

# Road

Website: [www.nirgv8.org](http://www.nirgv8.org)

# Chatter

Northern Illinois Regional Group #8 Volume 54 Issue #11

A visit to Michael  
Driskell's Third Gen  
Automotive  
see page 3



Michael Driskell's 1932 Ford V-8 Phaeton

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## MEETINGS

7:30 pm on the third  
Tuesday of the month at  
the Wheeling Township  
Service Center, 1616 N.  
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## NEWSLETTER

Send submissions to  
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Other Early Ford V-8 Regional  
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provided that Road Chatter is  
credited as the source.

## A Word From NIRG President Ron Steck

# President's message



Well we have come to the month of November and still no meetings or car show events taking place. I just returned from California where I attended my son's wedding. I was able to go up to C&G Ford parts and get a few items for my Woodie. I did however get to see a car show on the streets of the town where the wedding was being held and there was quite a variety of cars. Being California, they were Ferraris, Lamborghinis, Porsches as well as older vehicles.

I am planning to do some work on my vehicles during the winter months. Thanksgiving is around the corner and there may not be the gatherings that we are all used too. I would like to take this time to extend a Happy Thanksgiving to all of you and your families. There were a few of us that took a drive to Pontiac, Illinois on October 11th to see the fall colors and visit the Route 66 and Military museums. We also had lunch there and it was just nice to be able to get out and do participate in the activities that we are accustomed to. Gary Osborne's has a write-up on the event is on page ten. I look forward to the future time when our group can meet together once again. Until then take care.

*Ron*

COVER: Michael and Jane Driskell seated in in their 1932 Ford V-8 Standard Phaeton at the 2014 Central National meet. Photo by Tom O'Donnell

## The Editor's Desk



As you will see in these pages your editors hit the road for a wonderful trip to Tennessee during October and we share some of our experiences in this issue. A real highlight of the trip was the opportunity to visit with EFV8CA Central Area Director Michael Driskell and his wife Jane and tour their business, Third Gen Automotive. Big thanks to Gary Osborne and Ken Bounds for their contributions. Thanks also to my coworker Matilda Latipää for having a sense of humor and modeling for a couple photos again this month. Working on your V-8? Please take some photos and send them off with an explanation. We need your input! Hope you enjoy this month's issue and Happy Thanksgiving.

*John & Robin*



# A Visit With...

Michael  
&  
Jane Driskell

at



By John Emmering

Eagerly anticipating my arrival, I headed down Old Nashville Highway in rural Warren County, just outside McMinnville, Tennessee on Wednesday, October 14. Soon I spotted the logo for Third Gen Automotive and turned down the long driveway heading to a good sized warehouse. Once inside I spotted Michael and Jane Driskell hard at work filling orders for early Ford V-8 parts. Michael and Jane paused from their work to greet me.

I reminded Michael how we met. I had dropped the keys to my 1951 Ford on the grounds of Greenfield Village in Dearborn Michigan during the Grand National Meet in 2018. Michael found them and with the help of Ken Bounds tracked me down as the owner. Michael at that time was President of the Early Ford V-8 Club of America and he continues to serve as the Central Area Director



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• WHERE LIFE'S IN FULL BLOOM •

Anxious to discover all I could about Third Gen, I learned from Michael that his interest in antique Ford cars and early Ford V-8s began at an early age. Michael explained that his grandfather owned a 1931 Ford Model "A" Victoria, which he worked on and drove every day and passed a 1935 Ford Coupe to Michael's dad Danny. Danny restored it when Michael was a child. Michael said he grew up immersed in the Ford V-8 hobby and recalls as a child walking up and down the concourse between rows of early Ford V-8s on display at Early Ford V-8 Club National Meets. Michael acquired a 1935 Ford Standard Tudor as a teenager and that became his first restoration project.

Taking his interest in Early Ford V-8s to a higher level in 2011, Michael founded his Third Gen Automotive business, which became his livelihood. In that same year Michael met Jane and they were married after she finished college. The couple decided to work together running the business. Soon the family expanded when daughter Charlotte was born in 2014.

Originally Third Gen was operated out of a small outbuilding on the Driskells' residential property. Requiring more space, the present larger facility was purchased. Michael now has a 10,000 square foot warehouse holding his large inventory of NOS and reproduction early Ford V-8 parts. There is also an office area and shipping facility. The building has shop areas for restoration and repairs of components and an area to store some of Michael's car collection.

Michael is the proud owner of a 1932 Ford Standard Phaeton, a 1933 Ford Standard Fordor, a 1934 Ford Station Wagon project car, a 1935 Ford Standard Tudor and DeLuxe Fordor Sedan, a 1937 Ford Standard Fordor and a 1940 Ford DeLuxe Coupe. These were the cars I noticed, and there may be more. Michael's current project is the restoration of his 1936 Ford pickup, which he hopes to make into a fun driver to run around town in and for Jane to drive.



Some of you may remember seeing Michael and Jane Driskell at the 2019 Central National Meet in Auburn and their adorable daughter Charlotte, who faithfully delivered bottles of water to thirsty V-8ers.



Leading me on a tour of his operation, Michael showed me the many shelves of NOS parts which he has acquired into his stock by visiting swap meets, auctions and other venues where these parts were for sale. In addition Michael pointed out me the new reproduction parts he has in stock. He told me that he plans to emphasize the sale of reproduction parts increasingly in the future, as the supply of NOS parts is shrinking. As I surveyed the NOS parts I found a pair of scuff plates for my 1951 Ford Fordor which I had searched for over the years and purchased them from Michael at a very fair price.

Besides the stock of V-8 parts, Michael showed me his shops where he repairs transmissions, differentials, and other vehicle components. He also has a test station for distributors which he uses frequently. When he is not busy engaged in his business, Michael spends many of his Saturdays working on his current 1936 Ford pickup truck project or fishing with daughter Charlotte.

Michael also showed me a section devoted to the late Roy Nacewicz's stock of authentic hardware. Michael is carrying on Roy's work. In addition to the warehouse tour Michael took me over to his residence a few miles away and showed me the outbuilding where he started his business and where he stores some of his car collection today. Adjacent to the building is the Driskells' well stocked fishing pound where Michael likes to unwind. It was an enjoyable experience visiting the Driskells and viewing the great business Michael and Jane have established in McMinnville.

Should any of our readers need V-8 parts they can check out Michael's eBay store or send him a list of the things they need. If you plan to travel to the Nashville, Tennessee area, give Michael a call and see if you would be able to stop by his facility and see these things first hand.

**See the Third Gen advertisement on page 15.**







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



### **J**im Taylor's **1949 Ford Custom Convertible**



by Gary Osborne

**T**he 1949 Fords that were to be released to the public were going to be the biggest automotive news since the introduction of the Flathead V-8. At least that was what the marketing department at Ford was hoping for. When the gala unveiling took place in New York's Waldorf-Astoria on June 8, 1948 the crowd and excitement surpassed all expectations. The excitement continued when the new 1949 Fords reached local dealer showrooms across the country.

**S**ince the end of World War II Ford had been using designs and technology that were from before the War. Initially car buyers were happy with the re-worked 1942 style cars, but the public began to become dissatisfied with the models being offered once the ability to purchase a new car was no longer a novelty. The 1949 Models were to change all that. Looking to the future of the industry, and the Ford Motor company, an entirely new automobile was needed. The post-war Ford was company president Henry Ford II's first big challenge, and was a success.

**F**rom the frame up, the 1949 Fords were all newly engineered, and presented as the answer to falling sales and lack of interest on the part of consumers. The car was given an entirely new looking body with no external fenders, and was lowered by several inches. This gave it a very sleek look compared to previous years. The engine was moved forward by 5 inches, and the steering linkage radically changed to allow more room in the interior. The suspension system was changed to "hydra-coil" springs, giving a much more comfortable ride.

**I**nteriors were also given many improvements to allow passengers to drive in comfort. The seats were actually wider, and the fabrics were upgraded. Gone were the neutral colors, and in place of them were colors that were popular for the time. The instrument panel was given a cleaner look, and gauges to help the driver see at a moment's notice how the car was performing. Even the door handles were changed from pushing down, to pulling out to open the doors. An important safety feature in keeping the doors from inadvertently being opened.

**B**ecause this was an all-new car, there were many more improvements made to the car that much could be written about. However; the fact of the matter is that sales of the car spiked tremendously! There were many more thousands of cars produced than the previous model year. It looks like the engineers and marketing executives really did a good job on seeing a need in the automotive world, and then filling it with a totally new Ford.

**O**ur featured car, the 1949 Ford Custom Convertible in this article, belongs to Jim and Harriet Taylor. They have owned the car for several years now, and really enjoy driving it. Jim has given a little bit of the history that I'll share here: "I first became interested in Ford V-8s as a kid. I loved the V-8 sound with the dual Smittys or straight pipes. The six-cylinder Chevys and Plymouths simply could not compare. As the years went on, I got a 1956 Ford station wagon. I put dual straight pipes on it. Had a nice sound, but not as nice as the Flathead V-8!"

I sold that car and began the process of looking for my Ford convertible. After several years I found one that had just been sold to an individual in Evanston. I called to see if he was interested in selling it. Of course, he was not, but invited me to look at it anyway. We were never able to get together that year, and he went down South for the Winter. When he came back in the Spring we got together. This time however he was interested in selling it to make room for another car he wanted to buy. I really loved the car, and we agreed on a price to make it mine.

The story I got with the car was that it had been bought new by someone in Andover, Maryland. He kept it in nice shape over the years, and then in 1955 he installed a Mercury Flathead. He was interested in a little more horsepower which the Mercury gave it about 10 hp more. Eventually he parked it in a heated garage, and forgot about it for a number of years.

In 2008 his son took the car out of storage and had it redone from top to bottom, which took about 2 years. He then presented it to his elderly father who enjoyed it for a few years before passing on. The son had no interest in it himself so it went up for sale. The rest is history, and I am now the proud owner of a '49 Ford V-8 Shoebox Convertible."

The Taylors have driven this beautiful car to many of our Regional Group's events over the last couple of years. I hope you get to see this car at one of our events next year as I'm sure they would love to talk with you about their beautiful convertible.





## What's Happening with Members and Friends of the



Fog lights, new bumper guards  
& spotlight were added to John's '49 Ford.



Second time at the  
wheel of a Ford V-8, Matilda Latipää looks  
eager to take her out for a spin.



On their trip to Tennessee John & Robin Emmering encountered a Ford Model "T" at the Lane Auto Museum, an old Ford Tractor at Cannonsburgh Village and also another Model "T" at the State Museum.



While visiting Murfreesboro TN, John & Robin Emmering came upon the Stone River Garage. John was pleasantly surprised to find two Model "A" Fords and a nice collection of early license plates inside.





Paul Levine was on the road again in October visiting the Gilmore Car Museum in Hickory Corners, Michigan. Paul posed for some photos at the iconic Gilmore Shell Station and the Model "A" Museum.



Paul Levine also visited the Lincoln Museum on the Gilmore Campus and snapped a photo of this Zephyr. Paul sent along an interesting photo of a van which belongs to a company that restores buildings.



Our President Ron Steck certainly has enjoyed car shows this fall. His 1941 Ford Woodie was entered into the Lions Club Car Show on Sunday October 4, and also was displayed at Braconi's Pizza Restaurant in Naperville on Wednesday October 7. Photos by my friend Hans Goering from his Facebook page.





## A Quick Trip On....

By  
Gary Osborne

Without any trips planned from our regional group due to the COVID-19 pandemic, several of us decided to just take a ride down to Pontiac, Illinois along the Historic Route 66. On Sunday October 11<sup>th</sup> we gathered at White Fence Farm to begin our ride. It was a small group that included Ron and Colleen Steck (1941 Ford Super Deluxe Station Wagon), Tom and Judy Buscaglia (1951 Ford Custom Tudor), Joe Serritella (1950 Oldsmobile Rocket 88), and Gary and Dawn Osborne (2008 Ford Mustang). The weather was perfect, so we were looking forward to a great ride.

The group followed Route 66 through Joliet, Wilmington, and into Gardner. There we stopped and viewed an original two cell jail, and a restored streetcar diner. Then we proceeded to Odell to take photos in front of a restored 1932 Standard Oil Filling Station. From there we finished the drive into Pontiac for our lunch. Bernardi's Italian Restaurant was our choice, and it turned out to be a good one. The food was exceptionally good. After lunch we walked around some, eventually ending up in the Route 66 Museum, and the adjoining Military Museum. We had been at these museums before, but it is always good to see what might be new in their collections. We all had a great time on this drive just talking and laughing together with friends. Hope we will be able to do more tours of this type in the future.





### **10 Years Ago This Month – November 2010**

The November Road Chatter announced that Ken Bounds had been elected as National Director for the Early Ford V-8 Club's Midwest Region. On November 13, a nice turnout of over 30 V-8ers attended our 5th Annual V-8s & Veterans luncheon at Sam's of Arlington hosted by Earl & Gene Heintz. Falling temperatures and rain kept all the V-8s in their garages.

### **20 Years Ago This Month – November 2000**

Elections for 2001 officers were held at the November 21 monthly meeting. The lucky winners were Ken Bounds, President, Carolyn O'Hare, Secretary and Earl Heintz, Treasurer. Plans were being made for the Christmas Brunch December 10 at Drury Lane, the Installation Dinner in January at The Terrace, and a Door County Tour to the Chuck Davis collection in the summer.

### **30 Years Ago This Month – November 1990**

At the November 20 monthly meeting, Dick Alfini, Ken Bounds, Earl Heintz, John Lasky, Neil McManus, Ralph Morey, Tony Spensieri, and John Witthoeft were elected as 1991 Directors. The new directors were to meet December 11 to choose officers from their ranks. Larry Webb, John Lasky, and Neil McManus won gift certificates in the annual turkey raffle.

### **40 Years Ago This Month – November 1980**

Twenty-five V-8ers and family enjoyed a Ladies Night Out event November 15, hosted by Alan & Lois Wall. The dinner/theatre at the Marriott Lincolnshire featured the play Oliver, followed by dinner. The November 11 monthly meeting featured a lengthy, lively discussion about the status of the Club, questions about why people are members, and many suggestions for future events.

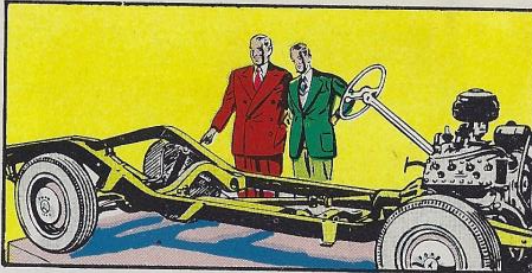
### **50 Years Ago This Month – November 1970**

The November newsletter announced a trip to one of the largest inventories of old car parts in the country, B.S. Wisniewski's in Milwaukee, on November 22. Unfortunately the trip had to be postponed because the manager was not able to be there as planned. In spite of trying to contact everyone, a few made the trip unnecessarily



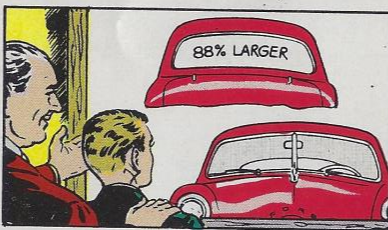
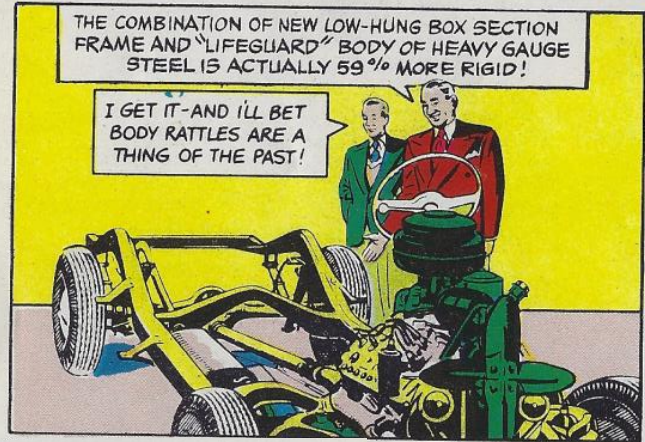
## FORD'S CHIEF TEST DRIVER

# AL ESPER GIVES JOE THE Safety Angles of the '49 FORD



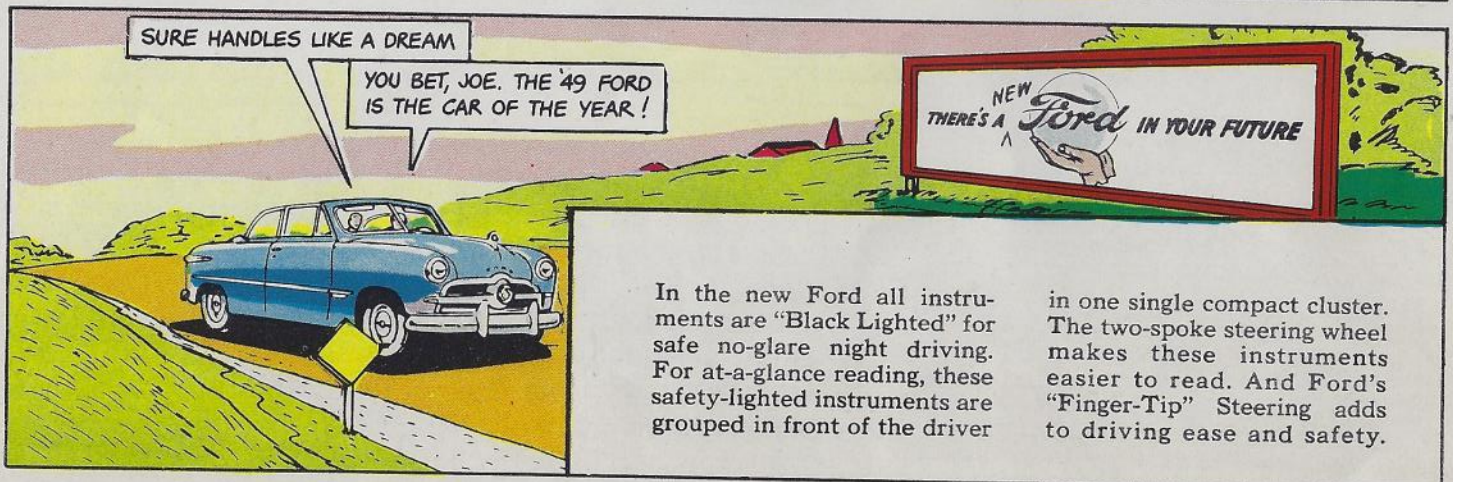
**AL:** THE NEW FORD HAS "MAGIC ACTION" KING-SIZE BRAKES WHICH USE PART OF THE CAR'S FORWARD MOTION FOR EXTRA STOPPING POWER. THEY OPERATE 35% EASIER, JOE

**JOE:** MY MOTHER WILL LOVE THAT— ESPECIALLY IN TRAFFIC.



**AL:** ANOTHER SAFETY POINT, JOE. THE WINDSHIELD IS BIGGER AND THE CORNER POSTS ARE NARROWER FOR INCREASED VISIBILITY. FRONT DOOR WINDOWS ARE BIGGER, TOO. THE REAR WINDOW IS ACTUALLY 88% BIGGER

**JOE:** YOU DON'T HAVE TO CRANE YOUR NECK TO SEE WHAT'S COMING!





# UPCOMING EVENTS

Mark Your Calendars



June	July	August	September
<p>16 No Members Meeting</p> <p>20 Drive Your V-8 Day</p>	<p>21 No Members Meeting</p>	<p>8 Friendly Ford Car Show <b>CANCELLED</b></p> <p>16 Picnic at Culvers in St. Charles, 1:00 pm</p> <p>18 No Member's Mtg</p>	<p>5 <b>Kane County Sheriff Car Show CANCELLED</b></p>
October	November	December	January
<p>2-4 <b>Lake Geneva Poker Rally cancelled</b></p> <p>20 <b>No Meeting</b></p>	<p>14 <b>Veteran's Day Lunch cancelled</b></p> <p>17 <b>No Meeting</b></p>	<p><b>EVENTS CANCELLED</b></p>	<p><b>EVENTS CANCELLED</b></p>

*Happy Birthday*

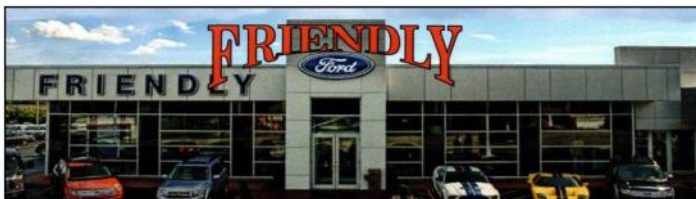
Lou Prazza (11/3)  
 Joe Baughn (11/7)  
 Tom O'Donnell (11/7)  
 Este Scheve (11/7)  
 Mike Freund (11/12)  
 Barbara Slobodnik (11/14)  
 Terry Freihage (11/17)  
 Robert Magnusson (11/17)

*Happy Anniversary*

John & Barbara Slobodnik (11/15)  
 Earl & Gene Heintz (11/24)

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**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**

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

**FOR SALE:** Set of five 15" Rims for Mercury 1942-48. (Fits Ford as well) All in good condition. Will need to be painted, Two Black, Three Red. **\$250 obo. Call Sam Dix at 847-772-0253**




**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**



**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. **\$12,000**  
**Email Jordon Beller at b1932@hotmail.com**



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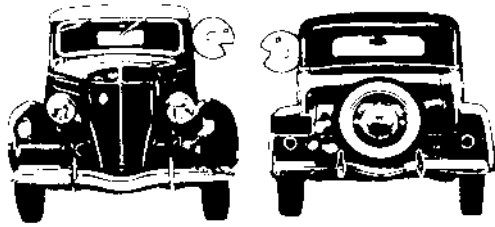


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### **Photo of the Month**

The open road beckoned a few of our Northern Illinois Regional Group Members on Sunday October 11 and they headed down Route 66 to Pontiac, Illinois. Pictured are: Joe Serritella, Ron & Coleen Steck, Judy & Tom Buscaglia and Dawn Osborne. Missing is Gary Osborne, the photographer.