

Road

Website: www.nirgv8.org

Chatter

Northern Illinois Regional Group #8 Volume 54 Issue #9

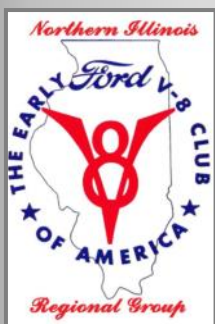


Mercury Monterey
Fashion for the 50's
See page 6.



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Burglar Merle Martin makes the 1952
FBI Ten Most Wanted List after slaying
Kansas Sheriff's Sergeant See page 8.

2020 OFFICERS

Ron Steck *President*
John Scheve *VP*
Gary Osborne *Secretary*
Joe Serritella *Treasurer*

Board of Directors

Ron Blum
John Emmering
Scott Gilday
Pat Maroney
George Zulas

Tour Chair Persons

Gary Osborne
Pat Maroney

Membership Chairman

Ken Bounds

Health & Welfare

Phyllis Madrigali

Newsletter Printing by
Solid Impressions

Newsletter Editors
John & Robin Emmering

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
[Shoeboxford.john
@gmail.com](mailto:Shoeboxford.john@gmail.com)
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 hope this finds all our Northern Illinois Regional Group members in good health at this point. It was great seeing many of you again during our Annual Summer Picnic event we held at Culver's in St. Charles on Saturday September 16. It was a good turnout considering the situation we find ourselves in.

Looks like our regional group sponsored events will need to be on hold for a while. We have just recently received a letter from our Midwest Early Ford V-8 Club of America Director, Steven Kroeger and the attached resolution signed by national President Bruce Nelson asking that we suspend all future regional group sponsored events (see pages 14-15). We are disappointed that this has become necessary. It is a big change for us as we have always looked forward to getting together with our members. To hold an event we would need to purchase a one million dollar liability insurance policy to cover us if someone would contract COVID-19 during our activity.

Our current officers and directors have agreed to serve another term in 2021, since we are not able to hold our normal nominations and elections. If anyone has a new nomination for any office they would like to make please email me with the name of the nominee and the name of the member that will second the nomination. We could then find the best method to vote remotely on the office if that becomes necessary. Otherwise our present people will be retained.

While adhering to recommended health protocols I have been attending car shows this summer to keep some normalcy in my life and so have many others. It is becoming hard to find subjects to write about in our newsletter since our activities are so limited. This would be a good time for you to send a message to our editors and tell them about work that you are doing or have done on your car. I hope to see you soon as we pass through this current challenge.

Ron

The Editor's Desk



September begins our third year editing Road Chatter. We were able to report on a couple events this month and still include our features on the Mercury Monterey and the Ford V-8 involved crimes of Merle Martin in this 20 page issue. Hope you enjoy Al Esper's "How to be an Expert Driver" advice in comic book form also.

John & Robin



NIRG members take advantage of free Hamburgers at the Assembly Restaurant's Car show

The lure of free hamburgers for participants drew a few individual NIRG members to the Assembly Restaurant in Hoffman Estates on Saturday evening August 22 for a car show. The event was not a scheduled regional group activity. Pat and Dee Maroney and son Keenan were first to arrive in their 1936 Ford Deluxe Fordor. John and Robin Emmering were next in their 1949 Ford Custom Fordor. This was the first car show ever put on by the eatery. To attract interesting cars the Assembly Restaurant provided delicious hamburgers free of charge to drivers of restored antique cars. As the evening wore on Scott Gilday and daughters Reese and Ciena drove up in Scott's 1948 Chrysler Town & Country Convertible. That's one car that turned a lot of heads. Reese and Ciena posed for a couple photos. It was a fun evening with COVID-19 precautions in play.





Northern Illinois Regional Group Reunites for Creative Annual Summer Picnic at Culver's

by John Emmering

Challenging times call for creative measures and our Northern Illinois Regional Group certainly found a creative way to get together for our annual summer picnic on Sunday afternoon, August 16. Timmermann's Ranch has been the site of the summer picnics for last decade, but this year was a bit different. Desiring to avoid sharing food at close quarters, and unsure if there would be enough participants to make setting up a traditional picnic worthwhile, our board decided to hold the picnic at the Culver's restaurant in St. Charles. The Culver's has been the site of our "Fords and Friends" activity in the past, in which we held in conjunction with the Model A Club.

It all kicked off shortly before 1:00 pm. Arriving a bit early John Emmering staked claim to the parking area east of the store. Parking his 1949 Ford on the end of the row and then strategically placing some lawn chairs in the lot and posting a NIRG sign, customers got the idea that a car event was about to take place. Soon some Early Ford V-8s and a few other members driving interesting cars of different makes and models cruised into the lot to take part in the event. New arrivals then backed their cars into spaces that had been reserved.

Traveling in Early Ford V-8s were Ron & Arlene Blum, 1940 Ford Deluxe Fordor, Tom & Judy Buscaglia, 1951 Ford Custom Tudor, John & Robin Emmering, 1949 Ford Custom Fordor, Jay Hinshaw, 1940 Ford Tudor, Pat & Dee Maroney, 1936 Ford Deluxe Fordor, Tom O'Donnell, 1953 Lincoln Capri Custom Coupe, John & Este Scheve, 1947 Ford Super Deluxe Coupe, Ron & Colleen Steck, 1941 Ford Super Deluxe Station Wagon, and Jim & Harriet Taylor in their 1949 Ford Custom Convertible.

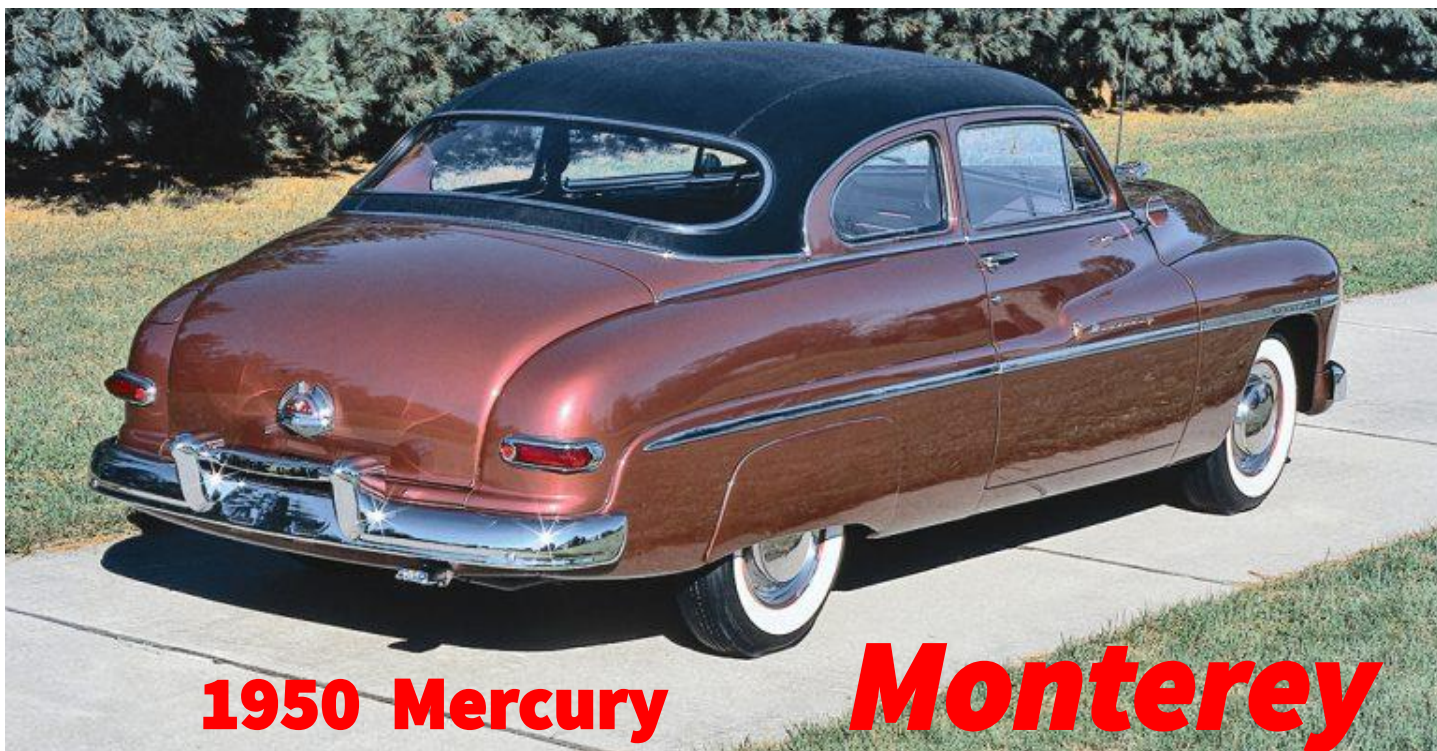
Riding in modern transportation were Elaine Braun, Ron Dopke and Bernice Short, Gary & Dawn Osborne, John Slobodnik and George & Dawn Zulas. Those driving other antique and special interest cars were Scott Gilday, 1969 Ford Mustang Convertible, Paul Levine, 1966 Ford Mustang Convertible, Roger Obecny, 1963 Buick, and Joe & Delice Serritella driving their 1950 Rocket 88.

After a long separation due to the current health crisis, members were glad for a chance to reconnect with their fellow members. There was a great spirit of cooperation as members willingly wore masks when conversing. Three or four groups set up chairs with appropriate intervals as members visited. Culver's owner/operator Kris Callahan set up a system allowing members to present a ticket when ordering food and then billing the order to our group at the end of meal. By 1:45 participants began to file in at intervals and ordered their meals, bringing them back outside to enjoy their burgers other selections outdoors.

There was much discussion of technical matters and exchange of information on how to solve typical Ford V-8 mechanical problems. Plenty of other Culver's customers passed by to view, discuss, and photograph our Ford V-8s and the other cars displayed. A young man with a nice 1965 Ford pickup truck joined the lineup, filling the vacant spot of a departing member's car, and he was welcomed.

Stretching on past 4:00 pm members enjoyed the excellent weather. As the activity broke up it was apparent that everyone had experienced an enjoyable time. It certainly was a unique event which proved to be economical and meet the need of our regional group to gather in the safest possible way.





Edging up from parity to the Pontiac, now rivaling Buick, the Third Generation Mercury reached refinement with the new Monterey Coupe in 1950

By John Emmering

With a unique vinyl top and sharp color selections the Mercury Monterey model grabbed a lot of attention when it was introduced in June of 1950. Just as the Ford Division had answered the “Hard Top” models being produced by General Motors and Chrysler, with the Ford Crestliner, the design staff at Mercury dressed up their club coupe model. The result was the creation of the Mercury Monterey, designated model 72C.

If there was ever a “year of the Mercury” it would have to be 1950. As the 1950’s dawned the new slightly restyled Mercury was a winner on many fronts. A yellow 1950 Mercury convertible was chosen as the pace car for the Indianapolis 500. A 1950 Mercury received honors as the sweepstakes winner in the Mobile Gas Economy Run. Mercury also won victories in two NASCAR Grand National races.

To top it off the one millionth Mercury rolled off the assembly lines in August of 1950. There was enough of a difference in the front exterior to notice a model year change with the bigger parking lights for 1950. The biggest change was the redesigned instrument panel and new push button door handles. While Mercury models had always maintained identical trim levels for the past decade there were some adjustments for 1950. A less expensive club coupe model was introduced, designated as model 72A. This model, like the Ford Deluxe line were bereft of exterior chrome window moldings, wheel trim rings and clock. As a price leader it allowed the Mercury line to quote a startlingly low price of only \$1,875.

In contrast to the base model, the Mercury Monterey was loaded with many extras as standard equipment. The Monterey came with rear fender skirts, a gold winged hood ornament, dual outside mirrors, a grill guard, two tone instrument panel matching the exterior color, custom steering wheel, carpeting, chrome window frames, an artificial leather headliner, and leather and Bedford Cord upholstery.



When a customer purchased a new Mercury Monterey, he was offered a choice of three color combinations. Customers could choose from a back body with a yellow vinyl top, a Cortaro Red Metallic body with a black top or Turquoise body with a dark blue top. The Monterey model designation was uniquely spelled out in chrome script on each of the doors of the Monterey cars.

Unfortunately the Mercury Monterey was not really a viable alternative to the competition's hardtops. Additionally not too many customers were convinced that the Mercury Monterey's cost compared to the regular Model 72 Coupe was worth the additional \$160.00 (which would be \$1,720 in today's dollars). Of the estimated 334,081 1950 Mercury automobiles manufactured only a comparative handful of Monterey units were produced. Production figures on the Monterey were lumped together with the other club coupes so there is not a good production figure on the 1950 Monterey.

A man who claimed to have been involved in producing the unique steering wheels said that he only produced 800 of them. Others have estimated there may have been up to 2,000 1950 Monterey cars produced. What ever the number, they are a rarity today.

The Mercury Monterey finally became a true hardtop in 1952. The line expanded to include a Monterey Four Door sedan and Convertible model and continued in various forms until 1974.

Today an excellent 1950 Mercury Monterey's value is estimated at \$50,000 to \$67,000. The car which was not fully appreciated in it's youth has come into it's own.

1950 Mercury Monterey Specifications

Base Price: \$2,146 f.o.b.

Engine:

90 degree L-head V-8

Displacement: 255.4 cubic inches

Compression ratio: 6.80:1

Bore x Stroke: 3.1875 " x 4"

Compression ratio: 6.80:1

Horsepower 110

Valve lifters: Mechanical

Main Bearings: 3

Fuel System : Dual downdraft carb

Transmission:

Type: 3 speed selective

w/overdrive. Synchro 2nd & 3rd speeds, column mounted lever.

Steering

Type: Gemmer worm & roller

Ratio: 18:2:1

Brakes :

Type: 4-wheel internal hydraulic

Weights & measures

Wheelbase: 118 inches

Overall lengths: 206.7 inches

Oveall Heights 64.8 inches

Shipping weight 3,625 lbs.

Performance:

0-30 4.57 seconds

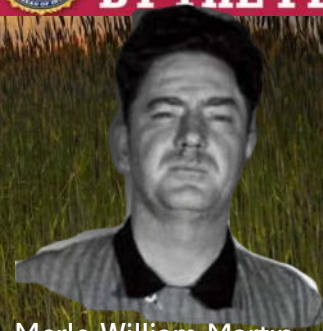
0-60 15.98 seconds \

Top speed (in O/D) 83.75 mph
(from Motor Trend, May 1950)





**WANTED
BY THE FBI**



Merle William Martin

Sheriff's Sergeant Willard Carver spots stolen 1949 Ford V-8 Slain by Ex-Con Merle W. Martin Who is Soon Nabbed by Police

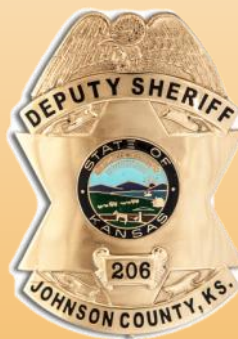
by John Emmering

As it sped through the darkness west on Shawnee Mission Road toward the town of Zarah, Kansas on the evening of June 22, 1952 the black 1949 Ford V-8 did not attract attention. Passersby had no idea that the Ford, occupied by Merle Martin and his brother-in-law Charlie Isgrigg was fleeing from the scene of a residential burglary the men had just pulled near the Kansas City suburb of Overland, in Johnson County Kansas.

The pair had broken into the home of Moss Davis and his family and filled pillowcases full of cash and small valuable items taken from the home. The burglary had been reported to the Sheriff by a neighbor. Martin and Isgrigg, both ex-convicts were nervous and anxious to put distance between themselves and the scene of the crime .



SGT WILLARD CARVER



Unfortunately for the burglars recent rains had left the back road they took muddy and the 1949 Ford became hopelessly stuck in some mud. The pair left the Ford and took off on foot with a goal of finding a car or truck to steal to pull the stolen Ford out of the mud. It was not too long until they discovered a truck parked in a farmyard.

Experienced as a car thief, Martin defeated the ignition lock and the criminals took off in the truck. The theft of the truck had not gone unnoticed and the owner phoned the Sheriff's Office. By now Johnson County Sheriff L.V. Billings himself had been alerted to the goings on and began to personally direct his men. .



ROBERTA RAYE CARTER



CHARLIE ISGRIGG



Stolen '49 Ford found stuck along muddy Kansas road.



Martin stole a '41 Ford in Rochelle, Illinois in 1941 and drove to Missouri



Martin spotted in a '51 Ford



St. Louis Police pulled over the stolen Ford



Martin in custody 08/30/52

The Sheriff radioed a two-man unit composed of Sgt. Willard Carver and Deputy Floyd Gaunt, working the 11:00 pm to 7:00 am watch and sent them to investigate the theft of the truck near Zarah. Sgt. Carver, a Navy veteran of the D-Day invasion of Normandy during World War II, was a rising star in the department. He had reached the rank of Sergeant in only three years. Sgt. Carver had set his sights on the office of sheriff itself. With incumbent Sheriff Billings leaving office, he entered his name in the primary election against nine other candidates running for nomination.

Enroot to the scene of the theft of the truck, Sgt. Carver and Deputy Floyd spotted the black 1949 Ford Tudor Sedan along the side the rural road, mired in some deep mud. Examining the car, they discovered a German Lugar pistol in the front seat along with pillowcases full of stolen items in the back. Carver decided they would park their patrol car behind cover and wait to see if the offenders would return. It was not long before a truck was seen backing up close to the 1949 Ford. Carver and Floyd illuminated the truck with their flashlights and drew their service revolvers. They approached the truck from different sides. The deputies shouted to the truck's occupants "Come out with your hands up, Police!"

The orders shouted to Martin and Isgrigg were met by gunfire as Martin pulled a Colt .38 caliber revolver, aimed carefully and opened fire. While Deputy Floyd had taken cover behind a telephone pole, Sgt. Carver remained out in the open. A bullet from Martin's Colt revolver ripped through Sgt. Carver's right side, severing his spine. After the shots were fired Isgrigg fled north into the woods, and Martin ran in the opposite direction. After returning fire, Deputy Floyd rendered first aide to Carter and radioed for an ambulance and assistance. Within minutes however Sergeant Willard Carver, age 31, died, becoming the first Johnson County Law Enforcement Officer to lose his life in the line of duty. After an intense manhunt Charlie Isgrigg was captured by a posse that morning. Merle W. Martin, now wanted for murder, was still in flight.

Ever resourceful, Martin fled on foot a mile south of the scene of the shooting until he spotted a pickup truck parked outside the home of the McLaughlin family. Entering the truck, Martin hotwired it and drove off 16 miles south down Route 7 to the town of Olathe, Kansas. He spotted a Hudson automobile parked outside the home of Hugh Miller that looked good. Martin abandoned the truck and in turn stole the Hudson. This was no problem since Martin was a skilled auto thief. In 1941 he stole a 1941 Ford in Sycamore, Illinois and drove the car into his home state of Missouri where he was caught committing a burglary. Martin received seven years in Leavenworth Prison for the federal crime of interstate auto theft, followed by four years in the Missouri State Penitentiary for burglary. Martin had only been free from prison for seven weeks and had already made the FBI's Ten Most Wanted List. **(continued on pg. 10)**

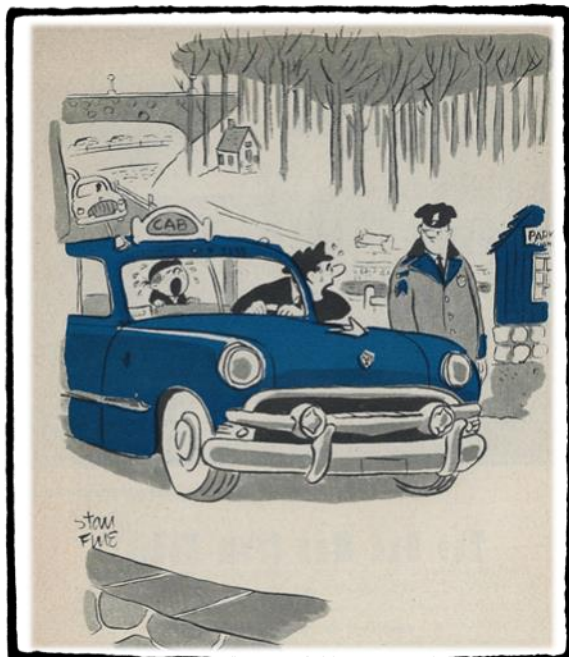
Driving the Hudson, Martin headed to an area hotel where he, Charlie Isgrigg and Roberta Rae Carter, Isgrigg's statuesque blond girlfriend, had checked in the day before. They had traveled from Joplin, Missouri. Martin told Miss Carter what had happened and that he and Isgrigg had been separated. The next day, upon learning of Isgrigg's capture, Martin and Carter, who would quickly form a romantic relationship of their own, fled into neighboring Nebraska. Using various stolen cars, their flight from justice continued on through Nebraska and later into the area of Chicago, Illinois and Valparaiso, Indiana.

They stole a Buick car in Valparaiso and traveled as far east as Washington D.C.. Later they headed west to Las Vegas, Nevada. On the night of August 24, 1952 Martin parked the car on a residential street in Birmingham Alabama to burglarize a home. Roberta Rae Carter, who was sleeping in the car was approached by a city police officer, who then arrested her. Martin was able to slip away, steal another car and drove to back to Missouri alone.

Sighted in his stolen car west of the city of St. Louis by the Missouri Highway Patrol, Martin's stolen car was forced off the road and he fled into a field. He stayed hidden outdoors for three days. As officers continued the search for Martin using bloodhounds and a spotter plane, he jumped into an unattended 1951 Ford V-8 belonging to a deputy sheriff and sped down the highway toward St. Louis. Falling under the sharp eyes of two St. Louis city Police Motorcycle officers the 1951 Ford was brought to the curb and the hungry, exhausted William Merle Martin finally surrendered on August 30, 1952

Both Martin and Isgrigg were charged with the murder of Sgt. Willard Carver. Isgrigg pleaded guilty and received a life sentence. He was released on parole after 20 years. Martin however pleaded not guilty by reason of insanity. He was however convicted of the murder. Taking full blame for the killing, Martin went to the gallows at 1:03 am on July 16, 1954, paying the ultimate price for his crime.

FORD TIMES November 1951

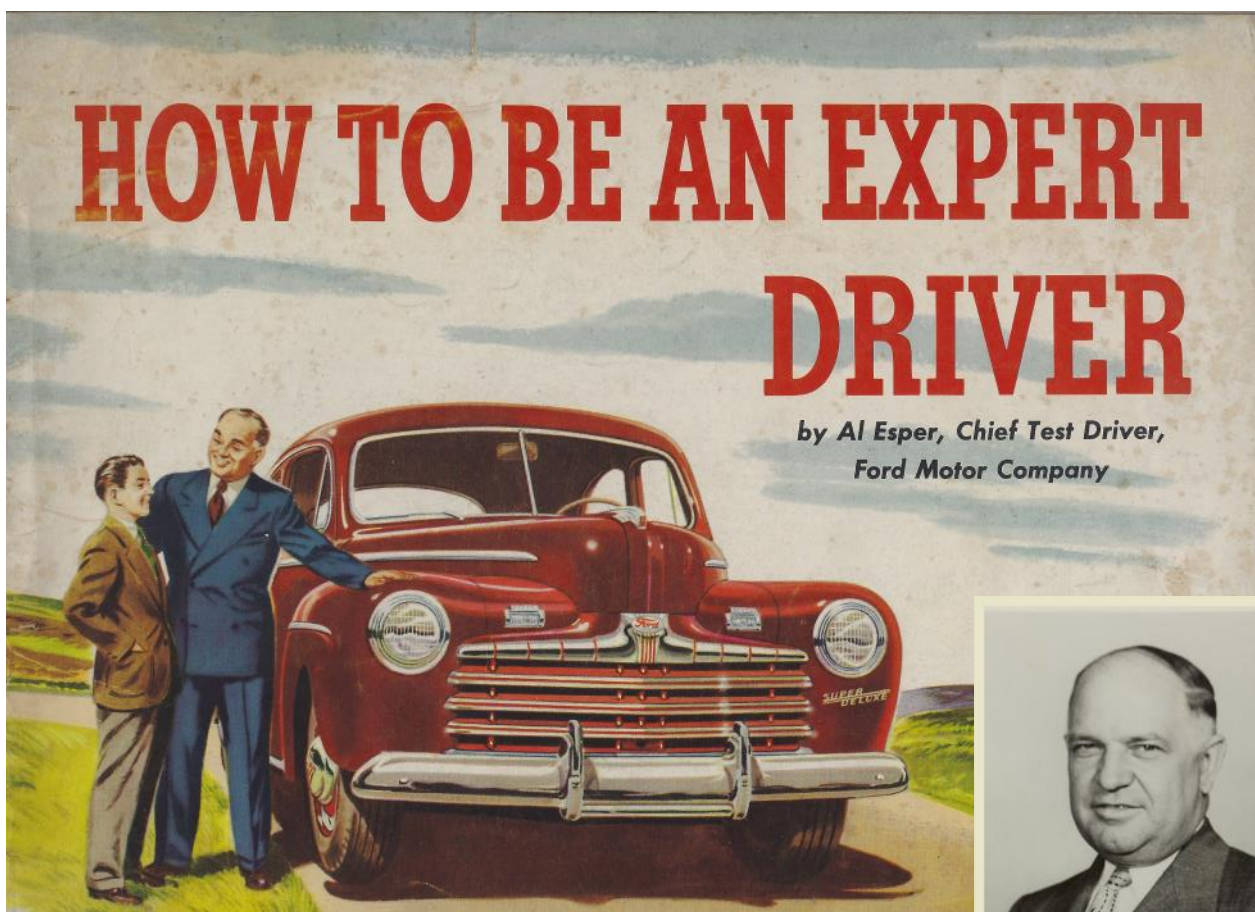


"For heaven's sake, where do I hit Jefferson Road?"

FORD TIMES October 1950



"Who told him we were going for a ride?"



Ford's Chief Test Driver Al Esper the Face of Expert Driver Education Campaign.

By John Emmering

The strategy was to interest beginner drivers in the Ford line of fine cars while they were young in the hope that when it was time to purchase a new car they would turn to Ford products. Ford Motor Company turned to their Chief Test Driver Al Esper to be the spokesman for a series of illustrated booklets published from 1946 through the 1950's geared to teach beginners "How to be an Expert Driver".

In the years before video games and other distractions many young people enjoyed reading comic books. Ford published these comic book pamphlets which demonstrated good driving techniques and also highlighted the positive features of Ford Automobiles. The comic format appealed to teenagers.

Long time Ford Motor Company employee Al Esper had a history with the firm. Al's grandparents had been neighbors with Henry Ford and his family in rural Dearborn and he started work at Ford in 1917 at 18 years of age. He needed to work to help support his family after his father's death.

Esper began in the Model T magneto section, later assembled tractors at the Rouge and worked on the Ford family speed boats. He became involved in Ford Aviation also. Al was an all around expert mechanic whose talent was recognized.

When the company began an automobile testing program in 1938 and built it's Dearborn Test Track, Al was assigned as a test driver. The track itself was 2.6 miles around and Al and other drivers would put many miles on randomly selected Ford cars and then take them apart to see if there was any unusual wear or failure of components. Al rose to head the Testing Department and it's 50 man crew.

As an expert driver, Al wrote out the content of the instructional pamphlets and the art staff provided the comic illustrations. Illustrated advertisements in newspapers and magazines encouraged readers to send in for the free booklets. Each year the Ford cars illustrated were updated. The following pages contain excerpts from the 1949 edition.



Al Esper tells Betty about **BRAKES**

FORD'S CHIEF TEST DRIVER

BETTY, SAFETY CALLS FOR A
SAFE DRIVER AND A SAFE CAR

TO BE A SAFE DRIVER, IT'S A GOOD IDEA TO
KNOW HOW MANY FEET THE AVERAGE CAR
TAKES TO STOP AT VARIOUS DRIVING SPEEDS

I'D CERTAINLY LIKE TO KNOW SO I
WON'T HAVE AN ACCIDENT!

O.K., BETTY,
THIS CHART
TELLS YOU

BRAKING DISTANCE

(INCLUDING TIME IT TAKES TO REACT)

AT 30 MPH

90 FEET

AT 40 MPH

160 FEET

AT 50 MPH

210 FEET

WHY, IT'S HARD
TO BELIEVE

ALL RIGHT—LET'S
GO OUT TO THE TEST
TRACK AND SEE

EVEN WITH FORD'S "KING-SIZE" HYDRAULIC
BRAKES YOU SHOULD ALLOW 340 FEET TO STOP
WHEN YOU'RE GOING 60 M.P.H. GET THE POINT?

YES, SIR...AND
THAT'S ABOUT A
CITY BLOCK!

340 feet

"SPONGY" BRAKES SPELL TROUBLE

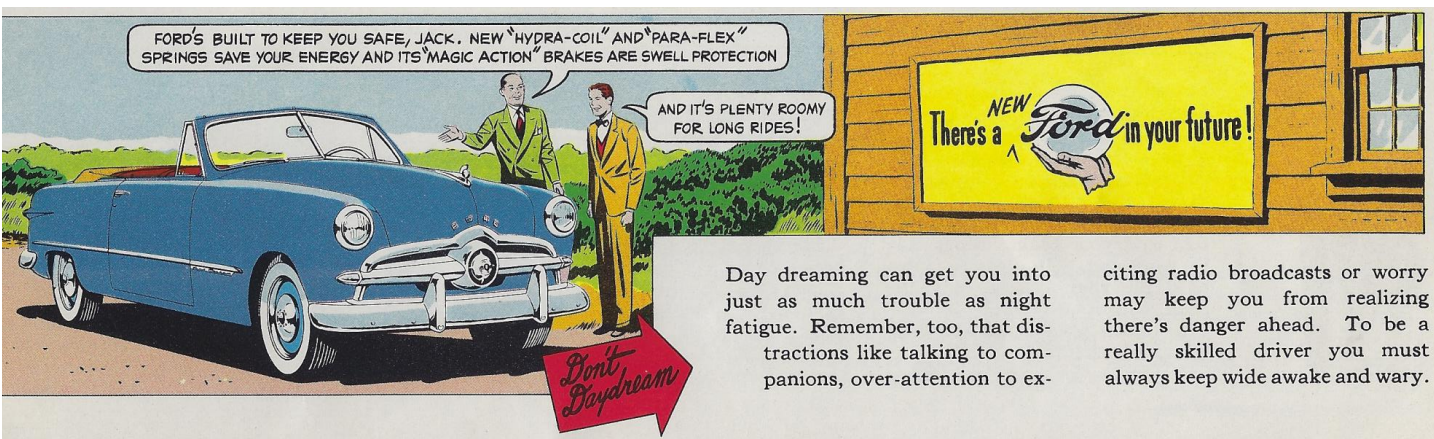
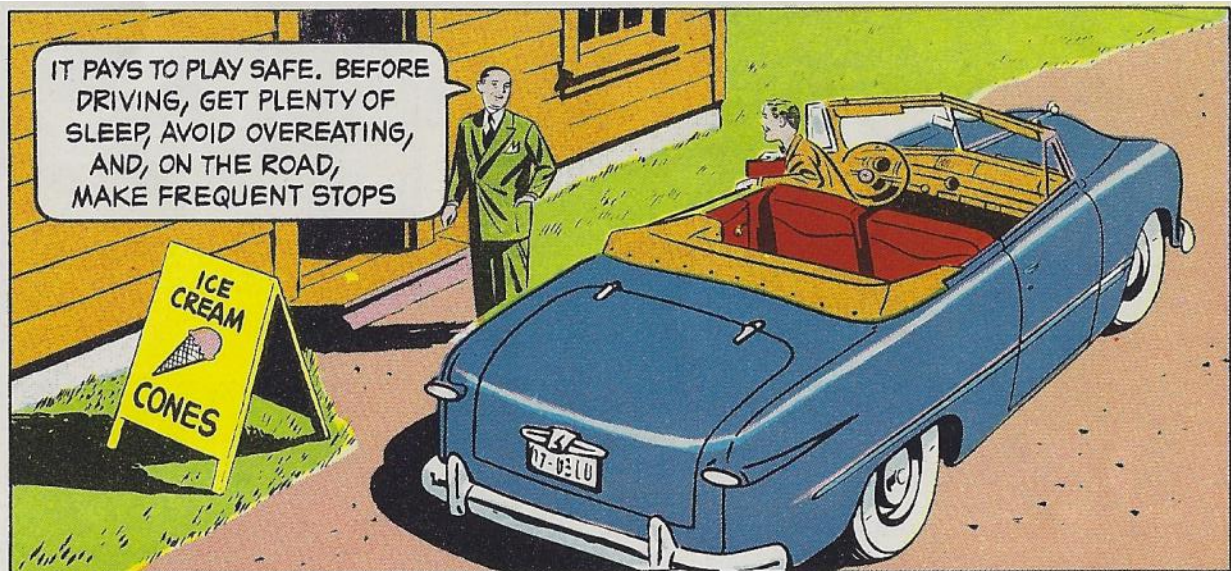
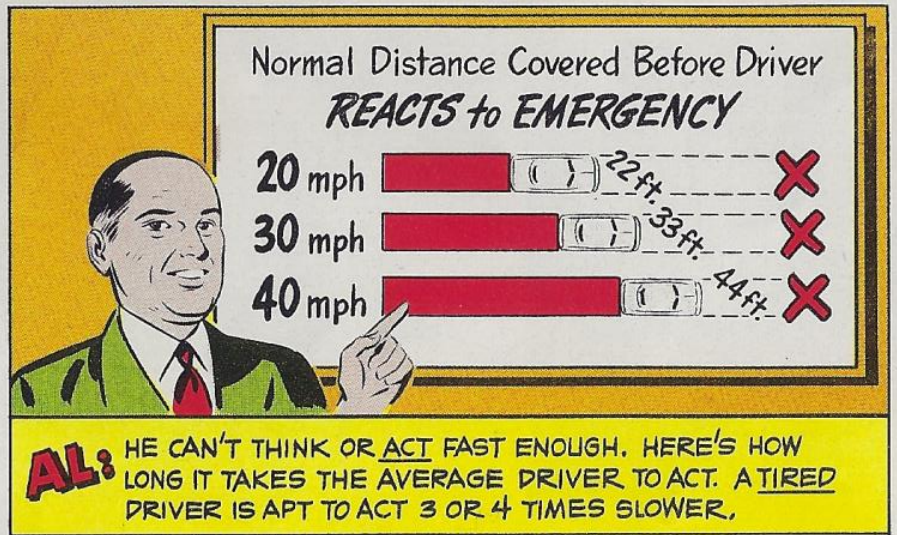
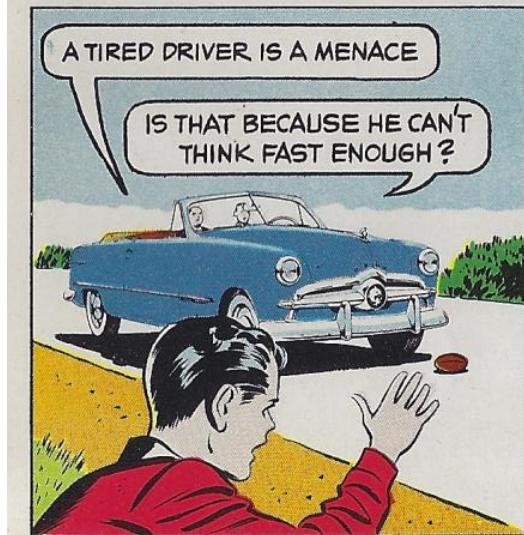
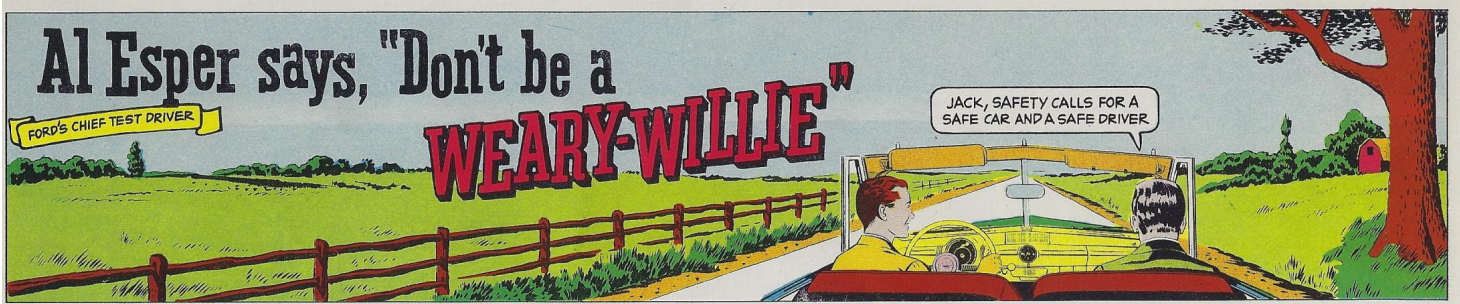
No matter how careful you are
about stopping on time, you're
leaving yourself wide open for an
accident if your brakes aren't
safe. Here's how to test them.

If you can hear your brakes
squeaking when you stop, it's a
sign that your brake linings may
be worn out. If pressing down
hard on your brakes puts the
pedal within an inch of the floor,
your brakes need either adjusting
or more brake fluid.

It's best to let your Ford Dealer

examine your brakes scientifically.
He'll tell you if your linings are
so badly worn that they need re-
placing. When they do, don't put
it off. Worn linings may make
your brake drums warp and lead
to a costly repair job.

Sometimes your brakes may fail
because they're wet. If you've
driven through a puddle, try your
brakes. If you find they're wet,
push the pedal down several
times. The heat caused by fric-
tion will dry them for you.





The Early Ford V-8 Club of America

Midwest Director
Steve Kroeger

2512 White Pole Road
Casey, IA 50048

Summary of August 15, 2020 National Board Meeting Early Ford V-8 Club of America

Meeting was called to order by President Bruce Nelson at 10:06 a.m. CDST via Zoom Conference call.

Minutes of the May 16, 2020 board meeting were reviewed and approved.

Minutes of the June 6, 2020 Executive Session were reviewed and approved.

Report on the club's financial report by Treasurer Dave Rehor was received and approved.

New Legal Adviser: The board was pleased to welcome Michael Rowe of Minden, NV as our club's new Legal Adviser.

Rick Claybaugh gave a report on National Meets noting that all 2020 Meets have been canceled due to Covid-19.

National Meets

2021

Western National Meet at South Lake Tahoe, sponsored by Mission Trails RG #32 June 13-17 2021 is still in the planning stages. Hopefully, it can continue to go forward.

Australia Ford V-8 National Meet, May 14-17, Toowoomba, Australia, sponsored by Queensland RG #157.

2022

Western National Meet, Wenatchee, WA July 11-14, 2022 continues in planning.

National Driving Tours

2021

48th Annual Texas Tour April 16-18, sponsored by Big Country RG#122

With most events being canceled this year due to the virus situation, **now would be a good time to look in the future to 2021 and 2022 to plan an event.**

Membership: Membership increased slightly from June to July to 7,371 and all categories of members including joint, life time, honorary, and those not subscribing to the V-8 Times came to 8,809 members.

Director Election for 2021-2023: Ballots came out with the July/August V-8 Times. Please vote for your directors, they are responsible for the operation of the club.

V-8 Times: Jerry reports that the National Drive Your V-8 was a BIG success! A large spread will be forthcoming in the September/October V-8 Times.

Reprinting of Popular Books: Delivery of the 1935-1936 Ford book and the Flathead Ford V-8 engine book has been made to Napa, CA. **This would be a great time to order a book on your favorite Ford V-8 becoming more familiar with it. Christmas will be coming up soon too and they make a great gift.**

Regional Group Insurance policies: They will be coming out in September and all policies renew November 1, 2020. Make sure to get your payments in on time and remember, that there is no coverage at all for COVID-19.

2023 Grand National Meet: A committee has been formed for the 2023 meet which includes Bruce Nelson, Rick Claybaugh, John Caldwell, Dave Collette and Gene Napoliello.

Marketing, Advertising and Youth Development Committee: John Caldwell gave the board suggestions for action in planning for the future.

National Club Policy Regarding COVID-19: In order to protect the National Club and Regional Groups from exposure to any liability to exposure of the Covid-19 virus pandemic, the club's Legal Adviser prepared a Resolution for the boards approval. Resolution 2020-1 was read and approved and is attached to this summary letter.

Respectfully Submitted,

Steve Kroeger, National Secretary

Mailing Address
P.O. Box 2080
Minden, NV 89423
Telephone (775) 782-3085

Law Office of Michael S. Rowe
Attorney At Law

Physical Address
1638 Emerald Street
Minden, NV 89423
(775) 782-3141

Mailing Address
P.O. Box 2080
Minden, NV 89423
Telephone (775) 782-3085

Law Office of Michael S. Rowe
Attorney At Law

Physical Address
1638 Emerald Street
Minden, NV 89423
(775) 782-3141

RESOLUTION 2020-1

A RESOLUTION OF THE NATIONAL EARLY FORD V-8 CLUB BOARD OF DIRECTORS RELATING TO THE ADOPTION OF A POLICY PROHIBITING SANCTIONED EVENTS PENDING FURTHER APPROVAL BY THE BOARD OF DIRECTORS; TOGETHER WITH OTHER MATTERS PROPERLY RELATING THERETO

WITNESSETH

WHEREAS, the Early Ford V-8 Club of America is governed by the elected national Board of Directors which is authorized by the organizing documents of the Early Ford V-8 Club of America to enact policy on behalf of the entire organization; and

WHEREAS, in furtherance of the authority granted to the Board of Directors, the Board of Directors has met, considered and passed a resolution regarding the COVID-19 pandemic which affects all states of the United States as well as all countries which have representation in the Early Ford V-8 Club of America; and

WHEREAS, the Board of Directors recognizes the seriousness of the COVID-19 pandemic and the essential restrictions on club activities required until the pandemic is resolved; and

WHEREAS, the COVID-19 pandemic is ravaging much of the United States and many of the member nations abroad; and

WHEREAS, the median age bracket of the members of the Early Ford V-8 Club of America, their spouses and friends are classified as elderly and therefore are deemed to be in a high risk category for becoming sick from the COVID-19 pandemic to the point that some of those infected with the COVID-19 disease are dying from the virus; and

WHEREAS, the National Club's General Liability (event) and the Directors and Officer's Liability Insurance does not provide any protection against lawsuits relating to COVID-19; therefore, should an event be conducted by a Regional Group or by the National Club, the financial assets both the National Club and the sponsoring Regional Group may be exposed to significant loss from the pandemic; and



WHEREAS, the Board of Directors is compelled to adopt a policy relating to the prohibition of any sanctioned club activities until such time as the pandemic is resolved.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Early Ford V-8 Club of America that it has not prior to the date of this resolution sanctioned any club activities that may violate the safe distancing standards which have been prescribed, and the Board desires to express its policy that there will be no sanctioned national events of the Early Ford V-8 Club of America until further notice, provided, however, that such events as are pre-approved by the Board of National Club's Board of Directors may be conducted. Regional groups electing to hold events during the pandemic are encouraged to follow all federal, state and local laws and, even with such observance of applicable laws, would hold any event sanctioned by a Regional Group at the Regional Group's sole exposure and risk.

BE IT FURTHER RESOLVED, that if a Regional Group desires to hold an event, they must first apply to the National Board of Directors, and as part of such application, provide satisfactory evidence that the Regional Group has procured insurance coverage in an amount not less than 1 million dollars that would cover any losses that may result from the conduct of the event and exposure to the COVID-19 pandemic. Any such policy of insurance presented as part of an application shall, at a minimum, name the National Board of Directors and the Early Ford V-8 Club of America as additional insureds and a certificate of such insurance shall be presented with each application.

BE IT FURTHER RESOLVED, this Resolution shall be effective as of 1 March 2020 notwithstanding a later date of approval by the Board.

ADOPTED BY UNANIMOUS VOTE OF ALL DIRECTORS: this 15th day of August, 2020.


BRUCE NELSON, President

STEVE KROEGER, Secretary



10 Years Ago This Month – September 2010

On the weekend of September 24-26, Ken & Carolyn Bounds hosted the 3rd Annual Poker Rally in the Lake Geneva area. New members Bill & Marty Valters joined their first tour in the maiden voyage of their 1940 Coupe. 22 members and a fleet of V-8s enjoyed a great weekend including a tour to the Wisconsin Automotive Museum in Hartford, home of the Kissel motorcar and raised \$400 for cancer research. The big \$100 rally winner was Dick Alfini.

20 Years Ago This Month – September 2000

The Cechs and McBreens hosted a Labor Day Pontoon Boat/Chicken Roast party September 4. Twenty-five V-8 families enjoyed a great day with enough food and drink for an army and at least 14 Early V-8s were present. On September 17 members drove 13 Early V-8s on a last-minute tour to the Wings & Wheels Museum in Poplar Grove. Ken Bounds hosted the tour to the Lake Geneva Classic Car Rally September 22-24; participants brought out 12 Early V-8s.

30 Years Ago This Month – September 1990

At the September 18 monthly meeting members voted to change the method of electing officers. Eight members would be elected to the Board of Directors. The Directors would then elect officers from their ranks. Marty Duling played all of the club's hands at the September 29-30 Lake Geneva Classic Car Rally as he was the only member who showed up. Our club won a bottle of Canadian Club.

40 Years Ago This Month – September 1980

Guests at the well-attended September 9 meeting included Joe Novak. Len & Irene Vinyard hosted a very successful weekend trip to Wisconsin September 19-21. Thirty members, family, and friends drove up to Pewaukee on a warm summery day. Fifteen more joined the group on a rainy, gloomy Saturday morning. The group enjoyed an expedition through Old World Wisconsin before dinner at the Waukesha American Legion. On Sunday the group toured the Mitchell Park Conservatory in Milwaukee before driving to a buffet at Rustic Manor in Gurnee on the way home.

45 Years Ago This Month – September 1975

At the September 9 monthly meeting President Bob Hanselman announced that Barrett McGregor's '47 Sportsman placed 3rd at the Eastern National Meet in Charlotte. Members brought out 12 Early V-8s to the NIRG car show held September 20 at Brementowne Mall in Tinley Park.

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 CANCELLED</p> <p>16 Picnic at Culvers in St. Charles, 1:00 pm</p> <p>18 No Member's Mtg</p>	<p>5 Kane County Sheriff Car Show CANCELLED</p>
October	November	December	January
EVENTS CANCELLED	EVENTS CANCELLED	EVENTS CANCELLED	EVENTS CANCELLED

Happy Birthday


Arlene Blum (9/05)
 Linda Livingston (9/14)
 Scott Gilday (9/17)
 Gladys Duzell (9/21)
 Lois Wall (9/21)
 Doug Leicht (9/25)

Happy Anniversary

Gary & Dawn Osborne (9/08)
 Bob & Rhonda Miller (9/11)
 Ron & Arlene Blum (9/12)
 Dan & Diane Pudelek (9/30)

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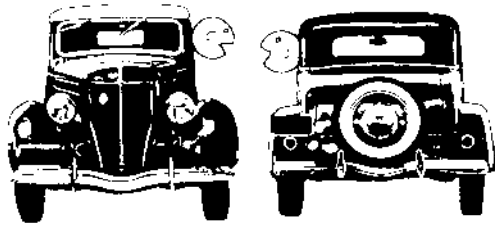
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Photo of the Month

Nine Early Ford V-8s and three other member's antique cars gathered at the Culver's Restaurant in St. Charles on Sunday August 16 for the annual NIRG Summer Picnic. In all 29 members and friends attended the event. Participants were encouraged to wear masks and practice social distancing.