

Make your own seal installation tool by George Zulas see page 8

Early Ford V-8 Club of America

April 2020

Road

Website: www.nirgv8.org

Chatter

Northern Illinois Regional Group #8 Volume 54 Issue #4

**Joe Baughn's
1946 Ford
Coupe see pg. 3**



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Ford V-8 Law Enforcement Legacy
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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
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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.

A Word From NIRG President Ron Steck

President's message

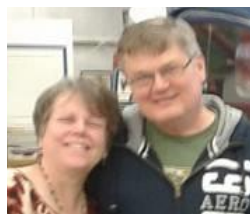


I sincerely hope that all of you are doing well during this difficult time as we deal with this COVID-19 pandemic. While we enjoy our group activities, it appears that they may have to take second place to our health concerns.

Already we have had to forgo our March Pizza Meeting. We are still not sure how long we will need to take precautions. There is uncertainty if we will be able to hold an April meeting or our Eggs and Eights Breakfast at the end of April. So we will have to wait until we find out if the Wheeling Township Offices will be available and Egg Harbor Restaurant will be serving by that time.

These are trying times which have not been seen since World War II. I suspect some of you may have memories of that period. We will all get through this eventually but it's going to take time. I look forward to our Northern Illinois Regional Group members getting together again as soon as possible. We are still planning to hold our April activities if feasible, but will send out an email notification if it becomes clear that we will need to cancel an event. If in doubt please contact me or any of the Officers, or Directors prior to one of the events. In the meantime, please take care of yourselves

Ron



The Editor's Desk



Dear Readers:

"Oklahoma, where the wind comes sweeping down the plain" is how the show tune goes, and the "Sooner State" is the theme of our April issue. Gary Osborne continues his series "Ford Flatheads Through the Years" and has reached the year 1946. Gary got together with one of our Oklahoma members, Joe Baughn to bring us the amazing account of how Joe was able, through his own talents, to beautifully restore what was once a very rough 1946 Ford Super Deluxe Coupe. Tom O'Donnell took the great cover photo of Joe in his 1946 Coupe at our 2014 Central National Meet. Additionally I wrote an article on the Oklahoma Highway Patrol and their Ford V-8s. During this "shelter at home" situation due to COVID-19 why not sit down and write up a story about your Ford V-8 or technical article? You can see it in print in a future issue.

John & Robin

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



Joe Baughn's 1946 Ford Super Deluxe Coupe by Gary Osborne

It was now 1945, and the United States had been at war for four years. With the defeat of Hitler's Germany in May, and the focus that would now shift to defeating Japan, the U.S. would only need to fight on one front. That meant that many soldiers would be coming home from the European Theatre. When they came home there would be a huge need for new cars. Many people had cars that were well worn and would also be needing new transportation. The government began in May of that year to release funds and material to be used for civilian automobile production.

Naturally, the marketing department at Ford wanted to begin as soon as possible with the production of new automobiles. Very quickly the Ford factories began to make the switch from war production to civilian transportation needs. By July the first post war civilian car was produced by Ford,

and production moved slowly for the next few months. The cars would not begin to be sold until the Government authorized their sale in October, 1945.

Finally, consumers would be able to own a new Ford! Due to the short prep time, there were only minor changes from the 1942 models. Changes to the grill and hood helped to differentiate it from the previous model. The V-8 engine was upgraded to 100 hp with numerous internal modifications to withstand the extra power. Yes, there was still an inline six-cylinder engine available for those that wanted one. The interior color and fabric choices were also upgraded. Even though there were not a lot of major changes made for this model run, it appears that most of the car buying public was just happy to have something new.
(continued on page 4.)



The Ford V-8 featured in this article is owned by Joe and Paula Baughn. They are members of our Northern Illinois Regional Group who live in Owasso, Oklahoma. They have attended several Early Ford V-8 Club of America National Meets, including the 2014 Central National Meet we hosted in Springfield. You may have met them at one of those events. Their car is a 1946 Super Deluxe Club Coupe that has been fully restored.

Joe purchased the car in 1991 at the Tulsa Swap Meet from a man who had pulled it from off of a pond levee in Arkansas. (this couldn't have been good). Well, the car was in pretty bad shape with the usual animal infestation, about an inch of moss on it, and lots of rust. To top it off, someone had painted it pink with a roller brush. When he brought the car home the neighbors thought he was taking it to the scrap yard. They couldn't believe that he wanted to restore it.

Well, Joe had a memory of riding in his Mom's 1946 Ford Coupe when he was just four or five years old. That was his motivation to proceed with this project. Since he had the capability, the restoration would be completed in Joe's home shop. He performed all the body work, panel and patch fabrication, paint, engine, drive train, and upholstery. You can see he did a great job.

I would like to have Joe share about one of his first times out with the car; "The first outing was to a car show in Eureka Springs Arkansas. Everything was going great, it won First place in its class, and I was



thrilled. That evening we were on a drive for dinner and suddenly smoke was rolling out from under the dashboard and the hood, the dreaded electrical fire! Everyone quickly stopped, and the guys all manned fire bottles as I jumped out and opened the hood. All I could think was after all this work, I may be going to the scrap yard after all. I managed to get the hood up, and by then the smoke had cleared, and there were no flames. The wiring harness to the generator had gotten on a hot spot on the intake manifold and melted the insulation and shorted. All the folks went to their trunks and I to mine; soon we had enough supplies to repair, rewire and insulate the new harness, and were back on the road to dinner and more, touring the hills of Arkansas. After that scare I can say I haven't had any major problems since."

Although the Baughns live quite some distance from most of the membership of the NIRG, I'm sure they would love to talk with you, and share about their car if you meet them on a National Tour or at one of the Early Ford V-8 Club of America National Meets. Next opportunity stop by and say hello.

The Long Restoration Process...



Joe's
Ford
now
looks
good as
new!

Early Ford V-8 Law Enforcement Legacy



1937 Ford V-8s Oklahoma Highway Patrol's First Fleet by John Emmering

The object of much admiration as it was exhibited to the public at an event in Wewoka, Oklahoma back in the spring of 1967, the first patrol car purchased by the Oklahoma Highway Patrol, now beautifully restored, headed out west bound on route 270 on a return trip to Oklahoma City. Behind the wheel of the then 30-year-old early Ford V-8 was veteran Trooper Ray Jordan. Trooper Jordan's trained eye soon spotted a car weaving in the roadway. Using the antique Ford's red light and mechanical siren the trooper managed to catch the attention of the inebriated driver who must have been startled when he realized he was being pulled over by a 1937 Ford.

Still prized by the Oklahoma Highway Patrol, that 1937 Ford patrol car saw it's first tour of duty on July 12, 1937 as the newly commissioned Highway Patrol Troopers took to Oklahoma's roadways. Initially each Ford patrol car was designated for use by a team of three Troopers. One would patrol during the daylight hours and two would partner up for the night shift, taking over the patrol car after the first Trooper's shift ended.

Since it had achieved statehood in 1907, Oklahoma had been policed only by it's county sheriffs, town marshals and municipal police departments. Automobile traffic was not a problem in the State's early days as the few cars traveled slowly on mainly unimproved roads. After World

War I there was a push for better roads and encouragement from the federal government to join it's system of roadways. A tax on gasoline funded construction of new paved highways.

With the discovery of oil in Oklahoma the population grew and the new affluence of many Oklahomans led to the purchase of an increased number of automobiles. Faster cars were now traveling at higher speed on Oklahoma's new paved highways. The legislature passed a traffic code comprised of "The Ten Rules of the Road", but there was no state agency to enforce them.

The 1920's saw moves to start a state police force. One unsuccessful bill called for the establishment of a force called "The Oklahoma Rangers". The legislature viewed these attempts to form a state police agency with skepticism. It was feared that the Governor would fill the agency with his cronies for his own political gain. As Oklahoma experienced the dustbowl years of the 1930's migrants heading west created congestion, increasing traffic jams on Route 66.

With 648 highway accident fatalities between 1935-36, Oklahoma Governor E.W. Marland commissioned the Brookings Institute to study state problems, including traffic accidents on the highways. They recommend the formation of a state police force.



Finally a bill was passed on April 20, 1937 establishing the Oklahoma Department of Public Safety with a Highway Patrol Division. Jack Hitch was appointed first Highway Patrol Chief. He modeled the new force after Iowa's successful Highway Patrol agency. Soon word went out that the state was seeking Highway Patrol candidates and many young men applied.

The qualifications for Troopers were males between 25-35 years of age, at least 5'10" and weighing at least 160 lbs. Annual salary was \$1,800.00, considered good pay at the time. 123 men were hired after interviews and sent to a military type Police Basic Law Enforcement Course at the University of Oklahoma in Norman. Only 86 men graduated from the training and a second class was soon commissioned as there were 113 slots to be filled.

A fleet of 30 brand new 1937 Ford 85 hp V-8 Tudor Sedans was purchased for use by the new Highway Patrol. The cars were fitted with a red warning light and mechanical siren. A group of 16 Troopers called the "Flying Squadron" were assigned motorcycles. In December 1937 patrol cars had one-way radio receivers installed, tuned to the Oklahoma City Police frequency to pick up calls for service.

Six mobile trailers, which could be pulled by a patrol car were obtained and moved around the state to act as mobile district headquarters. By 1940 when the patrol cars received two way radios, radio dispatchers operated at times in the mobile headquarters. These sufficed until district stations could be built.

On September 1, 1937 a law requiring drivers licenses went into effect. Oklahoma motorists now had to be licensed. Drivers began to improve their formally poor driving habits, and deficient equipment knowing the Highway Patrol, in their distinctly marked black and white 1937 Ford V-8s could be watching them.

In the first 18 months the Highway Patrol had been established it was estimated that 100 fewer fatal crashes took place. In that time 1,000 drunk drivers had been arrested. Members of the Highway Patrol were respected by local law enforcement officers, and they also achieved public acceptance through their courtesy and willingness to assist stranded motorists.

Ford V-8s continued as the Highway Patrol's automobile of choice for many years. The nostalgic 1937 Ford patrol car is displayed as a reminder of those first Troopers who began the proud heritage of the Highway Patrol.



A pair of 1942 Ford squads



Trooper with a 1937 Ford Patrol Car



1950 & 1951 Ford Patrol Cars



TECHNICALLY SPEAKING



Make Your Own Seal Installation Tool

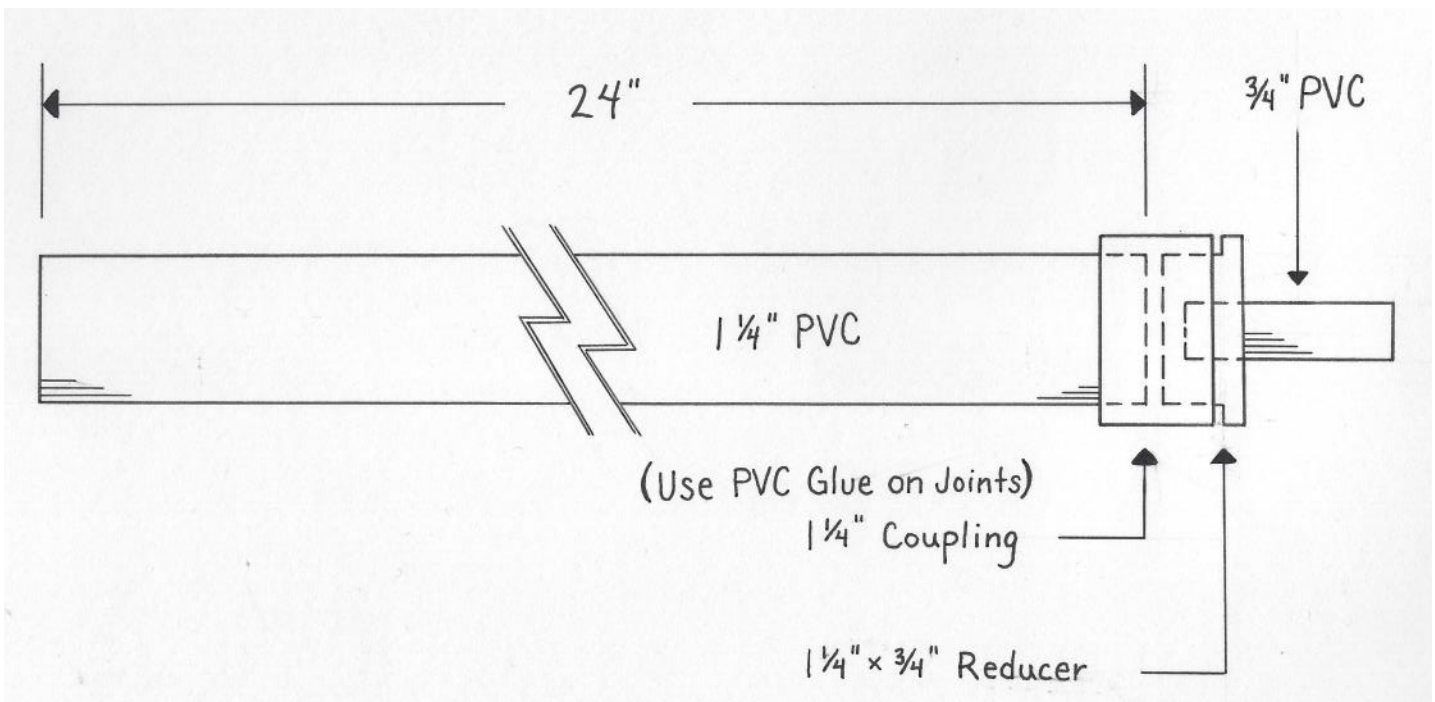
by George Zulas
Northern Illinois Regional Group #8

Recently when I removed the rear axle on my 1940 Ford for servicing, I wondered what the best way would be to install new axle seals inside each axle bell half.

After some thought, I came up with the idea of making my own installation tool from PVC pipe. It wasn't difficult to make the tool. I just used the following easy to obtain parts:

1 1/4 inch PVC - 24 inches long
1 1/4 inch x 3/4 inch PVC Reducer

1 1/4 inch PVC Coupling
3/4 inch PVC 4 inches long
(heavy wall PVC)



Drawing by Marty Vitone



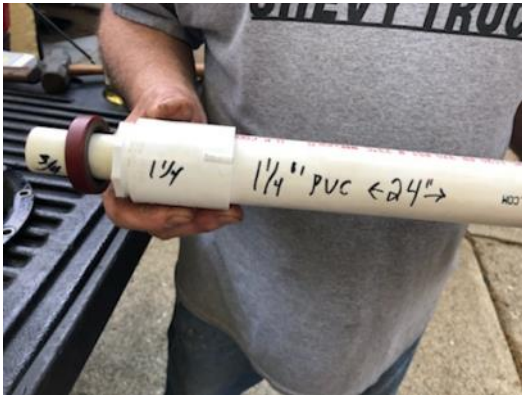
A. Glue all PVC Together



B. Grease 3/4" PVC so Seal Slips on



C. Put PVC Driver in Axle Bell Half



D. 3/4 " PVC will fit in the axle shaft hole



E. Tap Seal in place (Don't beat it in)

F. When Seal is seated you will hear a solid sound.
You are all done



G. Inserted Seal



Note: I put a fluorescent starter housing cover over the axle threads to protect the seal.

UPCOMING EVENTS



Mark Your Calendars



April	May	June	July
9 Board Meeting 21 Members Meeting 25 Saturday Eggs & 8's Egg Harbor Café in Geneva, IL 9:00 am	17 Tour to Rosehill Cemetery, Chicago 19 Member's Meeting 30 Mount Prospect Cruise Night 3-8pm	5-8 Spring Fling KS 15-18 Eastern National Meet Cancelled 16 Member's Meeting 20 Drive Your V-8 Day	9 Board Meeting 21 Member's Meeting 26 Proposed date for Annual Picnic
August	September	October	November
8 Friendly Ford Car Show, Roselle 18 Member's Meeting	13-19 Michigan Tour 15 Member's Meeting 20-24 Western National Meet, Colorado	2-4 Lake Geneva Poker Rally, Delevan WI 8 Board Meeting 20 Member's Meeting	15 MARC Turkey Dinner, Elburn IL 17 Pizza Meeting

Happy Birthday

Happy Anniversary

Dee Maroney (4/02)
 Tom Brecheisen (4/07)
 Judy Myers (4/07)
 Paul Levine (4/16)
 Russ Shmerl (4/19)
 Ron Ek (4/21)
 Ron Vaughn (4/23)
 Xiaoyin Brecheisen (4/25)
 Robin Emmering (4/28)
 John Judge (4/29)

Tom & Judy Buscaglia (4/08)
 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)



EGGS & EIGHTS

Saturday April 25th 9:00 am

Egg Harbor Cafe

477 S. Third Street #124
Geneva, IL



Lets hope we get an "all clear" for the annual Eggs & Eights Breakfast event.
Drive your Ford V-8, weather permitting. Check your email for confirmation

Sign up at the April 21st meeting or call Ron Steck 630-777-4001

Watch Your Email for status of our April Club Meeting

Tuesday April 21 , 2020 7:30 pm

1616 N. Arlington Heights Road, Arlington Heights, IL

ROSEHILL CEMETERY TOUR

Sunday May 17, 2020 8:30 am

Meet in the parking lot of Elk Grove Bowl - 53 S. Arlington Heights Rd., Elk Grove
(Arlington Heights Rd. & Higgins Rd.)

Cost \$10 per person for our tour guide

**We will drive to Chicago's Historic Rosehill Cemetery
5800 N. Ravenswood Ave., Chicago**

Lunch afterward at Lou Malnati's Pizza in Lincolnwood

Contact Pat Maroney at 224-489-3196 for info or to sign up



36th Annual Swap Meet at Friendly Ford

by John Emmering

Having rented space to sell some of my extra Ford parts that have accumulated in my garage, I decided to soldier on and attend the 36th Annual Swap Meet, amidst concern about the Corona Virus. The event was sponsored by the Illinois Region of the Model "A" Restorers Club. Early on Sunday morning, March 15, I met Pat Maroney inside Friendly Ford and we both set up tables to offer our parts for sale.

With all our items prepared for sale, Pat and I sat back and waited for customers. There were noticeably fewer vendors and the crowd was a little sparse compared to last year. We also set up a recruitment station on our tables offering copies of the March issue Road Chatter with applications for membership in the Early Ford V-8 Club of America and our Northern Illinois Regional Group inside. Several Early Ford V-8 owners who stopped by expressed interest in the club.

Throughout the morning we were glad to see several fellow NIRG members drop by. Jordon Beller & Judy Siegel, Tom & Xiaoyin Brecheisen, John Judge, Paul Levine, Ray McMahon, Roger Obecný, Gary Osborne, John Scheve and George Zulas came by to look for items they might need. Pat Maroney and I did some shopping of our own purchasing some original shop manuals covering our Ford V-8s. There were noticeable health precautions being taken at the event and elbow bumps took the place of handshakes. It was an enjoyable event although under the cloud of the current health crisis.





10 Years Ago This Month – April 2010

Judy & Tom Buscaglia hosted the
2010 Eggs & Eights

On April 11, Tom & Judy Buscaglia hosted an Eggs & Eights breakfast at Egg Harbor in Geneva. The threat of a little rain didn't dampen the spirits of the 22 V8-ers in attendance who drove five Early V-8s to the event. There was a nice turnout of 47 V-8ers, family, and friends attending the annual Pizza Meeting April 20th at John's Pizza in Addison. The April Road Chatter had an interesting April Fool's Day article by Ken Bounds about efforts to increase the gas mileage in his '50 Crestliner.

20 Years Ago This Month – April 2000

The April Road Chatter contained an interesting article written by Ron Vaughan about Fords in his family. Bob Kardaras advertised a complete Columbia with controls for a '47 Ford for \$2,100. (Lloyd, you are just 10 years too late!) A crowd of 55 attended the annual Pizza Meeting April 18 at John's Pizza.

30 Years Ago This Month – April 1990

The April Road Chatter included John Witthoeft's itinerary for the tour to the Eastern National Meet in Charlotte. Sixty-four members and guests attended the annual Pizza Meeting, hosted by Bob & Angie Paladino. President Joe Novak held a short meeting before pizzas were served. Our 8th Regional Group of the V-8 club cleared \$1,808.88 at the 8th Annual Swap Meet & Car show held April 22 at DuPage County Fairgrounds. That's a lot of 8s!

40 Years Ago This Month – April 1980

Fifty V-8ers, spouses, and guests attended the Pizza Meeting April 8. Somehow a full meeting was conducted. (Hint to members!) The event was so well received there was talk of making it an annual occurrence. The club treasury was enriched by \$250 thanks to a car show arranged by Earl Heintz in Orland Park. The Road Chatter speculated that gasoline might be going up to \$1.50 per gallon!!

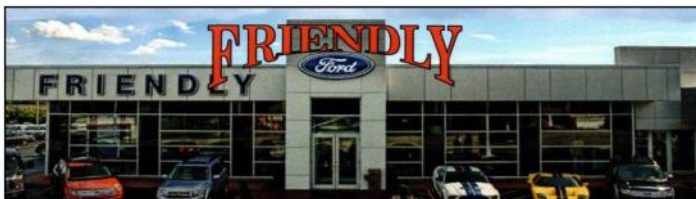
50 Years Ago This Month – April 1970

In April the newsletter returned after a several-month absence. The newsletter announced the names of officers for 1970 and solicited input for want-ad items, articles from members about how they found their V-8s, restoration problems, or even a new name for the newsletter. (That came 9 years later).



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Used Car Lot



1953 Ford Customline Tudor. Car is a survivor, no rust, my aunt and I were the only owners, never been in the salt. Total rebuild — engine, trans. rear end, front wheel bearing, exhaust system, double manifold, new radiator, springs, brake system. Less than 2,000 miles on rebuild. I have all the receipts on all the work, over \$20k.. This is real driver. \$19,000 *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.*

Engine Stand, holds 1,000 lbs. Three 16" Wheel rims from 1945 Ford Pickup Truck Good Condition . Best Offer *Call Tom Meyers at 847-308-1495*



1936 Ford Club Cabriolet. Excellent restoration. Rare Body Style. \$42,000 *Call Ray McMahon at 630-853-6832.*

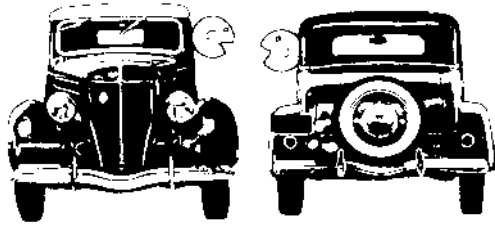


1936 Deluxe Ford Fordor Sedan. 56,000 original miles. New White Wall Radial Tires, Rebuilt Distributor, Carburetor and Fuel Pump, New Water Pumps, Complete Tool Kit, Original Rear Window Shade. Paint and body in excellent condition, no rust. \$22,500. *Call Pat Maroney 224-489-3196*



1938 Ford Standard Tudor. Boxed frame, Camaro front, nine inch Ford rear, body is rust free, has been in garage 45 plus years. Located in Chicago. \$3,500.00 *Email Bob Smith at boompa212aol.com*

**The National Capitol Regional Group #36
is sorry to announce the cancellation of the
2020 Eastern National Meet
in Morgantown, Pennsylvania which had been
scheduled for 6/15/20 - 6/18/20**



Road Chatter

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



Photo of the Month

John Emmering got to show off his 1951 Ford Custom Fordor, just taken out of storage, at the Swap Meet at Friendly Ford held on Sunday, March 15. A 1930 Model A Tudor was the only other antique Ford displayed. The event was sponsored by the Illinois Region of the Model "A" Restorers Club.