

Early Ford V-8 Club of America

August 2020

Road

Website: www.nirgv8.org

Chatter

Northern Illinois Regional Group #8 Volume 54 Issue #8



**As Good as it gets!
The Ford Sportsman
Convertible. See page 8**

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**Massachusetts State Police
Exhibit Two Ford V-8 Patrol Cars**
See page 6

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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

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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.

A Word From NIRG President Ron Steck

President's message



It is becoming more difficult to prepare these President's Messages for you with so little going on in our regional group due to COVID-19 precautions. On the bright side, we do have the Club Picnic at Culver's on Route 64 in St. Charles coming up this month on Sunday, August 16. Things will kick off at 1:00 pm and should last until about 4:00 pm. I am hoping that many of you will be able to attend that event. Drive your Ford V-8 if you can, and bring along your lawn chairs. Remember the club will buy a meal for members and their spouse or companion. The afternoon promises to be a good time.

We have had contact with the people at the Wheeling Township Service Center, where we normally have had our meetings. The staff at the township office have informed us that there is no decision on when we will be able to utilize our regular rented meeting space. I would guess that the meeting room will not be available for the rest of the year. We are going to have to be creative in coming up with a few things to do. Our own Randy Yockey regrets that he had to cancel this year's Annual Friendly Ford Customer Appreciation Day Car Show that we normally enjoy attending this time of year. In place of that event some of us will be heading over to the Kane Co. Sheriff's Car Show in Elburn on Saturday, September 5, to enjoy that activity. See announcement on page 12.

I hope you're enjoying what you can of this year's summer, even in the absence of many of our usual activities. I look forward to seeing many of you at the picnic where we can catch up on what everybody has been doing. Recently I got my 1940 Pickup and my 1941 Woody back from the Fargo television shoot, and not for the better. I had to replace a couple of gears in the transmission in my pickup truck and they had scratched the paint on both vehicle's fenders. The two rear shocks on the truck also had to be replaced. This is an experience that I will not be venturing into again. Until next month take care everybody.

Ron

The Editor's Desk



Glad we can keep the Road Chatter coming to you in these difficult times. Our general slowdown of activity makes it a little tougher to fill these pages. We would welcome your contributions of photos, stories or technical tips. We thank Ken Bounds for his feature.

John & Robin



**Northern
Illinois**
Regional Group

Annual Summer

Picnic

SUNDAY
AUG 16

CULVER'S
4068 E. Main St.
St. Charles, IL

1:00-4:00 Bring your Ford V-8

The Club will buy lunch!



By John Emmering

A Treasure in the Heart of La Crosse, Wisconsin

Ever since La Crosse Wisconsin was touted as “God’s Country” in the 1970’s and the beauty of it’s surroundings were featured in the Old Style Beer commercials, I have aspired to visit that local. Reading accounts of last year’s “Driving the Driftless” National Tour, which I was unable to attend, served to further pique my interest in that beautiful part of western Wisconsin. With little going on here at home over the Fourth of July weekend this year, my wife Robin and I decided to take a road trip and spend a couple days up in La Crosse.

With our three-day weekend ahead of us, Robin and I took off in our brand new Ford Fusion early on Friday morning July 3rd. Our first destination was the Dahl Automotive Museum located on Third Street in the heart of La Crosse. The museum was prominently marked and was located on the site of the impressive Dahl Hyundai dealership. A good number of our members will remember the Dahl Auto Museum as a stop on the “Great River Road Tour” that our Northern Illinois Regional Group co-sponsored with the Twin Cities Region back in 2012.

Charging only a nominal entrance fee of \$4.00 for seniors the museum offers an intriguing look at automotive history. It spans back to 1911 when the Dahl Brothers, Chester and Harry were granted a Ford Motor Company dealership franchise. They added Model “T” Ford automobiles to the products available at their father Andrew’s general store. In the following years, the Dahl family established a virtual empire of automotive dealerships representing many makes and models located around the country. The Dahls even opened a Ford Dealership in nearby Aurora, IL.

As we entered the museum’s showroom, we spied a 1929 Ford Model “A” pickup truck prominently displayed, emblazoned with “Dahl Motors” on its doors, a tribute to the early days when the Dahls were predominantly involved with sale of Ford products. A brass radiator 1911 Ford Model “T” on display heralds back to the Dahl family’s first foray into the automobile sales business. Model “T” Fords are further represented by a 1919 “TT” truck, a 1922 Speedster, a 1923 Depot Hack, a 1923 Runabout Roadster, and an example of the improved 1926 Ford Coupe. There are abundant other Ford and non-Ford cars displayed.

Of course the Ford V-8s drew my special interest. The first example of an early Ford V-8 we came across was a pristine 1939 Ford Deluxe Coupe. Further down the aisle we encountered the museum’s 1932 Ford Deluxe Three Window Coupe. A placard explained for visitors that it was the first V-8 engine offered in a Ford. A 1936 Ford Deluxe Phaeton caught our attention also. It’s placard explained that it was a late 1936 model with a 1937 type flathead engine, and similar to President Franklin Roosevelt’s private car. A red 1953 Ford Sunliner Convertible topped off the early Ford V-8s in the collection.

The museum celebrated the Dahl family’s legacy with a timeline of their family history and accomplishments. Further, a collection of automotive hood ornaments is displayed, as well as the miniature Starlite Drive-in Theater. The Dahl Museum was a perfect start to our great weekend in La Crosse. For any V-8 enthusiast traveling in the La Crosse area, the Dahl Auto Museum would be a worthwhile stop.



Early Ford V-8 Law Enforcement Legacy



Massachusetts State Police Ford Patrol Cars a Slice of History By John Emmering

Vintage Fords representing three decades of Massachusetts State Police History are on display for interested members of the public at the Massachusetts State Police Museum and Learning Center in South Grafton, Massachusetts. With pride in their agency and the desire to preserve its long history, members of the MSP established the museum back in 2010 using their own personal funds and donations from interested organizations.

The decade of the 1930's is represented by the museum's oldest patrol car on display, a 1931 Model "A" Ford Fordor Sedan. When its owner decided his Model "A" was ready for a new home he generously donated the antique Ford to

become part of the new museum's collection. Needing it's restoration refreshed, some museum volunteers prepared the car's body for a repaint. Using a little historical license, they decided to paint the 1931 Ford in the two-tone blue scheme first adopted by the organization in 1939. All the actual Model "A" patrol cars had been black.

Interest in the museum grew throughout the state and soon another Ford was donated to the museum. This one represented the Early Ford V-8 era and was ten years newer, being a 1941 Ford Tudor. The 1941 Ford V-8 was very accurately restored by volunteers and painted the authentic two tone blue custom colors of the MSP.





Coincidentally, the next vehicle gifted to the museum, moving up ten years once again, was a 1951 Ford Deluxe Tudor. This car had been somewhat customized and “hot rodded” by its former owner. While originally not a police car, the 1951 Ford was modified to look like one of the cars used by the MSP in 1951. The 1951 Ford Deluxe was painstakingly restored back to “stock” condition, with addition of police equipment and the custom paint scheme. The Ford’s transplanted Chevrolet engine was pulled, and it’s originally intended power plant, a freshly rebuilt 8BA Flat-head V-8 was inserted. The one compromise to originality was the installation of a 12-volt electrical system, to better power some of the patrol car’s police accessories.

A genuine 1978 Ford LTD Interceptor patrol car was added to the collection in 2017 after it was authentically restored. With a 460 cubic inch engine, this was the last of the big block Ford police cruisers. The current project being undertaken by the MSP Museum is the restoration of a 1968 Ford Ranch Wagon patrol car. These units were able to carry extra equipment occasionally needed by Troopers out in the field. The station wagons also could serve as a ambulance, transporting accident victims in areas where local emergency medical services were not available.

The Massachusetts State police are proud of the fact that they were the first state police organization in the United States. Formed in 1865 as the Massachusetts State Constabulary, the agency remained a small organization until it was expanded to 50 Troopers in 1921. The Troopers patrolled the rural areas and highways of the commonwealth on horseback or by automobile. The men lived in barracks scattered around the state, working in a para-military environment. The MSP has been known for its strict physical requirements, insisting Troopers to be in top shape.

Currently the MSP consists of 2,300 sworn officers, with 1,500 of that number working as uniformed Troopers patrolling the highways and rural sections of the commonwealth. The MSP has many specialized divisions, including an Air Wing Section, Marine Unit, a Mounted Patrol, K9 Unit and Motorcycle squad. Detectives are assigned to an investigative and gang units.

Ford V-8s were adopted by the MSP for patrol use in 1932, replacing the Model “A” Fords. The 1941 and 1951 Ford V-8s on display are a great reminder to us of the role that the early Ford V-8 automobiles played as transportation for these guardians of the public safety.



The Ford Sportsman Convertible 1946-48



Something really NEW!

The Sportsman Convertible

by John Emmering

With its gleaming wood body, and expert craftsmanship, the Ford Sportsman Convertible brought many a car shopper into Ford Dealership show rooms for a closer look. These appealing automobiles attracted many enthusiasts during their production years of 1946 through early 1948. Most often, however, the admirers would settle on a less expensive, more practical and easier to maintain Ford automobile for purchase. However, the magnetism of the Ford Sportsman Convertible was undeniable. In fact, this effect was exactly what Henry Ford II had in mind in 1945 when he approached designer E.T. “Bob” Gregorie with his desire to create this attention getting car.

The concept of the Sportsman Convertible came about in an unusual way. Back before the end of the Second World War, Henry Ford II seemed perturbed as he passed through, by the presence of a 1931 Model “A” Ford chassis on display in the company’s design department. Not interested in nostalgia, Henry asked Gregorie to use the chassis to build a little beach wagon he could use on family outings to the shore in South Hampton. Gregorie was happy to comply and he put together a design for a wooden bodied beach wagon. It was soon handmade by Ford craftsmen. Henry and his family enjoyed using the little wagon, which served as the concept behind the Ford Sportsman Convertible. Gregorie asked Henry if he could have the car when the Ford family was finished with it and Gregorie eventually became the owner.

Looking to create a car that would garner the attention of the public, Henry commissioned the production of the 1946 Sportsman Convertible. Each Sportsman started off as a stock convertible with a segment of its rear sheet metal sectioned off, substituted by a steel “skeleton”. Then precision made wood framing, formed from solid wood blocks, was fitted onto the body. The wood came from the timber forests owned by the Ford Motor Company in Iron Mountain, Michigan. The wooden bodies were built and contoured there and then dispatched to assembly plants. With the company’s experience producing wood bodied station wagons, production of the Sportsman Convertible was not a problem.



Most of the same components used on the more common 1946-48 Ford models were utilized on the Sportsman Convertibles. One exception was the rear fenders. Fenders previously used on the 1941 Ford panel delivery were found to match the curvature of the wooden trunk lid and were utilized on the Sportsman Convertibles. This also necessitated the use of the 1941 style taillights. The Sportsman Convertibles were only offered as part of the Super Deluxe line. The six-cylinder engine was never an option in the Sportsman, as they were all equipped with the 100 hp V-8. With the Sportsman's extra weight, 100 pounds heavier than the regular convertible, the V-8 engine was a good idea. The automatic window lifts were an interesting standard feature which were also used on the Lincoln cars. The power for the automatic windows came from the same hydraulic apparatus that energized the opening and closing of the Sportsman's convertible top.

When the first Sportsman Convertible was produced in late 1945 it caused quite a sensation as it was displayed in Dearborn. Popular 1940's film actress and pin-up girl Ella Raines took ownership of this first Sportsman on Christmas Day in 1945. It took until July 1946 for the Sportsman Convertibles to begin regularly rolling off the Ford assembly lines. The initial price for the Sportsman was \$1982.00, which was \$494.00 higher than the regular 1946 Ford steel bodied convertibles.

During 1946, it's first year of production, 723 Sportsman Convertibles were produced. The 1947 models saw a price increase of \$300.00 as the post war inflationary period had hit the economy. A Mercury version of the Sportsman Convertible was also released on a limited basis for 1946. Only 205 of these Mercury units were produced. 1947 proved to be the biggest year for the Ford Sportsman Convertible with 2,774 being built during that model year. The model year 1948 had a short run and only 28 Sportsman Convertibles were produced, as Ford prepared for the 1949 switch over.

The Sportsman Convertible had the distinction of being Ford's only factory produced wood bodied car that was not a station wagon. These type of vehicles were not unique to just the Ford Motor Company however. Chrysler produced it's Town & County Sedan and Nash also manufactured it's own unique wooden bodied Suburban Sedan.

In the world of the Early Ford V-8 enthusiast, the Ford Sportsman Convertible really is as good as it gets. It is hard to think of a Ford V-8 that is as rare or as highly prized as the Sportsman. Recent televised auctions have seen examples of these cars in top restored condition, selling for from \$170,000 - \$200,000. Henry Ford II wanted to create a car that would attract the admiration of the public. He certainly succeeded with this uniquely attractive car which is a prized collector's item today.





1947 Ford Sportsman

Specifications

List Price...\$2282 f.o.b. factory

Weight.....3366 lbs.

Tire Size.....5.00-16in.

Engine type.....L-head V-8

Displacement.....239.4 cu. In

Power.....100 bhp at 3800 rpm.

Dimensions

Wheelbase.....114 in.

Length.....197.88 in.

Width73.25 in.

Height.....66.2 in.

Ground Clearance.....8.5.in.

Standard Equipment

Hydraulic power windows & top.

Performances

Top Speed..... 84.6 mph

0-30.....7.9 sec.

0-50.....15.1 sec.

0-60.....19.4 sec.

0-70.....27.3 sec.

Fuel Consumption.....17.5 mpg.





10 Years Ago This Month – August 2010

The August Road Chatter contained a feature story on Lloyd Duzell's 1935 Ford Tudor Sedan. A huge crowd of at least 70 members, family, and friends attended the annual club picnic August 1st, our first time at Timmermann's Ranch in Island Lake. On August 14th, the club hosted Early Ford Day at the Volo Auto Museum. Eighteen members displayed their Early V-8's along with about 20 additional Fords of guests. Several other members attended in modern cars.



Lloyd's 1935 Ford Tudor

20 Years Ago This Month – August 2000

Seven members showing Early Ford V-8s were joined by Jack Nikolich with his Fiat Topolino at the Mt. Prospect Historical Society show August 13. Potential new members Matt Ottaviano and Rich Anderson attended the August 15 monthly meeting, which was run by VP Dan Pudelek because President Ken Bounds was driving his '50 Ford Convertible solo to the Western National Meet in Albuquerque, NM. Ken took a 2nd Place in Touring.

30 Years Ago This Month – August 1990

Seven members showed nine Early Ford V-8s at a rain-soaked Mt. Prospect Historical Society show on August 12. At the August 21 monthly meeting, Marty Duling gave a presentation about his model airplane collection. Mo Adam led a tour to Galena the weekend of August 24-26. Sadly, we were unable to find a report about that tour.

40 Years Ago This Month – August 1980

The annual picnic was hosted by the Groots at their St. Charles farm August 3 for the 10th consecutive year! Thirty-two NIRG families and guests attended, accompanied by 25 Ford Early V-8s. Jim Pope and Rich & Judy Doligale attended as guests and left as members. Over 20 V-8 families participated in a six-stop garage tour August 24. After a stop to see Lloyd Duzell's progress on his maroon '40 Pickup, the tour ended with a fantastic finale with plentiful food and drink at the home of Earl & Gene Heintz.

45 Years Ago This Month – August 1975

The monthly meeting scheduled for August 12 was not held because of the large number of members attending the Central National Meet in Peoria the 7th through 10th. Four members brought home trophies. Marty Duling held a short business meeting at the annual picnic at the Groots in St. Charles on August 24.



SHERIFF HAIN'S CHARITY CAR SHOW



Saturday, September 5, 2020 | 9:00 AM to 3:00 PM
Martin Family Farm, 2S111 Green Road, Elburn

Entry Fee: \$20 Donation per Vehicle.

Proceeds to benefit Kane County Diversion Programs.

Anyone up for a NIRG Car Show Group Activity?

Meet at the McDonald's 3900 E. Main, St. Charles (Rt 64 & Kautz Rd.)
at 8:00am and proceed to Elburn for the Car Show or go there directly.

Contact John Emmering at 331-425-1187 if interested.

UPCOMING EVENTS

Mark Your Calendars



April	May	June	July
All April Events were CANCELLED due to COVID-19. Future events are tentative.	17 Rosehill Cemetery Tour CANCELLED 19 No Members Meeting	16 No Members Meeting 20 Drive Your V-8 Day	21 No Members Meeting
August	September	October	November
8 Friendly Ford Car Show CANCELLED 16 Picnic at Culvers in St. Charles, 1:00 pm 18 Sorry No Member's Meeting	5 Kane County Sheriff Car Show Elburn, IL 9:00-3:00 15 Member's Meeting?	2-4 Lake Geneva Poker Rally, Delevan WI 8 Board Meeting 20 Member's Meeting?	14 Veteran's Day Lunch 15 MARC Turkey Dinner, Elburn IL 17 Pizza Meeting ?

Happy Birthday

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

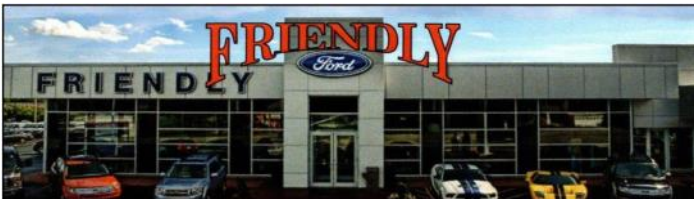
Happy Anniversary

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



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Used Car Lot



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Contact Stan Stack at 847-382-4223.

FOR SALE Six Blade Fan, 16" wide. Very good shape. \$85.00 plus shipping **Call Joe Novak at 708-923-9953.**

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Call Lin Stacey at 630-584-6081 or email linstacey@sbcglobal.net



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\$22,500. Call Pat Maroney 224-489-3196



1949 Ford Custom Tudor. 63,669 miles. Original interior. Minor rust on inner quarter panels. Needs new exhaust. Has rebuilt carburetor, new fuel & water pumps, hoses, belts and wheel cylinders. **\$15,000**
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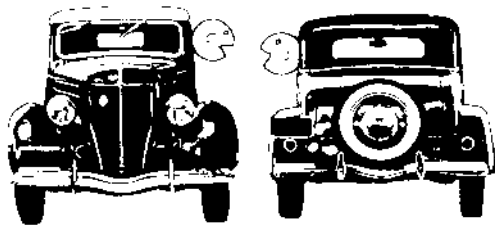
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Photo of the Month

This 1953 Ford Crestline Victoria caught our member Pat Maroney's eye last summer.

After taking a look at the car he was quite impressed and made the purchase.

Pat has been doing some mechanical work on the Ford and he hopes to bring this, his newest V-8 out to our picnic event at Culver's on Sunday August 16th.