will benefit our members by your personal experience. Of course, pictures still count for a thousand words each, so be sure to visually document your work when preparing a submission. Next time you make a significant or even simple repair on your V-8 get someone to take a few photos of you doing the task and send a brief description of how it was done. We have some new members with recently acquired cars who are eager to get some tips. The easiest way to send your efforts, whether they be stories or technical articles is to e-mail a Word file and some .jpg pictures to editor@nirg.org

Finally, I would like to see us form a newsletter staff with some regular contributors writing on the areas they are especially interested in and knowledgeable about, with a suggested timetable for completion. I'm sure there are some writers out there who just need a little encouragement. As you read this month's edition think how you can be a part of future Road Chatter issues. Hope you will enjoy what we have prepared for this month.



Ken & Carolyn Bounds

A handwritten signature in black ink that reads "John".



Customer Appreciation Day

The Friendly Ford dealership lot began to fill up with antique and special interest cars shortly after 8 o'clock Saturday morning, August 11 and among those were several early Ford V-8's from our Northern Illinois Regional Group. With clear skies and the promise of great weather well over one hundred assorted vehicles eventually assembled for the show.

This was the second year that the N.I.R.G. participated as a group and seventeen members were involved in the event. Driving onto the lot that morning were Ken



Bounds in his 1951 Mercury Sport Coupe, Dan Ciancio in his 1934 Ford Deluxe Fordor, John Emmering driving his 1951

Ford Custom Fordor, Jay Hinshaw with his 1940 Ford Tudor, Paul Lunecki, 1951 Custom Tudor, Pat Maroney in his 1936 Ford Deluxe Fordor, Tom O'Donnell with his 1940 Mercury Sedan Coupe, John Scheve with his 1947 Super Deluxe Coupe, Joe Serritella with his 1950 Oldsmobile 88, Ron Steck with



his 1941 Super Deluxe Station Wagon, Len Vinyard with his 1939 Deluxe Convertible and George Zulas with his 1940 Ford Tudor. Friendly Ford Vice-President and co-owner Randy

Yockey and his wife Debbie hosted the event. We are proud have the Yockeys as our members and they were on hand displaying their beautiful 1940 Ford Deluxe Convertible. John Judge and Frank Koeder also attended in modern iron.



An interesting array of automotive history was on display for our group. Ford Model T's, Model A's and a few non-member owned Ford V-8's were exhibited, as well as Thunderbirds, Mustangs and various years of Lincolns and Mercuries. Beside the Fords many other makes were represented. Our hosts provided plenty of hot dogs, potato

chips, bottled water and soft drinks which were greatly appreciated.

As the event wound to a climax participant votes were tabulated and the announcement of the awards brought attendees to the registration area to hear the results. Several of our members were honored with awards. Paul Lunecki won Best Ford of the 1950's for his 1951 Ford. Joe Serritella won best non-Ford vehicle of the 1950's for his 1950 Oldsmobile. Falling in the top Forty Cars and winning awards were Ken Bounds for his 1951 Mercury and Len Vinyard for his 1939 Ford.

Before departing Friendly Ford co-owner Randy Yockey expressed his gratitude for the good showing of Ford V-8s and we thanked him for providing a great car event for us to enjoy.





Memories Are Made Of This:

2018 Grand National Meet!

By John Emmering

My dash mounted GPS was set for the Edward Hotel in Dearborn, Michigan and indicated that we had a 306-mile journey ahead estimated to take 4 hours 28 minutes. We were off with myself leading and my GPS showing us the way. Although it was cloudy the weather was not threatening, and we headed down Route 64 to I-355 crossing over shortly to I-294. After an hour we reached Indiana and felt elated as we entered the Hoosier State with the cars running great and the weather still dry.

As we cruised past Michigan City, Indiana our fears were realized as rain began to pour down. The windshield wipers came on in Pat's car but as I pulled out my vacuum switch the 1951 Ford wipers were not cooperating. A coating of Rain-X on my windshield was all that allowed me to see the road. The rain came and went during the journey. At one point in Michigan during a down pour we pulled off into a gas station until the rain subsided.

We got back on the road and further into Michigan clearer weather raised our spirits, however another problem arose. The rear right-side door of Pat's 1936 Ford accidentally flew open causing the hinges to bend. Pat pulled over and called me on the two-way radios we had been using. Soon he was able to close the door and continue. After a quick stop for some food and

gasoline the journey continued. Seeing some other V-8s passing by raised our excitement. By the time we reached Dearborn there were plenty of Ford V-8s converging on the site of the Grand National and the Edward Hotel was a welcome sight.

Entering the Hotel, I headed for the registration table where my wife Robin was already at work having arrived earlier that day. After registration I picked up my meet shirts and other items and received my mileage tab for driving a V-8 to the meet. Soon I hit the operational check with the '51 Ford and then rested up from the journey. As Monday dawned, it was great to hit the concours and admire the Fords on display and check out the swap meet vendors. The highlight of that evening was a social hour where all of us from the Northern Illinois Region got together.

As Tuesday dawned Robin and I got on the tour bus to Detroit to see the Piquette Ford Plant. The plant used by Ford from 1904-1910 is where some of the very early model Fords were built and the Model "T" Ford was designed. We got some great pictures and enjoyed seeing the rare early Fords. A guide even let me get into a Model "T" and tried to teach me how to operate it. Looks like I need further training however. Late afternoon held some interesting Seminars on Carburetors, Transmissions and Spark Plugs. Several of us headed over to Ford's Garage restaurant for dinner and enjoyed the food surrounded by Model "A" Fords and other Ford automotive paraphernalia.





Climbing into our Ford V-8's early Wednesday morning we headed over to Greenfield Village to tour that great Historic attraction and have an enjoyable picnic lunch. We had the chance to talk to some Club members from Australia among others. During the picnic it seems I had managed to drop my set of keys to my 1951 Ford. Fortunately, the finder gave them to then Vice President Mike Driskell who, after some detective work identified me as the owner. Fortunately, we ran into Mike who kindly returned the keys to me. Wednesday night ended with the Owners/Judges meeting putting us all in anticipation of the judging which would take place the next day.



With judging coming up later that morning, I headed out to the concourse to do some last-minute cleanup of the 1951 Ford before it faced the judges. Robin got ready for the Ladies Luncheon where she would create a lovely painting featuring a Ford V-8 parked in a field. Shortly past 9:00 am the judges approached, and I handed them my judging sheet. My car got a through going over lasting slightly over an hour. The deputy judge went over my sheet carefully and eliminated a few of the deductions he felt were not appropriate. In the end I was satisfied with the points my car had earned.

The day held one other interesting event, which was the Rouge Factory tour. Once again, we headed off on a tour bus, this time taking us to the famous Ford Rouge Plant. Entering the Rouge building we were presented an exciting video presentation at the Legacy Theater. We then moved to the Manufacturing Innovation Theater where we saw a 3D projection of the manufacture of the Ford F-150 truck.

Before long we found ourselves in the factory looking down on the assembly of actual Ford F-150 pickup trucks. It was interesting to watch the interplay of automation and human workers as they assembled the trucks. The sight brought me back to a school trip I had taken to Dearborn back in November 1967 when we watched the new 1968 Mustangs and Cougars being assembled.



Leaving the factory our group headed into the Legacy Gallery where five beautifully restored milestone Rouge produced Ford vehicles were displayed. First was a 1929 Model "A" roadster, second a 1932 Ford V-8 Victoria, then a 1949 Ford Custom Coupe, a 1955 Ford Thunderbird, and a 1965 Mustang. We also had a chance to sit in a new F-150 Ford pick-up truck on display.

Our last full day in Dearborn was Friday which offered us free time to explore area attractions. Robin and I joined Pat and Dee Maroney for a tour of the Henry Ford Museum. The Kennedy Presidential limousine was an attraction we all wanted to see.



The first 1949 Ford on display and the 1932 Ford Cabriolet were also high on my list of attractions. The 2018 Grand National Meet culminated with the awards banquet. After a great meal the awards were announced, and it was a good night for our Northern Illinois Region participants. The first time judging experience of Pat Maroney and I ended up with both our cars earning a second-place award.



Early Saturday we were on the road again with my 1951 Ford in the lead fol-

lowed by Pat and Dee's 1936 Ford. While rain was not an issue on the return trip, warm temperatures prevailed. Some battery-operated fans we had purchased helped a little, but we experienced the heat, as in the old days, without air-conditioning. The Fords did great however with no hint of vapor lock as we traveled back to Illinois, arriving safely home by the end of the day. The 2018 Grand National really proved to be a memorable event. The camaraderie with other Ford V-8 Club members as well as the tours and activities were excellent. I've already signed up for the Central National Meet in Auburn, Indiana set for August 2019 and anticipate another motoring adventure!





Ford V-8's fill Timmermann's Ranch *a great day of food and fun*

Early Sunday Morning July 29th found a group of dedicated Northern Illinois Region officers, directors and members gathered on the lawn of Tim-



mmermann's Ranch in Island Lake eagerly setting up the dining tent in anticipation of the annual summer picnic. After driving up to the ranch on a beautiful morning in their Ford V-8's

the crew was ready to put the picnic into motion. After a cursory review of tent assembly procedures, the workers went into action, and soon stakes, poles and canvas came together. In no time the tent stood ready for activities.

Forming lawn chairs into a circle the early arrivals waited for more participants to arrive and greeted each new Ford V-8 and its occupants as it rolled onto the ranch. With clearance to park on the grassy area, the arriving V-8s formed rows off the entrance road and before the last car arrived there were three rows with nineteen early Ford V-8 automobiles at the event.

With lawn chairs setup in the shade members of the NIRG had an enjoyable time of conversation, catching up on



events of the summer. Plenty of soft drinks and water bottles were on hand for thirsty picnickers. The kids and grandkids in attendance got a thrill from watching the horses galloping around the Timmerman's track. As noon approached our volunteer cooks Bob & Cathy Sochacki assisted by their friend Mike began to fire up charcoal grills in anticipation of cooking the hamburgers, bratwurst and hot dogs on the menu.

The club really appreciates their help this year, as they have helped for several years in making the picnic a success thorough volunteering their grilling talents.



There were lots of great side dishes brought by members they were set out in a buffet line. Soon the meat was finished, and a double line formed with hungry guests choosing their favorite main dish, sides and desert. The group gathered under the tent at the tables provided and dug into a delicious picnic lunch. John Scheve and Ken

Bounds were busy selling 50/50 tickets, collecting \$436.00.

Prior to the 50/50 drawing president John Emmering had



words of thanks to our cooks, Bob, Cathy, and Mike, our hosts Art & Carol Timmermann, who were out of town this weekend and Elaine Braun, who has been our liaison with the Timmermann's. The picnic was dedicated to our faithful member Don Braun who always enjoyed these events. Don passed away during the past year and he is missed.

Ciena Gilday picked the winning ticket for the lucky 50/50 drawing winner, Tom Zulas who took home the \$218.00 jackpot.



Attendance was high this year with just under 50 members, family and friends on hand. After what was a very enjoyable event, clean up began as we concluded festivities. The dinner tent team assembled once again with Ken Bounds directing the proper technique for folding up the tent. The canvas was tucked into it's storage bag once again. This year's picnic marked the 51st year of our Northern Illinois Regional Group and we hope for the opportunity to return to the ranch for this event again next year.

picnic V-8's





From Horseback To Behind The Wheel
Of A 85-Horsepower Ford V-8:

THE CAREER OF LAWMAN LEGEND FRANK HAMER

By John Emmering

Roaring down country roads of Texas, Oklahoma, Missouri, Arkansas and Louisiana the heavily armed driver of a 1934 Ford V-8 Fordor made the circuit on a quest for his quarry in the early months of 1934. The driver of the V-8 was not an outlaw as one may suppose but Frank Hamer, the most celebrated Texas Ranger and lawman of the 20th century southwest. Frank is best remembered nationally as the man who brought down Bonnie and Clyde, the object of his 1934 pursuit. However, Frank was a living legend years before the outlaw couple grabbed the attention of the public.

Frank entered the world on February 17, 1884 in Fairview Texas, son of a local blacksmith. Growing up Frank was steeped in the lore of frontier Texas, learning the skills of the cowboy trade as well as becoming an avid outdoorsman and tracker, skills that would aide him in his future profession. Frank grew into a formidable youth and developed an honor code giving no quarter to any man who threw an insult his way. Honesty and concern for the underdog were also part the core beliefs of this man of few words.

When thieves took off with two horses from the ranch where Frank was employed as a cow hand in 1905, Frank followed their trail and headed them off. Frank took them into custody, turning them over to the Crockett County, Texas Sheriff. Months later Frank overheard a telephone conversation on a party line between a neighbor and Sheriff Dudley Barker about a horse thief headed toward the ranch where Frank worked. Frank chimed in and volunteered to capture the offender, which he accomplished in short order. Sheriff Dudley noted Frank's aptitude as a

lawman and recommend him to the Texas Rangers where he was accepted as a Private at \$40.00 a month.

Patrolling the border with Mexico was Frank's first Ranger assignment. It was a combination of law enforcement and a paramilitary role, fighting raiders from Mexico. More than doubling his salary Frank later accepted the job of city Marshall for the city of Navasota, Texas. Navasota was a wild frontier town where a hundred men had died in shootouts over a two year period. Frank was put to the test by the town's ruffians and demonstrated that had had what it takes to maintain order and enforce the law. Frank moved on to work as a Special Investigator for the city of Houston and then as an Officer for Harris County. Frank returned to the Texas Rangers in 1915 once again facing smugglers, bandits and bootleggers along the Mexican border.

When prohibition became the law of the land with the passing of the 18th amendment Frank was appointed by the Federal Government as a Prohibition Agent and he was effective in that role. When the offer came from the Governor of Texas to return to the Rangers with a commission as a Captain, Frank jumped at the opportunity for senior leadership within the Texas Ranges. As a Texas Ranger Captain, Hamer stood out. In his years as a Captain Frank fought lynch mobs at times and ended a murder for hire ring. The ring involved unscrupulous gunmen who were setting up petty criminals and killing them to collect a bounty on bank robbers offered up by Texas Bankers.

Much political animus erupted between the Texas Rangers and Texas Governor Miriam "Ma" Ferguson. Mrs. Ferguson was seen as a surrogate for her husband, impeached former Governor James Ferguson. After a four year hiatus from office Mrs. Ferguson was reelected in 1932, causing Cpt. Frank Hamer and many other Rangers to resign. After he retired Frank maintained a Law Enforcement Commission with the Texas Highway patrol, retaining police powers. He then worked for private concerns providing security and protection of property.

On a fog covered winter morning, January 16, 1934, Bonnie Parker rolled up to the Eastham Texas Prison Farm in a stolen 1933 Ford V-8 Coupe to assist in the most brazen prison break in Texas history to that time. The events of that day would seal the fate of Bonnie Parker and Clyde Barrow and eventually





thrust Frank Hamer into the lime-light. As Bonnie sat in the V-8 Ford, four prisoners located guns that had been secreted in the open

prison yard. Raymond Hamilton, Joe Palmer, Henry Methvin and Hilton Bybee made their escape after Palmer shot and mortally wounded prison guard Major Crowson. Under cover fire provided by Clyde and two others the four scrambled away from the prison and the escapees crammed into the open rumble seat of the awaiting Ford Coupe, which sped off with Bonnie behind the wheel.

In crisis mode over the brazen prison break, Lee Simmons, General Manager of Texas Corrections, contacted the one man who he knew could bring Bonnie & Clyde down, Frank Hamer. The State of Texas hired Frank to hunt the Barrows and agreed to a salary and expenses. Frank leased a 1934 Ford V-8 Fordor sedan for the manhunt emulating Clyde Barrow's vehicle choice. Teamed with Dallas County Deputy Bob Alcorn, the pair of lawmen went about to study the habits of the Barrow gang. When escapee Hilton Bybee was recaptured Frank questioned him and



gleaned the important information that the gang intended to hide out with Henry Methvin's family in Louisiana.

The manhunt grew more desperate as Clyde Barrow and Henry Methvin killed two Texas Highway Patrolmen near Grapevine Texas on April 1st, 1934. With the quest for the outlaws centering on Louisiana, Frank located the impoverished Methvin family who took to dwelling in abandoned properties in the backwoods of Bienville Parrish. When Frank located Ivan Methvin, father of Henry he was hap-

py to cooperate in the capture of Bonnie and Clyde in exchange for a full pardon for his son from the state of Texas. Henry, who was tired of the fugitive life agreed.

Under cover of darkness in the early morning hours of Wednesday May 23, 1934 Frank Hamer, Dallas Deputies Bob Alcorn and Ted Hinton and three other officers made their way into places of concealment along a rural dirt road between Gibsland and Sailes, Louisiana to await their quarry. Information had been obtained that Clyde Barrow and Bonnie Parker would pass that way to locate Henry Methvin who had separated himself from them. At 9:00 am the lawmen began thinking about ending the vigil since the Barrows had not appeared. Suddenly at 9:16 the familiar whine of a revved up Ford V-8 engine was heard and a tan 1934 Ford Deluxe Fordor appeared.

The V-8 slowed to about 45 mph and then came to a stop after the driver, Clyde Barrow noticed Ivan Methvin's truck alongside the road. After exchanging a few words with Ivan, Clyde put the Ford into gear to give way to an approaching logging truck. The officers then yelled halt, and Prentiss Oakley an inexperienced Deputy, seeing the movement of the Ford as an escape attempt, fired his Remington rifle into the Ford hitting Clyde. Once a shot was heard the lawmen each began shooting, filling the Ford with bullet holes and ending the lives and murderous rampage of Bonnie & Clyde.

Never betraying the trust of the Methvin's, Frank always denied that he had made a deal with them. Frank turned down offers of payment to relate his story to the press and wasn't fully remunerated for his expenses for the manhunt until 1945, collecting \$2,000 he had used in paying informants and in travel. When

Charles W. Stanley, who had criticized Hamer for the Barrow ambush appeared showing photographic slides of the Barrow death scene and displaying the Barrow's car in Austin, Texas Frank broke up the show and confiscated the slides.

Frank may have been tough by our modern standards, but he certainly measured up to the challenges he faced in enforcing the law. Frank, who lived until 1955, came full circle from beginning his career on horse back to behind the wheel of a 85 horsepower Ford V-8.

TEXAS OFFICERS TRAP AND KILL CLYDE BARROW AND BONNIE PARKER

Outlaw, Supposed Woman Aid and Ranger Who Trapped Them

OUTLAW'S AUTO RUNS INTO AMBUSH IN LOUISIANA

Pair Are Robbed With Bullets on Highway Near Black Lake Before Their Machine Gun Into Embankment.

WAITED TWO MONTHS FOR DESPERADOES

Former Ranger Directs Patrol and Attack—Fugitives, Weapons in Their Hands, Unable to Fire a Shot.

Ex-Ranger Tells How He Ran Down Clyde Barrow

'Shot Devil' Out of Him and Woman Companion, Frank Hamer Says Relating Success of Six-Month Hunt.





MEETING MINUTES

AUGUST 21, 2018

Submitted by Gary Osborne

The weather for the evening of the August 21st Member's Meeting turned out very nice, so there were several V-8s in the parking lot. Jim Taylor created a lot of interest as he brought his 1949 Ford Convertible for the first time. There was lots of tire-kicking going on. It was a good opportunity to learn about fellow members and their cars. After a while though, we all had to file in to the meeting.

President John Emmering welcomed all to the meeting and introduced the visitors and new members. The visitors were Jim Morris, Larry Benischek, our guest speaker and John McCormick. The new members in attendance, officially joining our ranks that evening were Ed and Diane Crane, and Tom White who also brought his son Campbell.

The scores for the Contest were given out as follows: Northern Lights-90, Fox Valley Flatheads- 110, DuPage Deuces- 160, and Northwest Wheels- 205. As the year has gone by the contest has picked up steam and will eventually lead to the winning team having free pizza in our November 13th pizza meeting.

In September we will be taking nominations for President, Treasurer, Secretary, and the Board of Directors. Please be prepared to nominate someone, or even yourself to keep our Club moving forward.

John and Robin Emmering have taken on the position of Road Chatter Editors after Ken and Carolyn Bounds edited it for 12 years. This current September issue of Road Chatter is their first. They are setting up a team of reporters, feature and technical writers and looking for members who would like to join the newsletter staff. Of course contributions from the membership at large are always welcome.

Treasurer's Report

Ron Blum reported that the club had an income of \$251 from the 50/50 raffles, and there were expenses of \$508.89 for the meeting room, Road Chatter, picnic items, and club insurance.

Health and Welfare Report

Phyllis Madrigali reported she talked with Alan Wall and he is doing well. Joe Serritella is having knee surgery this month.

Past Events

The annual picnic on July 29 was well attended, with about 50 people and 19 Ford V-8s. About fifteen members participated in Customer Appreciation Day at Friendly Ford on July 11 and several of our members won awards.

Future Events

August 25- Duals Night at Culvers in St. Charles
September 28-30, - Lake Geneva Poker Rally
October 13-H.I.P. Tour Fall Classic.

Additional Items

We took a short break with some snacks and then our guest speaker Larry Benischek presented a Tech Talk on Automotive Uses of Petroleum. It was a very good presentation followed by several questions from the members.

The 50/50 raffle of \$38 went to Dan Pudelek. Tom O'Donnell raffled off a Menards gift card presented to a Vietnam Veteran. It went to new member Ed Crane.

Attendance

Members attending were: Ron Blum, Ron Dopke, John Emmering, Terry Freihage, Mike and Phyllis Gallichio, Scott Gilday, Tim Hagerty, Jay Hinshaw, Paul Jensen, John Judge, Frank Koeder, Ed and Diane Crane, Frank and Phyllis Madrigali, Pat Maroney, Tom O'Donnell, Gary Osborne, Dan Pudelek, John Scheve, Stan Stack, Jim and Harriet Taylor, Jeff Trilling, Ron Vaughan, Len Vinyard, George Zulas, John McCormick, and Tom White.



Guest speaker Larry Benischek

NIRG Meeting Highlights August 21st, 2018



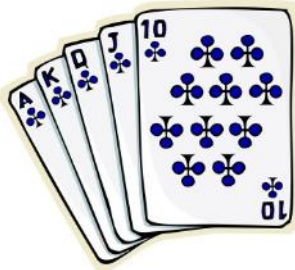
New member Ed Crane
With his 1941 Ford Super Deluxe Convertible

11th Annual Lake Geneva Poker Rally

September 28 - 30

The time is almost here for our first event of the fall! You are invited to join your Northern Illinois Group friends for a driving tour to the Lake Geneva area for our tenth annual poker rally Friday, September 28 through Sunday, September 30.

We will gather at 9:30 am at the Town and Country Mall at the corner of Palatine and Arlington Heights Roads Friday morning September 22, **leaving at 10:00 am** for the tour to the Lake Geneva area. There will be a lunch stop about noon in Genoa City, WI - you never know how we will get there.



We are staying at the Delavan Comfort Suites (262-740-1000). If you had a room last year, your room is already reserved for this year. Although the deadline for reserving rooms has passed, if you do not have a room and want to attend, please contact Ken Bounds to see if we can find you accommodations.

We have planned a fun, relaxing weekend with some leisurely drives over scenic back roads, some visits to nice restaurants and plenty of time for shopping or just relaxing.

This year our Saturday driving tour will take us to New Glarus, Wisconsin, where we will enjoy Oktoberfest and choose from several local restaurants. There are also optional activities including the New Glarus Brewery or the Swiss Village. We will be playing our traditional poker game with prizes awarded for the best poker hand and the worst hand. Weather permitting, we will be playing car games either Friday afternoon or Sunday morning. Also, we plan to play the ever popular people games.



Please confirm with Ken Bounds at 630-858-9474 or at ken@boundshome.com to let him know if you plan to participate in this event.

There will be a final confirmation at the September meeting so we can get a good count for reservations at various restaurants and tour stops.

Benson Ford Research Center Archives

A behind the scenes tour

By Este Scheve



During the Grand National Meet in Dearborn, some of us had the opportunity to take a “behind the scenes” tour of the Benson Ford Research Center Archives. The archives rarely do this and our group of 30 was divided to make the group more manageable for the curators that led us. The relatively small reading room gave no hint to the vast resources of the archives. Besides the history of the Ford Motor Company and automotive history in general, these archives are a repository of everything Americana.

We started our tour on the second floor. They had taken some things out of their collection that they thought would be of special interest to us as V-8 collectors. One was Henry Ford’s first driver’s license, signed and dated in the late 20’s. Before that time, a license to drive was not required in Michigan. Also there was the famous letter from Clyde Barrow, telling Henry Ford how great his 1934 Ford was for fast driving. There was another original letter from John Dillinger, also praising his Ford V-8. Also displayed were some design drawings. Beyond that were shelves and shelves of everything you can imagine, stored in a temperature controlled environment. There was a huge collection of clothing from Mrs. Harvey Firestone including her shoes. All designer dresses, laid out in long boxes on shelves, shoes neatly



stacked, multiple pairs of the same ones in case a heel broke, all closed to the light by keeping the shelving stacks against each other. There were paintings, chandeliers, toys, household and farm tools; each on their own shelves, cataloged so they could be found. They opened a few for us to see.

We also saw models of inventions, many from Thomas Edison, which had been sent to the patent office. There was a piece of cable from the first internet transmission displayed. Also, there were four early transistors from Bell Labs in a little picture frame, showing their dates of development. In another area, was the automotive collection. Everything you can imagine on the development, sales and repair of almost every type of car manufactured was in the collection. Additionally, we were told that the Benson Ford Research Center was the world’s largest repository for trade publications.



What’s that? If you owned a general store in the middle of nowhere, you might get a catalog of hardware or fabric from a manufacturer. You could pick what you want to sell to your customers from this trade catalog. They had everything from very old to Ikea!

There was a cold room – very cold! In it were Edison wax cylinders, ladies rubber boots, gym shoes from the 40’s through the 80’s (made with rubber that deteriorates), toys, and plenty of boxes which weren’t open.

If you want to do research on your car, for example, you can make an appointment, tell them what you are looking for and they will pull appropriate books, pamphlets, and pictures. They are very easy to work with and there is no charge for your visit. If you can’t visit, quite a bit of information is available on line at their web site. The tour was extremely interesting and a highlight of the Grand National week in Dearborn.

ILLINOIS RIVER ROAD TOUR

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 Tour and see the fall colors. Lunch at Starved Rock. Group will return home by 4:00 pm. Call Gary at 630-584-3286



**ARLENE BLUM (9/5) , TINA KUKLA (9/9),
DAN CIANCIO (9/14), LINDA LIVINGSTON (9/14)
SCOTT GILDAY (9/17), GLADYS DUZELL (9/21),
LOIS WALL (9/21), DOUG LEICHT (9/25)
& NEIL MCMANUS (9/28)**



**GARY & DAWN OSBORNE (9/8)
ROBERT & RHONDA MILLER (9/11)
RON & ARLENE BLUM (9/12)
ED & DIANE CRANE (9/24)
DAN & DIANE PUDELEK (9/30)**

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



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



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

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

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

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



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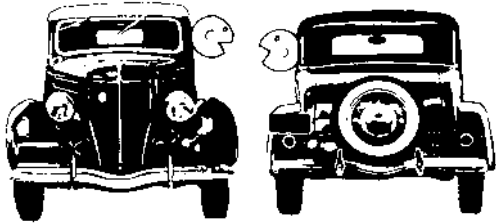
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Photo of the Month

Ciena and Reese Gilday at the Picnic with Dad's 1947 Woodie