



*Northern Illinois*  
THE EARLY Ford V-8 CLUB  
OF AMERICA  
*Regional Group*

# ROAD CHATTER



NORTHERN ILLINOIS REGIONAL GROUP #8 □ P.O. BOX 803 □ ARLINGTON HEIGHTS, ILLINOIS 60006

WEB SITE: [www.nirgv8.org](http://www.nirgv8.org) □ Volume 53 Issue #8 □ August 2019

## UP NEXT...

### NIRG Meetings & Events

#### August

- 08-03-19 Friendly Ford Car Show 9:00 am
- 08-08-19 Board Meeting 7:30
- 08-17-19 Fords & Friends at Culver's in St. Charles 5:00
- 08-20-19 Members Meeting 7:30
- 08-23-19 Central National Meet Auburn, Indiana

#### September

- 09-14-19 Duals Night, Culver's in Buffalo Grove. 5:00
- 09-17-19 Members Meeting 7:30
- 09-27-19 Lake Geneva Poker Run



#### OTHER EVENTS

SAT., August 10, 8:00am-3:00pm  
**Bartlett North Ave., Car Show**  
 Bartlett Firefighters Benefit  
 102 N. Eastern Ave. Bartlett, IL  
[ignitethecourage.org](http://ignitethecourage.org)



### Ford Flatheads Over the Years...

#### **Jay Hinshaw's 1940 Ford V-8 Tudor Sedan**

In his continuing series covering NIRG members' Early Ford V-8s, Gary Osborne has worked his way up to 1940. In this installment Gary teamed up with fellow member Jay Hinshaw to tell the story behind Jay's very original 1940 Standard Tudor. Jay's 1940 Tudor is pictured above.

*See full story on Page 6*

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## **2019 OFFICERS**

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### **Health & Welfare**

Phyllis Madrigali

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Gary Osborne &

Pat Maroney

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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](mailto:editor@nirgv8.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.

## *President's Message*

### A Word From NIRG President Ron Steck

Several other members and I recently returned from "Driving the Driftless", the national tour sponsored by Twin Cities Regional Ford V-8 Club Group # 46. The tour took us through the regions of southeastern Minnesota, western Wisconsin, and northeastern Iowa which were untouched by glaciers resulting in unique topography. If you've ever wondered why Galena's surroundings are so hilly, its because it is part of the Driftless area. The tour included about 40 Early Ford V-8 Club of America members from all over the country and was a great experience. On the last day of the tour, Friday July 19<sup>th</sup> it was 94 degrees with a heat index of 113.



As we move into August, I would encourage you to come out to our planned activities this month. The Car show at Friendly Ford is coming up real soon, Saturday August 3<sup>rd</sup>. Our own Randy Yockey always puts on a great event at his Ford dealership and I hope we have a good showing once again this year with plenty of Ford V-8s displayed. Our annual joint activity with the Naper A's Model "A" Club will be held the evening of Saturday August 17<sup>th</sup> at the St. Charles Culver's and that is always fun.

I hope your summer is going well. Another big national event is coming up at the end of this month, August 23-27, the Central National Meet in Auburn, Indiana. We have a lot of members bringing their cars and many of us will be meeting at the Lincoln Oasis, at 8:30 Saturday morning August 24<sup>th</sup>, leaving at 9:00 am to travel to Auburn together. If you haven't signed up and would be interested in going, contact Ken Bounds for all the information.

Yes, I will be back in my place at our Tuesday, August 20<sup>th</sup> meeting after being away the last two months. I appreciated Scott Gilday running the July meeting and John Scheve taking the one in June. Be sure to attend our August meeting, especially if you're going to the Central National Meet in Auburn. Enjoy this month of August and I look forward to seeing many of you on our various activities.

*Ron*

### **Win a 1956 Mercury in the V-8 Foundation's Raffle**

Tickets are \$10 each, 6 for \$50, or 15 for \$100. Order by calling the Museum at 260-927-8022 or by sending your check to Early Ford V-8 Museum P.O. Box 284, Auburn, IN 46706. Indicate how many tickets you want. Include a SASE if you want your stubs mailed to you. The winning ticket will be drawn August 27<sup>th</sup> at the Cent. Nat.. meet awards banquet in Auburn.







## CUSTOMER APPRECIATION DAY

Saturday August 3rd at 333 E Irving Park Rd., Roselle  
 Free Car Show Registration 9:00-Noon, Awards at 3:00 pm  
 All makes, years and model cars have a chance for a trophy!  
*Arrive early so we can park together*

## Third Annual "Fords and Friends" (formerly known as "Duals Night".)



**Joint Activity of the Northern Illinois Regional Group of the Early Ford V-8 Club  
 and the Naper A's Chapter of the Model "A" Ford Club of America  
 Get together with friends and have dinner at Culver's**

**Saturday Evening August 17<sup>th</sup> 5:00-8:00 pm  
 Culver's Restaurant, (Rt. 64 across from Pheasant Run)  
 4068 E. Main Street, St. Charles, IL**





## Drive the Driftless Tour - July 15-20, 2019

by Este Scheve

**T**welve representatives from our Northern Illinois Regional Group participated in the “Drive the Driftless” Early Ford V-8 Club of America National Tour, headquartered in Winona, Minnesota and put on by the Twin Cities Regional Ford V-8 Group #46. Our route to there from the Chicago Suburbs included the beautiful area west of Rockford to the Mississippi, and then along the river to Winona. The Mississippi would be a centerpiece of our tour as each day we went in a different direction to see the geologic features of the Driftless area, plus museums, shops and various places of refreshment.

**O**n our first evening after arriving in Minnesota, Monday July 15<sup>th</sup>, there was a geologist who gave a talk and showed a movie about the area and explained the unique features of the region. The movie was recently produced and will eventually be shown on public television throughout the country. It was very interesting and got us ready for what we hoped to see.

**A**s Tuesday, the first day of touring dawned, we followed a very roaming route, up hills and down into valleys, while the curving side roads tested the abilities of our transmissions and brakes. Beautiful scenery, countryside and farms made the trip interesting. Our first stop was Elmer’s Toy Museum which the name does not accurately describe. There were six buildings stuffed with cars, motorcycles, bicycles, toys, and old advertisements overlooking a panoramic view of the river from the Wisconsin side. It was adjacent to Elmer’s junk yard which we did not have time to explore. There were seven cars in our group and after the long day of driving, we did not always follow the planned route exactly for the next three days.







The next day, we headed northwest and our first stop was the National Eagle Center where we saw some injured eagles and learned about their habitat. Outside there were spotting scopes to see eagles along the river. From there, we had a nice lunch and boarded a sternwheeler to tour Lake Pepin. It was a lovely boat ride with a nice breeze and commentary from the Captain. On the way back, we stopped at the tavern where “Grumpy Old Men” was filmed and some purchased souvenirs. That evening, a few went to a local cruise night at a drive in restaurant.

Now it was getting really HOT. Temperatures started to take off and, as much fun as riding in a Ford V-8 can be, the heat was searing. Ron Steck found out about a junkyard in Spillville, Iowa, which was along our route, but not a scheduled stop. Our group decided to make that our tour for the day. The junkyard had all Fords from the 1950’s, but the owner decided that on that day, he didn’t want to sell anything. So, we looked around.

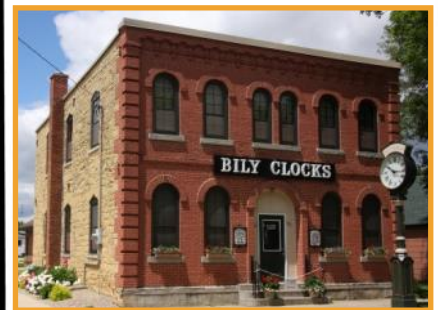
Meanwhile, others went to the Bily Clock Museum, also in Spillville. Brothers Frank and Joseph Bily, who worked on the family farm, decided to build clocks during the winter. They took their mother’s treadle sewing machine and rigged a small saw blade where

the needle would go and they made their own scroll saw. While one brother did that, the other carved wood. Between them, they made the most amazing clocks which they never would sell. Henry Ford offered to buy one of the clocks for a million dollars in the 1920’s, but they wouldn’t part with it. Eventually the collection went to the town which maintains the museum today. The theme of the clocks appeared to be religious or about the pioneer/immigrant spirit.

On the last day, it was hotter than hot. We went directly to Lanesboro, Minnesota to go through their town museum, look at the interesting shops and have lunch. On the way back to the hotel, we stopped at an old 1950’s gas station and some participants had their picture taken with their car with the gas station as a backdrop. That evening we had a great meal in the hotel and said goodbye to old friends we had seen and new friends that we had met. Everyone left on Saturday morning for home.

Those participating were Ken Bounds in his 1951 Mercury, Joey and Millie Novak in their 1953 Mercury, Dan Pudelek in his 1950 Ford Crestliner, John and Este Scheve (towing their 1947 Ford Coupe), Joe and Delice Serritella in their 1941 Ford Coupe, Ron Steck and his friend John Sovie in Ron’s

1941 Ford Woodie Station Wagon and George and Dawn Zulas in their 1940 Ford Tudor. There were over 40 cars on the National Tour all together. It was a wonderful week and a very good time “Driving the Driftless” in vintage Ford V-8s.



*Ford Flatheads Over the Years*  
*Surveying NIRG Member's 1932-1953 Ford V-8s*

## Jay Hinshaw's 1940 Ford V-8 Tudor

By Gary Osborne and Jay Hinshaw



In 1940 the rest of the world was in a state of chaos, but here in America we still felt shielded from hostilities by two oceans. The auto manufacturers were producing record numbers of cars. Ford produced their 28,000,000<sup>th</sup> car that year!

Once again, the name of the game was improvements from the previous year's models. Comfort was a big concern for the car buyer, and Ford had an answer. The suspension was improved for a smoother ride, more interior leg room was afforded, and several smaller items were added for more convenience. One big item changed was that now the shifter was moved from the floor to the steering column. This allowed for ease of shifting and it freed up more of the front floor space.

The subject of this article is a very fine example of a 1940 Standard Tudor owned by Jay and Margie Hinshaw. They have owned this automobile for a few years now and have really enjoyed driving it around town. I'm going to turn this article over to Jay as he explains a little bit about his experiences with it:

Jay related "I joined the Early Ford V-8 Club and our regional group in 2016 while on the hunt to buy a V-8 Ford, with no specific year or model in mind. I've loved "fat fendered" Fords since I was a kid building models. When I was young, I lusted over street rods, but the outrageous cost made that impossible. Age had matured my taste, and my preference went to correct cars, and that's what I was looking for.

The ad for this 1940 V-8 Tudor happened to be in our local Chicago Craigslist. The advertised car was located in Orland Park. The seller of the 1940 Standard V-8 Tudor had owned the car for 29 years, but in that time put only 372 miles on the odometer!

Multiple unresolved issues with the engine made the car very unreliable. This was apparent on the test drive, but the rest of the car was nice. The \$14,000 price was right, so I took a risk. I tried to drive it from Orland Park to my home on the northside of Chicago, but only got a mile before the engine gave up due to no spark. It made it to its new home on a flatbed tow truck.



THE FORD V-8 FOR 1940





Soon I went to work attempting to diagnose the problems, with good advice from members on the Early Ford V-8 Club Forum and in particular from our own Tom O'Donnell. The principal problem was the classic failing coil, but also a bad ignition switch and too-fat spark plug wires not seated in the helmet distributor caps. It also needed a rebuilt distributor, carburetor, front brakes, new tires, and dozens of minor repairs, adjustments, and replacement of worn or incorrect parts. And of course, the work is never done.

This 1940 Ford is a partially restored 50,000-mile car. It is far from concours. Underneath it still carries caked-on grease and sandy soil deposited decades ago. It is mostly an original survivor.

Nothing is known about its early history other than an artifact found in the car showing it was registered in Iowa in 1940. The body is perfect, no sign of any damage or rust repair. A repaint job was done about twenty-five years ago, in the original Cloud Mist Gray. While the color match was perfect and overall the repaint is pretty good, there was some poor prep-work in a couple places.

All glass appears to be original, with some de-lamination. The interior shows its age, but the mohair seat fabric is like-new. The car was probably wearing seat covers most of its life. The engine, transmission, etc. are believed to be original to this car. I enjoy taking the car to local car shows. People seem to like the historical aspect of a survivor. They are amazed that the Standard 1940 Ford V-8 model was sold with only one taillight!"

Jay's car really is a nice example of an original. If you see it at an event, make sure you take a look at it and talk to Jay about all the fun he is having with this car.



You'll find it in the 1940 FORD!



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## Members, Friends Celebrate Summer at **NIRG Annual Picnic**



With perfect weather on hand the Northern Illinois Early Ford V-8 Club Regional Group converged once again on Timmermann's Ranch Sunday July 28<sup>th</sup> for the annual picnic. At 9:00 am the work began setting up tents and tables and shortly before 10:00 everything was assembled and ready to go. Stan Stack had ordered the tables, chairs and equipment the club rented for the event which were delivered to the picnic site. Este Scheve worked hard to procure the necessary hot dogs, bratwurst, and hamburger meat along with buns and other essentials. Most of the members added to the picnic lunch with side dishes and deserts which were appreciated. With the work finished the early arrivals took a rest and watched the Ford V-8s drive onto Timmermann's Ranch and find parking spots. Eleven Ford V-8s cruised onto the ranch and lined up creating an impressive display of pristine Ford Motor Company products of the nineteen thirties, forties and fifties.

Ford V-8s were brought out and displayed by Ron Blum, 1940 Ford Deluxe Fordor, Ken & Carolyn Bounds, 1951 Mercury Sport Coupe, Tom Buscaglia, 1951 Ford Custom Tudor, John Emmering, 1951 Ford Custom Fordor, Scott Gilday, 1941 Ford Super Deluxe Convertible, Pat & Dee Maroney, 1936 Ford Deluxe Fordor, Roger Obecny, 1940 Ford Deluxe Tudor, Tom O'Donnell, 1953 Lincoln Sport Coupe, Dan & Diane Pudelek, 1950 Ford Crestliner, Stan & JoAnne Stack, 1953 Ford Customline Tudor, and Jim & Harriet Taylor, 1949 Ford Custom Convertible. Other members who arrived in various other vehicles were Elaine Braun, Ron Dopke, Gary & Dawn Osborne, John & Este Scheve, Ron & Colleen Steck, Len & Irene Vinyard, Larry Webb and George & Dawn Zulas.

Numerous friends and family of the members came along also to join in the fun. As lunch time rolled around our cooks George Zulas and son Tom along with Pat Maroney and his son Keegan took up the cooking duties grilling up the hotdogs, bratwurst and hamburgers. Gathering under the canopy picnic goers enjoyed lunch over conversation. The 2019 annual NIRG picnic was a well-attended enjoyable event. The membership can be grateful for those members that went the extra mile to arrange, plan, set up equipment, buy supplies and cook. Not to forget the culmination of the day, the 50/50 raffle ticket was pulled and our secretary Gary Osborne won \$145.00.







# Early Ford V-8's in Hollywood Movies



## 1949 Mercury Batmobile and Ford Police cars kept villains on the run in Batman Serial

With a 1949 Mercury Convertible serving as their Batmobile, Batman and Robin appeared for the second time on the big screen in the 1949 Columbia Pictures 15-chapter serial, the New Adventures of Batman and Robin. The Caped Crusader and Boy Wonder, leapt from the pages of Batman and Detective Comics to the big screen in 1943 for their first movie serial. Six years later the Dynamic Duo were back in movie theaters this time fighting the diabolical Wizard.

The 1949 Batman serial starred Robert Lowery as Batman and Johnny Duncan as Robin. The plot involved a battle between Batman and Robin against the Wizard, a criminal mastermind with a device, powered by diamonds, which can take over control of cars within a fifty-mile radius. The Wizard's men kidnap

Vickie Vale, Bruce Wayne's love interest and Batman and Robin seek to capture the Wizard, free Vickie, and end a series of robberies he masterminded.

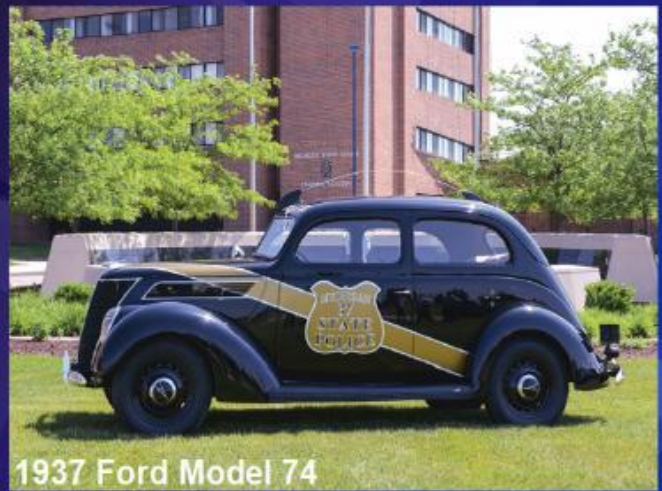
When the 1949 Mercury Convertible was used by Batman the top was up, however as Bruce Wayne he drove it with the top down, ingeniously disguising it. The serial has plenty of 1949 Ford Police cars, one driven by the Wizard while he was invisible. The Wizard had a nice Mercury coupe for his own use.

Of course, Batman and Robin defeat the Wizard in the end and reveal his identity. Throughout the fifteen chapters there is plenty of action and lots of chase scenes with 1949 Fords and Mercurys. If you would like to see the serial catch it on YouTube.



# 1937 Ford V-8 Patrol Car Served as a Model for the 100<sup>th</sup> Anniversary Michigan “Throwback” State Police Cars

By John Emmering



Once carrying Troopers up and down Michigan’s Highways as they patrolled the thoroughfares, enforced the law and responded to motor vehicle accidents, a restored 1937 Ford Tudor is the oldest automobile in the Michigan State Police Vehicle fleet. The Ford V-8 squad car had a siren that ran off the fan belt and a “receive only” police radio. The Ford’s black and gold coloring, used from 1937 through 1954, was an inspiration for 50 special 100<sup>th</sup> Anniversary modern patrol cars ordered to commemorate the agency’s centennial celebration observed in 2017. The cars, distinguished from usual blue hue used by MSP are dispersed among Michigan’s eight State Police Districts.

Starting off as an emergency war time domestic security force in 1917 when the National Guard was deployed to France for the War, the organization branched out in enforcing the state’s liquor prohibition law enacted in 1918, before prohibition was nationwide. The force held the line on liquor being smuggled in from “wet” Ohio. By 1919 the Michigan State Police were established as a permanent law enforcement agency. Troopers were sometimes dispatched on horseback to handle emergencies such as labor disputes in the mines of the Upper Peninsula.



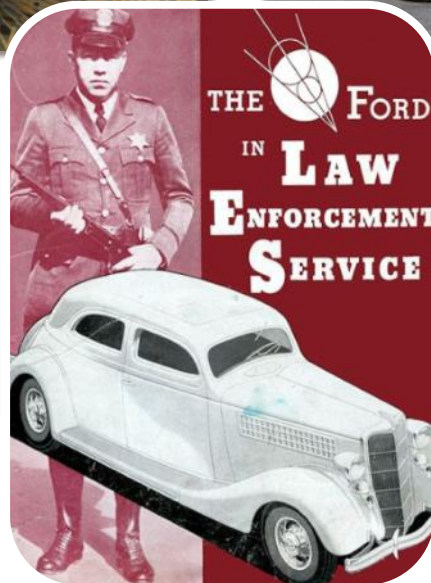
Troopers became an important presence in the rural and unincorporated area of the state. In 1919 a Bureau of Investigation was established within the Michigan State Police to investigate serious crimes.

As the 1930’s wore on the Michigan State Police established a fleet of Ford V-8 patrol cars and found the Fords to be quick and reliable. Ford V-8s also became the favorite patrol vehicle of Police Departments throughout the country. They were the clear choice over the similarly priced Chevrolet and Plymouth six-cylinder cars. The black and gold patrol cars had a red side light to aid in pulling over violators.

The current blue Michigan State Police Cars, nicknamed “The Blue Goose” by Troopers, have been similarly marked since 1954. They have the red “gumball” type overhead warning light, except for the “slick top” models used to catch unsuspecting traffic violators. Today the Michigan State Police has approximately 3,000 employees and provide many services to citizens and other Michigan Law Enforcement agencies. These include a Bomb Squad, Canine Unit, Marine Services Team, Aviation Unit, Emergency Support Team, Motorcycle Unit and a Tactical Bicycle Team. The department operates eight crime labs throughout the state.



The Michigan State Police Department's value statement is "A PROUD tradition of SERVICE through EXCELLENCE, INTEGRITY, and COURTESY" A very important part of the tradition of the Michigan State Police is their cherished 1937 Ford V-8 Black and Gold Police car reminding them the of proud history of their agency established by those Troopers who went before.





# MEETING MINUTES

TUESDAY JULY 16, 2019

Submitted by Gary Osborne

Former president and current board member Scott Gilday presided over the member's meeting as both our President and Vice President were attending the National Driving Tour this week. The attendance at the meeting was a little lower because several of the club members were also on the tour. The tour was the "Drive the Driftless Tour" starting in Minnesota. (See the story by Este Scheve on page four.)

## Board of Director's Report

There was a Board Meeting held on July 11<sup>th</sup>. Those in attendance were: Ron Steck, John Scheve, Este Scheve, Gary Osborne, Joe Serritella, Pat Maroney, John Emmering, Tom O'Donnell, and George Zulas. Most of the discussion centered around the upcoming picnic as plans were being finalized. There was discussion about the costs of operating the Club. It was decided that in a future President's Message in the Road Chatter, that this info will be put before the members. Furthermore; the Club's event calendar was planned out for the next quarter.

## National Club Report

The Central National Meet is fast approaching. It looks to be a good turn out of people and V-8s in Auburn, Indiana in August.

## Treasurer's Report

Tom O'Donnell gave the following report for Joe Serritella: The Club had income of \$22 from the 50/50 raffle, and expenses of \$210 for the room rent through December, and \$163.35 for the July Road Chatter.

## Health and Welfare Report

Frank Koeder and Phyllis Madrigali are continuing to recover from their health concerns. Please remember to keep these people and others that you may know in the Club, in your thoughts and prayers.

## Future Tours/Events

- NIRG Annual Picnic-July 28, held at Timmermann's Ranch.
- Friendly Ford Car Show-August 3 in Roselle
- Fords and Friends August 17, St. Charles Culvers Rt. 64, across from Pheasant Run.
- Geneva Concourse-August 25
- Central National Meet-August 23-27, Auburn, IN
- Duals Night-September 14, Buffalo Grove Culvers
- Lake Geneva Poker Run- September 27-29

## Additional Items

After the business portion of the meeting the 50/50 raffle was drawn. The lucky winner was John Emmering who was able to take home \$18. The Tech Talks segment for the summer months has been spent in the parking lot outside doing a little "tire kicking", which is just what we did after this meeting. The month of August will be the same format.

## Attendance

Ron Blum, Ed Crane, Ron Dopke, Terry Elliott, John Emmering, Scott Gilday, Jay Hinshaw, Pat Maroney, Russell Medlin, Tom O'Donnell, Gary Osborne, Stan Stack, Jim Taylor



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## Barrington Cruise Night Results in Surprise Break Down & Award



The hot muggy weather and overcast skies kept attendance a little lower than usual at the Barrington Cruise Night Thursday July 18<sup>th</sup>, in what turned out to be an eventful evening. John Emmering arrived first in his 1951 Ford Custom Fordor and staked out a parking area for the club. Soon Stan Stack arrived in his 1953 Ford Customline Tudor. Before too long the pair were joined by Tom O'Donnell driving up in his 1940 Mercury Sedan Coupe. Finding a place to set up lawn chairs in the shade the NIRG members waited to hear from event coordinator Scott Gilday who was also expected to attend. Tom O'Donnell sent out a text to Scott and got some disappointing news in reply. Scott's 1947 Ford Super Deluxe Station Wagon had broken down on the way over and was sitting along Lake-Cook Road west of downtown Barrington.

At that point Tom and John headed over to Gary's location in Tom's 1940 Mercury, locating Gary's Woody along the road where the engine had died. It seemed to be an ignition problem and Scott thought perhaps the condenser had gone out. John stayed back to with the Woody while Tom took Scott home to get his truck and trailer to bring the Woody home. Soon Scott returned with his trailer to pick up his Station Wagon and Tom and John returned to the cruise night where Stan had been standing by.

Not long after returning to the Cruise Night an announcement of the "People's Choice Award" was made. It was announced that John's 1951 Ford had won the vote. John was presented with a nice plaque, a T-Shirt and hat. Hopefully Scott will get his car running and make the next planned cruise night event.

### *Happy Birthday*

Angie Paladino	(8/01)
Kim Claybaugh	(8/02)
John Scheve	(8/07)
Eric Kozmic	(8/09)
Michael Gallichio	(8/10)
Janice Shmerl	(8/12)
Alan Wall	(8/18)
Roger Obecnny	(8/19)
Carolyn Bounds	(8/21)
Mondira Bhattacharya	(8/31)

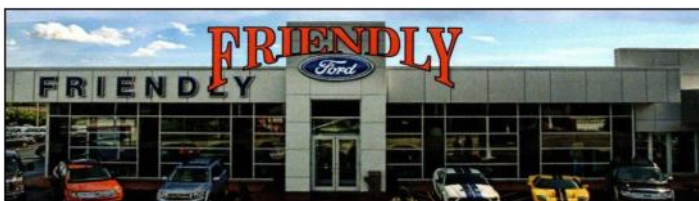
### *Happy Anniversary*

Joe & Nell Kozmic	(8/06)
Frank & Phyllis Madrigali	(8/09)
Samuel & Judy Barone	(8/12)
George & Dawn Zulas	(8/17)
John & Este Scheve	(8/18)



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**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*

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

**1937 Ford Brakes**—Shoes, Backing Plates & Cables *call John Zero at 708-423-4259.*



**1950 Ford Deluxe Tudor .** Original paint and interior . Excellent condition . \$14,000  
*Call Rich Anderson 847-871-7324*

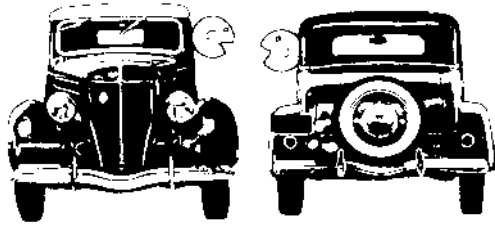


**1936 Ford Club Cabriolet.** Includes additional 36LB engine being rebuilt. \$43,000.  
*Call Ray McMahon at 630-853-6832*



**1932 Ford Deluxe V-8 Roadster.** Absolute top condition. Restored to original. \$102,000. *call Garry Kelly Jr., 847-679-5008.*

**1949 Ford Fordor.** Must sell due to health. 43,000 original miles. Runs good. Equipped with overdrive and several original accessories. Has turn signals and backup lights. Good original upholstery. Asking \$14,000 or offer. *Call Carl Fritz, Concord, NC. 704-796-3202*



**Road Chatter**  
PO Box 803  
Arlington Heights, IL 60006



## 2019 Driftless National Tour



**Winona, MN 2019**

(L to R) John Sovie, Ron Steck, Dan Pudelek, John Scheve, Millie & Joey Novak, Delice & Joe Serritella, George & Dawn Zulas, Este Scheve, Ken Bounds.

## 2007 Central National Meet



**Winona, MN 2007**

(L to R) Bill Grams, Lloyd Duzell, Joe Kozmic, Carolyn & Ken Bounds, George Cech, Joey Novak, Cliff Dixon, Tom Buscaglia, Jack Nikolich, Dan Pudelek, Len Vinyard, Don Braun, Tom O'Donnell

**Photos of the Month**