



ROAD CHATTER



NORTHERN ILLINOIS REGIONAL GROUP #8 □ P.O. BOX 803 □ ARLINGTON HEIGHTS, ILLINOIS 60006
 WEB SITE: www.nirgv8.org □ Volume 53 Issue #4 □ April 2019

UP NEXT...

NIRG Meetings & Events

April

- 04-11-19 Board Meeting 7:30
- 04-12-19 Rich Harvest Tour 9:30am
- 04-16-19 Members Meeting 7:30
- 04-27-19 Eggs & 8s, Egg Harbor Geneva, IL 9:00 am

May

- 05-21-19 Members Meeting 7:30
- 05-24-19 May 24-27 Spring Fling St. Joseph, Missouri

June

- 06-15-19 Drive Your V-8 Day; Rockford Tour 8:00 am
- 06-18-19 Members Meeting 7:30



OTHER EVENTS

April 7, 2019 8:00am-1:00pm
43rd AACA Swap Meet
 Don McCue Chevrolet
 2015 E. Main St. (Rt. 64)
 St. Charles, IL



Ford Flathead's Over the Years...

The Livingstons' 1938 Ford Coupe

In his continuing series covering members' Early Ford V-8s Gary Osborne has worked his way up to 1938. In this installment Gary teamed up with fellow member Dick Livingston to relate the interesting story behind Dick's original, Rouge Award winning, 1938 Standard V-8 85 hp Coupe. Dick and Linda Livingston and daughter Sarah are pictured above in a 2014 photo.

See full story on Page 6.

INSIDE...

Monthly column by President Ron Steck	...Page 2
On the Horizon: Upcoming NIRG Events	...Page 3
Winter Parts Swap at Friendly Ford	...Page 4
Fun with my Four Fords by George Zulas	...Page 5
Dick Livingston's 1938 Ford Coupe	...Page 6
O'Malley Gang V-8 Crime Wave, part 2	...Page 8
March Pizza Meeting Minutes by Gary Osborne	...Page 10
Steve Kroeger's National Board Report	...Page 11
Advertising Section	...Page 13
Back cover - Photo of the month: Road Chatter Award	

2019 OFFICERS

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Ken Bounds

Newsletter Editors

John & Robin Emmering

Board of Directors

John Emmering

Scott Gilday

Pat Maroney

Tom O'Donnell

George Zulas

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

Publishing deadline is the
25th of the month.

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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.

President's Message

A Word From NIRG President Ron Steck

As we turn the calendar over to April, I think spring is finally here. I was able to get my car out last weekend to take her for a drive and hope all of you are getting your V-8s ready for our spring tours also. We had a good get together Tuesday, March 19th for the Pizza Meeting at Papa Passero's in Westmont. Check out Gary Osborne's report in the minutes. No one came out in a Ford V-8 but it was good just to get together with everyone. We will be having our quarterly Board of Directors Meeting April 11th, where we will plan the next several months' activities. I hope we can put a few more events on the calendar. I've only heard from a couple of people as far as suggestions for Club events. I was really hoping to get a little bit more feedback from other members. If you have a tour idea contact any of the board members or officers. We as a club can only succeed if our members participate in our events. I am hoping that with the warmer weather we will see more members at meetings and at other planned activities.

This current month of April offers two great club activities. First is the Rich Harvest Farm Tour Friday April 12th, to view Jerry Rich's extensive private car collection out in Sugar Grove. Second, toward the end of the month we will enjoy our traditional springtime event, the Eggs and Eights Breakfast. Once again we will meet at the Egg Harbor Café in Geneva. The date to remember is Saturday, April 27th. Weather permitting bring your Ford V-8 out for these events. Also, we have a tech talk planned for our April 16th meeting by a special guest. I hope many of you will join in the fun as the spring V-8 motoring season unfolds.

Ron



Parting note from Jeff Trilling:

Recent months have brought some changes. My wife Mondira was lured out of retirement to join up with a Pharma startup in San Mateo, CA. We have a caretaker who will be moving into our Highland Park home and we are off to California. At time of writing Mondira is already there, and I am just a couple weeks away from heading out there myself. So, it seems like the '52 and I are going on a road trip to our new home for the next few years. Although we plan on visiting our kids here in Chicago every now and then, there is a high probability that I will not be around for a lot of local club functions going forward. I joined the Northern Illinois Regional Group 5 years ago. I have truly enjoyed the time I have spent with all of you. Thank you for all of the comradery, support and the good times and also for the nice card. I plan on keeping my membership with the National and local clubs and hope to see some of you at future EFV-8 National events...



Jeff Trilling



Rich Harvest Farm Tour

Friday, April 12th

View the Private Automobile Collection of
Jerry Rich



Meet next to the Warrenville McDonald's Restaurant 9:30 am
2 S 606 Route 59, Warrenville, IL (Route 59 & Batavia Rd.)

*Depart 10:00 am to Rich Harvest Farm (19 miles)
We will Tour Mr. Jerry's Rich's car collection*

Afterward lunch at
Fireside Grille

49 Sugar Lane, Sugar Grove, IL

Drive your Ford V-8 if possible

Everyone participating must be registered in advance by April 10th!

*If you have not signed up and want to go, contact John Emmering
At 331-425-1187 or Shoeboxford.john@gmail.com*



EGGS & EIGHTS

Saturday April 27th 9:00 am

Egg Harbor Cafe

477 S. Third Street #124
Geneva, IL



Spring has sprung and that means it's time for our annual Eggs & Eights Breakfast event.
Drive your Ford V-8, weather permitting. Don't forget it's on a Saturday this year.

Sign up at the April 16th meeting or call Ron Steck 630-777-4001

NIRG Members turn out for 35th Annual Winter Parts Swap



By John Emmering

As the sun rose over Friendly Ford in Roselle Sunday morning March 17, a group of volunteers were busy preparing the dealership's shop area for the 35th Annual Illinois Model "A" Club Winter Swap Meet. Doors opened at 7:00 am sharp and after paying the small \$5.00 admission fee visitors were treated to a wonderland of auto parts and accessories. While an emphasis was placed on items for the 1928-31 Model "A" Fords, a plethora of parts for various years and makes including early Ford V-8s, could be found.

An ancient jack for a Model "T" Ford was displayed along with many collector tools, stainless steel headlights, wheels, hub caps and many other items. There was plenty of old automotive literature, miniature cars and novelty items such as metal decorative signs and magnets. The many tables manned by various vendors each offered their specialty items.

Prominently displayed in the front parking lot were a pair of 1929 Model "A" Fords. V-8s were represented by the presence of the this writer's 1949 Ford, Jeff Trilling's 1952 Ford F-1 pickup and a 1934 Ford Fordor parked in the lot. Some of our members came away with a few nice items for their Ford V-8s.

Members of our Northern Illinois Regional Group visited in good numbers, supporting the event. Spotted walking through the aisles of parts were Ken Bounds, Tom Buscaglia, John Emmering, John Judge, Frank Madrigali, Pat Maroney, Joe Novak, Tom O'Donnell, Dan Pudelek, John Scheve, John Slobodnik, Ron Steck, Larry Webb, of course host Randy Yockey and George Zulas. The event will be one of the last NIRG activities for a while for Jeff Trilling. Jeff and his wife will be heading off to live in California for what looks like 3-5 years. Jeff's wife Mondira accepted a professional opportunity that was offered to her in the Golden State and he has been supportive. We will miss seeing Jeff and wish him the best.

Several members got together for breakfast at Mr. A's Restaurant and others enjoyed lunch at the Bull Dog Ale House. Coffee and doughnuts were offered for sale also by the host club. All involved were grateful to the Illinois Region of the Model "A" Restorer's Club for staging the event and also our member Randy Yockey for playing host, lending use of his outstanding Ford Dealership. The swap meet was a wonderful opportunity to get together and shop for

Memories of the 1960's

Fun With The Four Fords Of My Youth

By George Zulas

As a child my parents would talk about the old Ford cars that they had driven before and after World War II. I grew up wanting an old Ford of my own. One day I spotted a classified advertisement for a 1930 Ford Model "A" in the Chicago Tribune.

The Model "A" advertised was a Fordor with side mount spares for the sum of \$175.00. I withdrew the money from my paper route savings and soon the Model "A" was mine. It certainly wasn't fast. Someone had replaced the stock rear end with a later Ford differential, and it was outfitted with hydraulic brakes. Only the rear brakes worked however. The front brakes only worked with the parking brake handle. More than once I had to use the parking brakes to help stop the car. It really was a fun car to drive though.

Some of the girls I dated liked the car when I picked them up for dates but others were embarrassed to be seen in my pride and joy. The inside had the aroma of gasoline from the gas tank shut off valve. I drove this Model "A" all over the place, to school, to work, out with friends, and as I mentioned on dates.

Winter was coming soon and I was lucky to find an exhaust manifold heater. Little did I know that the manifold had a crack. It stunk, but being a kid, I didn't care. I had heat, not very much but heat. I popped the clutch once too many times and broke the axle keyway. Off the Model "A" went to Grandma's garage across town to stay in storage for many years.



Luck had it that my aunt's 1950 Ford Tudor, my Ford #2 developed a broken piston ring. Since the 1950 Ford was 15 years old my aunt bought a new Mustang 289 three speed. No automatic for her in 1965. The 1950 Ford, originally purchased brand new by my grandfather, was given to me.

I was fortunate to locate a damaged 1953 Ford Tudor with a good flathead V-8 engine. The valves needed to be lapped and set. After putting this engine in my '50 Ford I had a much nicer car with overdrive and a good heater.

A couple of guys in high school had some flathead speed equipment from their brother. A set of two headers and an Offenhauser quad intake cost me maybe \$35. I put the intake on using a WC carburetor. The tube headers weren't for the '50 body so I did some fitting with a hammer to clear the steering box. Now I needed an exhaust system. I went over to Warsawsky Auto Parts and got header extensions. Then I headed over to Western Auto Parts in Westmont and picked up some glass pack mufflers.

Now I had a race car but nobody to race because everyone had Chevy's and my old Ford had a lot more power. The gas mileage was down to zero. At every stop sign I would rev the engine to hear the nice sound of the pipes.

The only time my '50 ran hotter was when the engine was a quart low on oil. I had a tachometer that fit where the clock went in the center of the dash. My 1950 Ford was one of the cars I enjoyed the most.

My next Ford was a 1960 Ford Country Sedan Station Wagon. This car was bought new in 1960 by my father. It had a 292 engine with three speed transmission. No automatics for my dad. No power steering either. It was a basic car with an optional AM radio. (Whoopi-do) I drove this car for only short time. I really got tired of it and off it went.

Ford car #4 was a 1940 Deluxe which cost me \$100.00. The car was missing the engine but had a transmission. I found a flathead V-8 engine for it. My friend Jimmy and I, with the help of my mom, got the replacement engine installed. However, that was about as far as that project ever went. The 1940 Ford did have some history. All the side stainless steel was removed, and the holes welded shut. It had a chrome instrument cluster. Interestingly the rear side window had a Bonneville decal from 1958 and it was original, not a reproduction. I sold the '40 Ford Deluxe to a restorer from La Grange, Illinois. Years later I saw this man and at swap meet, and he told me that he got the engine ready and sold the car.

So this was the story of the four Fords I owned as a youth, a 1930 Model "A" Ford, 1940 Ford Deluxe, a 1950 Ford Tudor and the 1960 Ford Wagon. Sorry no photographs. Who had a camera back then?

Dick Livingston's 1938 Ford V-8 Coupe

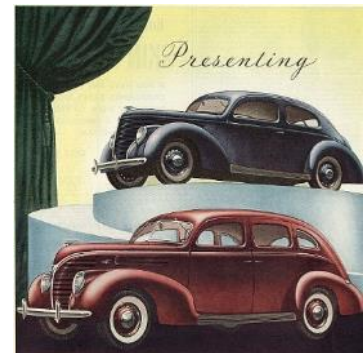
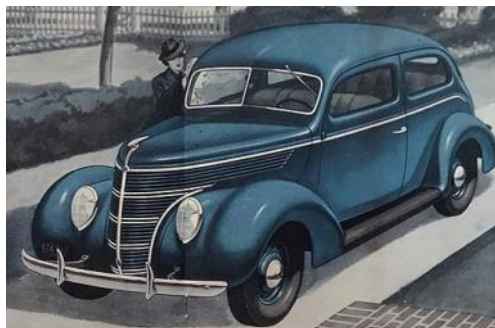
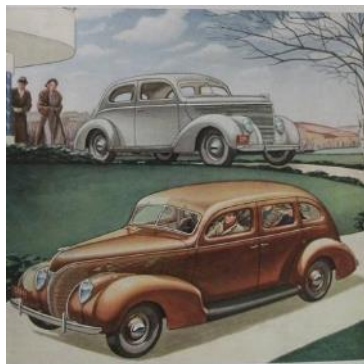


In 1938 Henry Ford turned 75 years of age. For 35 of those years the Ford Motor Company had been producing his automobiles just the way he wanted. He still believed that his cars, for the money, were the best in the world. But he also knew that his cars were still not selling as well as he would have liked. Changes would have to be made again, to attract more sales of the new models. Of course, there were many changes made, but the reality was that the Great Depression still had its ugly grip on the working classes of people. The American economy which had shown improvement, hit a slump in mid-1937, lasting for 13 months through most of 1938. The numbers don't lie. There were only 410,048 passenger cars sold in 1938, which is only half of the units sold the previous model year.

Ford engineers came up with some design changes to help boost sales. This was the first year that a consumer would have a choice of several models in a Standard or Deluxe Version. The Stand-

ard cars came with the V-8 60 HP engine but could be ordered with the V-8 85 HP engine. The Deluxe cars came only with the V-8 85 HP. There were slight differences in the grilles, and the standard version only had one taillight, windshield wiper, and sun visor. Whereas the Deluxe version had two taillights, wipers, and inside sun visors. There were also several interior appointments to choose from. The upholstery could be had in broadcloth, mohair, or genuine leather, depending on the model. It was certainly evident that Ford was making an attempt to attract buyers.

The automobile pictured above is a 1938 Standard Coupe that belongs to members Dick and Linda Livingston. The car came into the Livingston family in 1956 when Dick's father, Frank, purchased it from the original owner. Frank made some minor changes to the engine to improve its' performance.



You'll notice that this car is a beautiful example of an unrestored original model. The car is a Standard Coupe but was originally equipped with the option of the 85 HP engine. Since Dick became the owner it has won a Rouge Award for Interior/Exterior from the Early Ford V-8 Club of America. He had the engine rebuilt due to a rod knock, so it did not receive the Drive Train Award.

There have been some challenges with the car over the years. One was that the rear axle seals leaked causing the brakes to not function properly. They probably hadn't worked correctly for years! Well, that was repaired, and then there was a drivability issue that caused a severe power loss. After a little head scratching, it was determined to send the distributor to Bubba's. Dick was informed by Bubba that he did not know what happened to this distributor, but he had never had one smoke on his testing machine. So, a replacement one was sent back for the car, and all worked great.

Another challenge was that the wiring needed to be replaced due to age and rodent damage. This is a funny story so I'll let Dick tell it as he wrote it: *Shortly after I got it home and had it drivable, I took it one evening to a friend of my son's where they were taking homecoming pictures. By the time we left it was dark, and about a mile from their house the headlights went out. We had taped up wires from the mouse damage but must have missed some. We were on a country road with a full moon, and fresh white gravel on the edges, so we decided to continue the approximately four miles home.*



We were fine until we came to a short section of road with dense enough trees to turn on automatic headlights during a sunny day on a new car. Not only did the moonlight go away, but the straight road with the white gravel edges turned into a twisty road with deep dark ditches. I hadn't had the car long enough to even put in a flashlight.

Sitting for a couple of minutes it dawned on me that my cell phone has a flashlight in it. It turns out that a cell phone flashlight is about as bright as the headlights! So, with a phone held out each side of the car (Linda was with me), we made it the three miles we had left to get home. I ordered a wiring kit shortly thereafter.

The car has been driven to several National Meets, and to our own Lake Geneva Tour with no problems. Dick said it has been fun and a privilege to drive an original Ford Coupe. Next time he brings it to one of our tours, be sure to take a good look at his 1938 Ford V-8 Standard Coupe.

(Note: you can read more about the family's history with this car in an article written by Dick that is published in the Sept/Oct 2017 V-8 Times)

38 Ford Facts

1938 Standard 5-Window Coupe 81A-770 A

Number Produced 34,059

Price new: \$625.00

Weight: 2,575 lbs.

Colors offered

Black

Washington Blue

Dartmouth Green

Coach Maroon

Gull Gray

Wren Tan Dark

(from the V-8 Album)



John Langan



Clarence Sparger

O'Malley Gang's John Langan and Clarence Sparger Continue Crime Wave in Ford V-8's

By John Emmering

Striking out independently after the capture of their criminal compatriots Irish O'Malley, "Dapper Dan" Heady, Russell Cooper and Leonard Short, John Langan and Clarence Sparger sought out more opportunities for illicit gain to support their life on the run. The pair were wanted by the Federal Bureau of Investigation, having been indicted for bank robbery. Teaming up with "Blackie" Doyle and Russell "Spike" Lane, the bandits targeted the Hund & Eger Bottling Company in St. Joseph, Missouri for a robbery on August 7, 1935.

Entering the bottling company with guns drawn the bandits first demanded cash from the wallets of the employees, intending to also go after the company's payroll money. The crime however was broken up by two police detectives who had been notified of the robbery by some bystanders. After an exchange of gunfire with the detectives, the bandits fled, eluding capture. Langan however had received a flesh wound when a bullet grazed his shoulder. The robbery netted only \$150.00 taken from the employees.

As darkness spread over Sioux City, Iowa on Saturday evening September 1st, 1935, John Langan and Clarence Sparger crept across the front yard of Mr. Lyle Cleveland. They surreptitiously entered his new 1935 Ford V-8 Deluxe Fordor Sedan parked in the driveway. Firing up the engine the outlaws took off in the attractive gray Ford V-8 sporting red spoke wheels and headed to their hide-out in Kansas City. The Ford V-8 was intended for use as the getaway car in the impending robbery of the Citizen's Bank of Blythedale, Missouri, 100 miles to the northeast that the gang had planned.

Piling into the gray 1935 Ford V-8 long before sunrise on Wednesday September 5th, Sparger and Langan were joined by two thugs they had recruited from the Kansas City underworld, Charles "Bad Eye" Arbogast and Raymond Fletcher. Sparger took the wheel as they headed toward their destination. The Ford V-8 crept into the tiny village of Blythedale, pulling into the alley behind the Citizen's Bank to allow it's three passengers to exit, while Sparger stayed with the car. Langan, Arbogast and Fletcher jimmed the rear door in the darkness and entered the bank. They waited for employees to enter so they could force them to open the vault.

As 8:30 am rolled around cashier Truman White unlocked the front door and entered the Citizen's Bank ready to start another workday. Suddenly he was confronted by the armed outlaws standing behind the counter, guns drawn. As the bandits announced the robbery and told White to put up his hands, the cashier bolted back out the front door and fled, shouting "robbery" to the townspeople nearby. Within moments merchants and bystanders within earshot of the panicked cashier retrieved firearms which they kept ready and gathered in the street.

The three bandits ran from the bank heading into a corn field amidst a volley of gunfire. A young man named Robert Jones took careful aim with his rifle and fatally shot Raymond Fletcher as he fled. Arbogast also caught a less serious bullet wound and was captured by the townspeople. Suddenly the gray Ford V-8 roared alongside the cornfield with Clarence Sparger at the wheel. John Langan sprinted from among the corn stalks, and leapt onto the running board of the quick moving Ford.

Hearts pounding and adrenaline surging, Sparger and Langan sped through the Missouri countryside back to Kansas City having lost their two cohorts. After cooling off for a week in Kansas City, John Langan arranged for his wife Margaret to join him. On September 13th the couple headed west leaving Kansas City in the stolen gray 1935 Ford sedan. They turned onto US 40 near the small community of White Church, Kansas.

Wyandotte County Deputy Sheriff Ellsworth "Red" Edwards spotted the hot 1935 Ford V-8 and gave chase. After the Ford came to a stop, Deputy Edwards, approached the and car was shot in the neck by John Langan's .45 pistol. Gravely wounded Deputy Edwards fired at a figure running from the Ford, fatally wounding Margaret Langan, age 35.

Fleeing the scene, leaving his mortally wounded wife behind, Langan sped 50 miles south in the gray 1935 Ford V-8. His reckless flight from the shooting led to a collision with a newspaper delivery truck. Langan escaped by hijacking another truck. The wrecked Ford V-8 was identified as the one stolen in Sioux City, Iowa. Deputy Edwards spent a year recovering from his wounds before returning to duty. Margret Langan's mother and 10 year old daughter grieved her death..

Back in Kansas City, John Langan began a romantic involvement with former Irish O'Malley flame Vivian Chase. Langan teamed up with the notorious gun moll along with Sparger, Doyle and a thug named Joe Spano. Another 1935 Ford V-8 was acquired by the gang when they stole a new black Fordor from a Ford dealership lot in Lamoni, Iowa September 25, 1935. In the next weeks Langan and Chase working as a team robbed seven drug stores in the Kansas City area, netting a total of \$1,700.

The relationship between Langan and his girlfriend Vivian Chase quickly deteriorated. On a rainy Sunday morning, November 3, 1935 the body of Vivian Chase was discovered shot to death lying inside the stolen 1935 Ford Fordor which had been abandoned in the parking lot of St. Lukes's Hospital in Kansas City. Arrested the day of Vivian's funeral Joe Spano told police that John Langan shot Vivian Chase in a drunken argument. Somehow the law was unable charge Langan with her murder.

Four O'Malley gang members, Dewey Gilmore, Russell Cooper, Leonard Short and Dan Heady, had been taken out of action through earlier arrests. While awaiting trial the gang members pulled an escape from the Muskogee Oklahoma Jail on December 3, 1935, killing Detective Ben Bolton in the process. During the police manhunt escapees Leonard Short and Dan Heady lost their lives and the other fugitives were captured.

As witnesses stood by, Langan and Sparger stole another 1935 Ford V-8 on November 16th, 1935 from a parking lot in Falls City, Nebraska. They headed for their new base of operations in Omaha. The dangerous duo continued their life of crime until they were cornered and arrested while hiding in a tourist court in Hickman Hills, Missouri on April 21, 1936 .

The last of the gang, Harry Blee, was captured on July 18th, 1937. Irish O'Malley died in 1944 from a heart condition in the psychiatric ward of Menard Prison. John Langan went off to Leavenworth Prison and Clarence Sparger to Alcatraz. Both felons received a degree of clemency and were released in the mid 1940's.

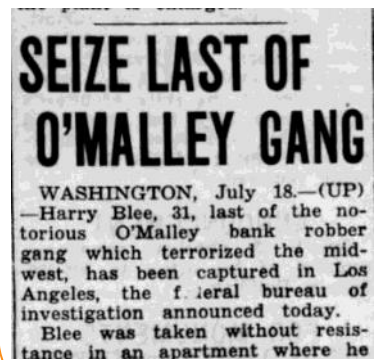
A tragic legacy of terror, death and misery inflicted on residents of the depression era Midwest by the infamous O'Malley gang associates had finally been brought to an end.



Vivian Chase



"Blackie" Doyle





MEETING MINUTES

TUESDAY MARCH 19, 2019

Submitted by Gary Osborne

In a Pizza Pub, far, far, away, at the limits of civilization. (Well, not really.) It was only in Westmont at Papa Passero's Pizza, where there gathered a large group of Early Ford V-8 enthusiasts, and their friends. They were all there for the annual Spring Pizza Meeting. With 48 people in attendance, expectations ran high for a great time eating, drinking, and chatting with one another.

President Ron Steck opened up the meeting with a hearty greeting once the group was quieted down. (You know some of these people really like to talk.) John Emmering talked about the upcoming Rich Harvest Farm Tour on April 12th. It is imperative that you register if you are interested in attending. Please let John know.

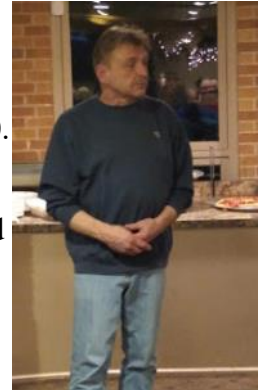
President Ron Steck presented an award certificate to Ken and Carolyn Bounds for their hard work on the Road Chatter that earned a 1st place in the National Club's Newsletter Contest for 2018.

Ken Bounds asked us to think about, and remember those Club members that passed in last few years, and also to not forget all those in the ranks of our Club that came before us that helped make our Club successful. It is because of their hard work and dedication to the Club and to each of us, that we have the benefit of enjoying our Northern Illinois Regional Group.

About 7:30 the pizzas began to arrive, and immediately the lines formed to get first dibs on the food. From past experience at Papa Passero's, there was really no hurry because they keep the pizzas coming. There was plenty for everyone, and if you were lucky enough, they even brought out boxes to take a few slices home. From the talk and laughter that I heard all evening, I believe everyone had a good time. Also, there were several guests in the group, and I'm sure they felt welcome. If I had my way, I'd make every Club Meeting a Pizza Night!

Throughout the evening Pat Maroney and I, collected money for the 50/50 raffle. We didn't have to twist any arms to get people to participate as everyone was quite

generous in the purchase of tickets. We took in \$140, in ticket sales which meant that one lucky winner would be taking home \$70. Believe it or not, visitor Ken Macal was the winner. So, let's see, with those winnings he would be able to pay his dues if he would like to join us, pay for the pizza, pay for the raffle tickets, and still take some home! Not bad, eh?



Ken also introduced himself to the group by telling us a little about himself, and the early Fords that he owns. For those of you who took the time to read this, I hope you didn't mind my format as opposed to the normal Minutes. It's nice to have a little fun, even in the writing of the monthly Minutes.

And if you read a little further, you'll find out who was there that evening: Ron & Arlene Blum, Ken & Carolyn Bounds, Tom & Judy Buscaglia, Ed & Diane Crane, Gladys Duzell, John & Robin Emmering, Terry & Kitty Freihage, Mike & Phyllis Gallichio, Scott Gilday, John Judge, Frank Koeder, Frank & Phyllis Madrigali & friend Louise Engert, Pat & Dee Maroney, Joe & Millie Novak, Roger Obecny & friend Mason Maynard, Tom O'Donnell, Gary & Dawn Osborne, Dan & Diane Pudelek, John & Este Scheve, John Slobodnik, Stan & Jo Anne Stack, Ron & Colleen Steck, Jim & Harriet Taylor, George & Dawn Zulas, Tom Zulas & Denise Brussels, George M. Zulas & Tracy Beaver, and Ken Macal.





**Summary of the February 25-28
Face to Face
National EFV-8 Board Meeting
Hosted by San Diego RG #19**

Meeting started with the swearing in of the new board members and national officers:

New Board Members for 2019

- Rick Claybaugh -- South Central
- Dave Collette – Mid Atlantic
- Connie Hall – California/Southwest 3
- Joe Reger – Northwest

National officers for 2019

- Mike Driscoll -- President
- Bruce Nelson -- Vice President
- Steve Kroeger – Secretary

Recognition of Retiring Officers of 2018

- Phil Hall -- Past President
- John Caldwell -- Vice President
- Joyce Parsons -- Secretary & South Central Director

Discussion was held on the club's financial statements and a new banking relationship was approved with Comerica Bank, Detroit, Michigan for extended FDIC coverage of the club's accounts.

Book sales and accessories had a good year with the total sales increasing over \$23,000 from the year 2017. The new thumb drive with the back issues of the V-8 Times has sold out half of the original inventory.

John Caldwell reports his committee on advertising / marketing has had good results working with McPherson college on youth membership.

Bruce Nelson reviewed club membership. Membership has been in a slow decline and the numbers can vary depending upon when renewals come in. Presently the paid membership showed an ending balance of 7,795 members at the end of 2018.

National Meets

- 2019 Central National Meet: - Auburn, IN
Aug. 24-27 Ohio RG #141
- 2020 - Eastern - Morgantown, PA
June 15-18 National Capitol RG #36.
- 2020- Central- Open
- 2020– Western– Alamosa, CO
September 21-24 Hi-Country RG #28

National Driving Tours

- 2019 Driving the Driftless, Winona Minnesota July 15th through the 19th, Twin Cities RG #46
- National Parks Driving Tour Grand Junction, CO, September 14-20, High-Country RG #28.

46th Annual Texas Tour

Gonzales, TX April 11-14th, Houston RG #50

Spring Fling, 2019, Midwest

St. Joseph, MO, May 24-27, Kansas City RG #55

These are the current events scheduled so far for 2019 and 2020. Information and registration forms are on the club's website www.earlyfordv8.org under upcoming events.

The Early Ford V 8 Foundation and Museum:

The official dedication ceremony and open house event will be held May 10th , 2019 at the newly expanded museum complex at Auburn Indiana.

--ADDITIONAL TOPICS --

- Discussion was held on the succession of key positions within the club should they become vacant for any reason.
- Discussion was held on providing updated information to club members from the National Board as early as possible. Jerry Windle is putting together a list of newsletter editors to pass on information every 30 to 40 days to help keep club members informed.
- **National Drive your V-8 Day, June 15th, 2019:** Good time to plan a tour or just get together and drive your V-8 out in public.
- **Audit of Club financials:** Our annual audit was completed in good order. Results to be published in the next issue of the V-8 Times. Our next quarterly meeting will be held on Saturday May 18th by phone conference call. ***Respectfully submitted, Steve Kroeger, National Secretary.***

V-8 Times Dan Wittern Settlement Statement: The club's pursuit of its proven claim against Dan Wittern for misuse of \$217,000 of club funds during 2008 through mid 2013 has been settled for \$472,000 along with \$50,000 of insurance coverage. The result has been the full recovery of the lost funds and all the costs expended to achieve that result. Thanks to the tireless efforts of the club's audit committee and Wayne Dietrich for bringing this sad chapter in the club's history to a successful conclusion. Concurrently, the management of the club's financial resources has been completely restructured with appropriate separation of duties, formal approval authorities in purchasing procedures, and annual third party independent audits.



2019 Spring Fling, May 24 – 27, St. Joseph, Missouri



Four fun days of touring, meeting fellow Club Members and driving Ford V-8's to some interesting destinations are in store for those who make their way to America's Heartland, St. Joseph, Missouri for the Spring Fling. Gathering at St. Joseph's Red Lion Hotel Friday May 24th participants will register and prepare for an enjoyable time. The weekend event will feature visits to the Remington Nature Center on the Missouri River, a stop at the Pony Express Museum and the choice of visiting the Jesse James Museum or a local museum devoted to native American archaeology. Sunday will offer free time to visit other interesting sights and an evening banquet, with departure back home on Monday May 27. The Kansas City Regional Group of the EFV-8 Club has planned the event and encourages their fellow Early Ford V-8ers to join them for the fun.

2019 National Driving Tour "Drive the Driftless" July 15-19

The Twin Cities Regional Group #46 is planning a National Driving Tour of the region known as "The Driftless" a unique and beautiful sculpted landscape which represents the unglaciated regions of southeastern Minnesota, western Wisconsin and northeastern Iowa. The group will average 150 miles per day of round trip touring. There will be opportunities to cruise on a Mississippi River paddle wheeler, drive through rural hamlets and charming river communities and visit museums and auto collections. A good number of our own Northern Illinois Regional Group Members plan to attend. Why not join them for an interesting and enjoyable week driving your Ford V-8?



2019 Central National Meet - Auburn Indiana August 24-27.



2019 Central National Meet sponsored by Ohio RG # 141, Indianapolis RG # 56 and Auburn Blue Oval RG # 169. Come and see all that Auburn has to offer, including a recreation of the iconic Ford Rotunda, now part of the Early Ford V-8 Museum. It's filled with eighteen 1936 Fords, including the sensational 1936 Stainless Steel Ford Sedan. Two great driving tours, many points of interest, show your V-8 on the concourse.

The National Parks V-8 Driving Tour September 14-20

Tour sponsored by the Hi-Country Regional Group #28 in Colorado, starts in Grand Junction, Colorado, visit Moab, Utah, and wind up in Cortes, Colorado. What major attractions will we visit and explore? How about Colorado National Monument, Arches National Park, Canyonlands National Park, and Mesa Verde National Park, not to mention the canyons of the Colorado River. And there will be much more. Interested?



Interested in any of these events?

Ken Bounds is a good point of contact also Ron Steck or Gary Osborne.

Registration Forms Available at www.earlyfordv8.org Driftless or Central National also www.nirgv8.org



1963 Ford Galaxie 500XL Convertible, 81,000 miles, 390 T-Bird engine, auto trans, power steering, like new radial tires, electric fuel pump. Rose Beige with white top. \$41,000. *Call Earl Heintz at 847-650-6214.*



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.*

Two Stromberg 97 Rebuilt Carburetors
Call Joe Novak at 708-289-2092

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*

Set of 1939 Original Ford fender skirts, re-stored, one lock assembly missing, Complete rebuilt 1949-51 Ford differential assembly, 4:10 gears. *Call Jack Frank at 630-918-8880.*

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

1933 Ford Transmission: Condition not known. Call George Zulas 630-582-2056

1939 Ford restored running boards, \$850, rebuilt transmission \$550, 1940 rebuilt transmission with 1960's Hurst shifter, \$875, Electrolite 2200 headlights, good shape \$2000. Call Frank Koeder at 847-840-7557.



1936 Ford Club Cabriolet. Includes additional 36LB engine being rebuilt. \$43,000. *Call Ray McMahon at 630-853-6832*




1939 Ford De Luxe Tudor Sedan: Outstanding restoration. Car located in Antioch, Illinois. Call Jerry Gunderson 847-395-2370, or email: jessegun1@att.net

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


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

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Don't Miss our April Meeting
 Special Guest Dan Manola will present a
Front End Alignment Tech Talk



Tuesday April 16th, 2019 7:30 pm
 1616 N. Arlington Heights Road, Arlington Heights, IL

· H · A · P · P · Y ·
Birthdays

Dee Maroney (4/2)
Judy Myers (4/7)
Paul Levine (4/16)
Russ Shmerl (4/19)
Ron Ek (4/21)

Ron Vaughan (4/23)
Cara Lunecki (4/28)
Robin Emmering (4/28)
John Judge (4/29)

Happy Anniversary!

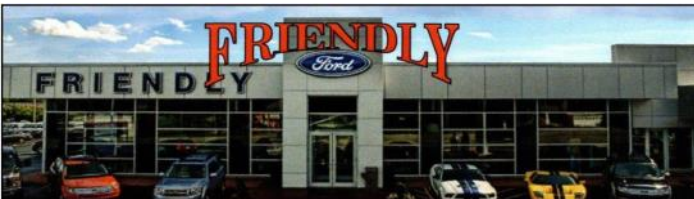
Tom & Judy Buscaglia (4/8)
Eric & Cheryl Kozmic (4/20)
Jim & Harriet Taylor (4/23)
Joe & Delice Serritella (4/25)

Tony & Caroline Mireles (4/28)
Marshal & Sue Adams (4/29)
Len & Irene Vinyard (4/30)



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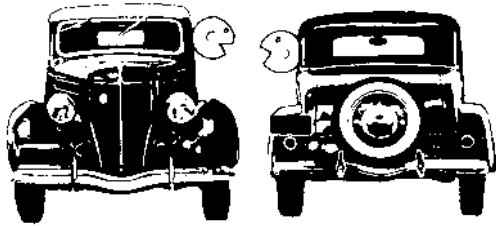
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Photo of the Month

Ken and Carolyn Bounds, co-editors of the Road Chatter from 2006-2018 are presented with a 2018 First Place Newsletter Award Certificate by NIRG President Ron Steck. John Emmering received a certificate at the February meeting. This is the eighth time Road Chatter was selected for First Place in the Early Ford V-8 Club of America Annual Newsletter Competition.