

Road

Website: www.nirgv8.org

Chatter

Northern Illinois Regional Group #8 Volume 55 Issue #8



**John & Este Scheve's
1937 "Thrifty Sixty"
Ford V-8 Tudor SEE PG. 4**

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Ford Flatheads over the Years
**Pat Maroney's 1953 Ford
Crestline Victoria
SEE PG. 6**

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MEETINGS

7:30 pm on the third
Tuesday of the month at
the Wheeling Township
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Arlington Heights Road,
Arlington Heights, IL

NEWSLETTER

Send submissions to
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credited as the source.

A Word From NIRG President Ron Steck

President's message



Here we are and its already August. I hope everyone is has had a good summer so far. I recently returned from spending some time on a friend's farm in Iowa where I helped out and did some work on his tractors. Our regional group has been able to hold a couple of events over the summer. We really would have liked to see more members participating now that we are able to hold activities. We hope to see more of you come out for activities in the future.

Our club picnic is coming up Sunday August 15th and I really hope we have a good turnout. We will be gathering at the Culver's Restaurant on Route 64 in St. Charles once again this year. The club will pick up the tab for the meal so bring your Ford V-8 out if you can for an enjoyable time. We are still hopefully going to have our first meeting in a year and a half Tuesday September 21st at our normal location, the Wheeling Township Service Center in Arlington Heights. If that's not possible we will let everyone know.

The Early Ford V-8 Club of America has scheduled a new Eastern National Meet, June 1-5, 2022 in Franklin, Tennessee. It is sponsored by the Volunteer Regional Group #97. Hope a good number of you will plan to attend. Early Registration has begun. You can find information and forms on the national website or go to www.2022enm.com I am also trying to put together a fall colors tour for October with Ken Bounds, possibly with as many as four days. We will keep you informed of that. Hope everyone is staying cool and able to attend some local car shows. Hope to see you all soon.

Ron

The Editor's Desk



This August issue is a bit of a milestone, as Gary Osborne closes out his "Ford Flatheads Over the Years" series on members' cars. The series began four years ago with a report on Garry Kelly's 1932 Ford V-8 Roadster, in the February 2017 issue. Gary has covered all but a couple years of the 1932-53 Ford Flathead V-8 years. He finishes off with this month's article on Pat Maroney's 1953 Ford Customline Victoria. Gary has some ideas for future stories on new topics coming up. Gary's 1932 Ford Cabriolet is coming along well as evidenced in our "Photo of the Month". Read about John and Este Scheve's interesting experience when Collectible Automobiles Magazine featured photos of their 1937 Ford. Hope you enjoy our August issue and have a great summer.

John & Robin

WHAT'S NEW?

WITH OUR



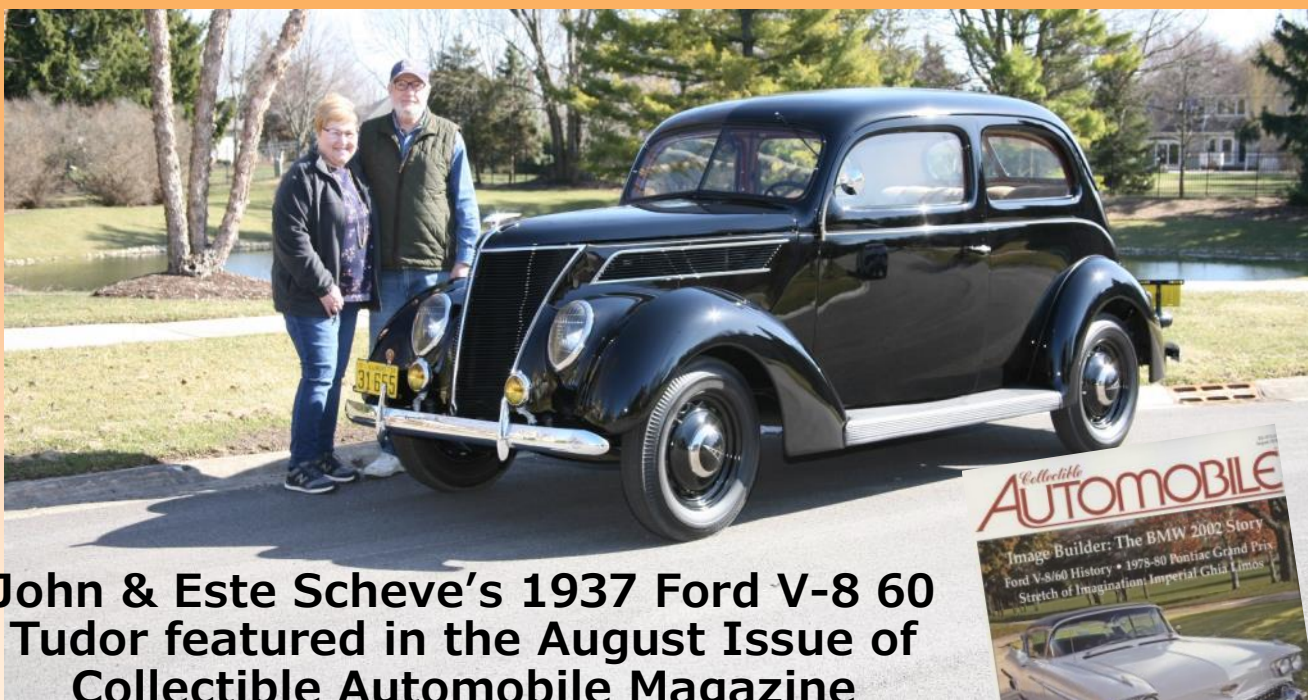
A determined group of 10 of our members plus another seven members of the Naper A's Model "A" Club braved heavy rains followed by hot, humid weather to attend the 5th Annual "Fords and Friends" get together on Saturday July 24th. Most NIRG attendees traveled in modern cars, however event organizer John Emmering brought out his 1951 Ford. Ron Blum, Tom & Judy Buscaglia, John & Robin Emmering, Tom O'Donnell, John & Este Scheve and John Slobodnik and his son John, Jr. came out to the event. Model "A" Club members bringing cars were Lindy Williams, 1930 Coupe, Tom Eklund, 1931 Victoria and Steve Paul brought out his 1921 Ford Model "T". Naper A's won the car turnout competition this year.

Welcome to our New Members

The NIRG extends a warm welcome to Glenn & Valerie Rygel of Roselle. Glenn recently purchased a beautiful 1939 Ford DeLuxe Convertible, pictured. The prior owner received three Dearborn awards for the car between 2009 and 2014. We hope to see you and your car at upcoming club events. By the way, happy belated anniversary (July 20) and belated birthday to Valerie (July 2)!

Ken Bounds





John & Este Scheve's 1937 Ford V-8 60 Tudor featured in the August Issue of Collectible Automobile Magazine

By Este Scheve

It all started when we got emails from a few fellow Northern Illinois Regional Group members telling us that a magazine was looking for Ford vehicles with V-8 60HP engines that they could photograph. As it turns out, there was a posting on the forum of the Early Ford V-8 Club of America web site and they didn't know if we had seen it or not. We hadn't. But, there was always the suspicion --- what's the catch?

We emailed the contact information and found it was from Collectible Automobile, a national magazine published bi-monthly from Morton Grove, Illinois. The person at the magazine informed us that they were planning on doing a history of the Ford V-8 60 in their August magazine and would like to send out a photographer to meet with us and take pictures of our car. In our initial email, we sent a photo of our car and details about it. It wasn't long before we heard from the photographer who made arrangements with us to come to our house to take pictures. John had the car out of its trailer home, and was washing and shining it for days in preparation for this opportunity. John drove the car a few blocks away to some nice background and the fun began.

The photographer has done work for this magazine for over 40 years and also does calendar and magazine shoots for other motor vehicle publications. He loves cars and was so complimentary to us and our car (greasing the wheel). But he did tell us of experiences where the car owner demanded money to have their car in the magazine (the photo shoot was cancelled) or demanded that their vehicle be on the front cover of the magazine or nothing (it was nothing). All in all, he took over 200 pictures of the car with me always asking if he has run out of film yet!

About a week after the event, we got an envelope in the mail with some beautiful 5"x7" pictures of our car that were the favorites of the photographer along with a thumb drive of the pictures he submitted to the magazine. When John signed the release, we were asked not to post any of the pictures to Facebook or even to any of our friends until after the magazine was published. In June we got a copy of the magazine from the publisher which was our signal that the magazine was out to the public. It was really exciting to see our car in this magazine, especially with our car being part of the features on the back cover. All in all, it was an interesting experience.



Ford Flatheads Over the Years

Surveying NIRG Members' 1932-1953 Early Ford V-8s



The Ford Motor Company had much to celebrate in 1953; it was their Golden Anniversary! Henry Ford had signed the Articles of Association in 1903 to establish the Company. For 50 years the Ford Motor Company had grown from a little building that could only produce a small number of cars, to a mega complex of factories that churned out millions of automobiles.

During that time the automobile became part of the fabric of the American experience. Originally, only the wealthy could afford the luxury of ownership. Through the determination and perseverance of Henry Ford that had now changed. Even the working class could now own one. Highways were being built across the country, and innovations within the cars themselves made it practical, and even enjoyable for the average American to own and drive an automobile.

To celebrate their 50th anniversary, Ford spent a good deal on marketing, including having a special edition of a Crestline Sunliner to pace the Indianapolis 500 race. Many manufacturers wanted to have their cars serve in that role, but Ford was given the honor. The pace car was driven by Henry

Ford's youngest grandson William Clay Ford. After the race it was given to The Henry Ford Museum, where it still can be viewed today.

Of course, for the production cars there were the normal upgrades and modifications from the previous year's models. Each car built for this model run also received a special steering wheel horn button logo to acknowledge the 50th anniversary of Ford Motor Company.

However, there is one bit of sad news. (at least from our perspective) This was to be the last year for the venerable L-head V-8 engine in the U.S market. For 21 years this in-block valve V-8 engine had been a mainstay in powerplants for Ford, and now it was coming to an end.

During its time this engine had come to be known for its reliability, ease of maintenance, and high-performance capabilities. As technology had advanced over those years, it became clear that the next generation of engines needed to have overhead valves. The public and markets were demanding this new technology, so Ford would need to meet that new challenge with the Y block V-8.

Let's look at members Pat and Dee Maroney's fine example of a 1953 Ford Crestline Victoria. While giving some thought to selling their 1936 Ford Deluxe Fordor Sedan, they came across this car through an advertisement sent to our Northern Illinois Regional Group. It was fully equipped with a Fordomatic transmission, radio, heater and clock. Located in nearby Gurnee, Illinois, they decided to just take a look at it. During the conversation with the seller, Pat discovered that it was an Arizona car that was brought back to this area for a frame off restoration. This was done a few years ago, but it was in really great condition.



Pat took the Ford for a test drive and was pleased enough with its performance to purchase the car. Of course, as we all know there are always surprises when buying a used car, especially an antique. After getting his '53 Ford home he found that all four wheel cylinders were frozen. So, they were replaced along with the master cylinder. Last year he also accomplished several other repairs to get the car up to his standards. Due to the pandemic we have all been experiencing, last year's driving time was extremely limited. The Maroneys have been able to drive it much more this year and look forward to some of the upcoming tours within our group. If you are at one of the events check out their Victoria. I am sure they would love to talk with you.



What's Happening with Members and Friends of the



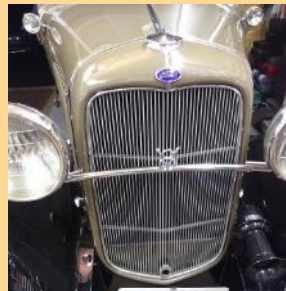
Sat. July 17th Three Members showed their "Other Vintage Fords" at Mt. Prospect



John Emmering: 1931 Ford Roadster

Richard Anderson: 1956 Ford

Paul Levine: 1930 Ford Pickup



Following a long labor of love Gary Osborne's 1932 Ford Cabriolet has come together very nicely. After installing the convertible top and a few other touches the car will be ready to go & show.



John Emmering displayed his '51 Ford in Elgin July 11th Nice 1941 Ford at Geneva Cruise July 8th

-Technically Speaking-

How to Install a Main Wiring Harness

By Francis Von Muller, 1949-50-51 Ford/Mercury Owners Magazine

It has been said that of all auto restoration jobs replacement of the main (cowl) wiring harness is one of the worst. While this is probably true, especially for those not electrically inclined, there are some tech tips available to take some of the pain out of the task.

Here are a few tips based on several installations done over the years on 1950 Ford V-8's. The info given is also applicable to other Ford products of the era.

I start by carefully removing the old harness, marking the connection point of each wire with a bit of masking tape on which I write down the function of the terminal it was removed from, such as oil, fuel, temperature and so on. On junction blocks or switches with many terminals, I write down connection locations in abbreviations.

On the first job I did, I did it the hard way, laying on the car floor looking up behind the dashboard using an extension light. After suffering king-size cricks in the neck by doing so, I thought there has to be a better way. There is. I now detach the dashboard completely, rotating 90 degrees to the rear and sit comfortably in the driver seat making my wire connections. Padding is required between the dash and the steering column to prevent paint damage. Admittedly, detaching the dashboard is a bit of a chore with its many sheet metal screws and the necessary removal of the steering column attachment, heater control, choke cable, etc., but it is worth it. As a bonus, with the dashboard freed up, you can paint it if need be.

The wiring harnesses I have been installing are made up of cloth covered insulated wire, same as the original. Before installation I spray the exposed wires with scotch guard which I find protects the wires from dirt and keeps them new looking.

With the old harness out, I lay it down next to the new one and pair off wires of the same function and mark the new wires with their identification. Doing this sometimes requires cutting back into the black tape binding of the old harness to expose a wire's color code. Reference to the harness makers wiring schematic can also help. When the wires

of the new harness have all been marked, the under dash portion of the new harness may be carefully fed through the firewall hole and all dash connections made.

Several precautions should be observed.:

- 1-** Carefully route the battery power wires (usually yellow code large diameter, some are green) away from any ground areas such as the metal of the dashboard. Grounding of these wires is what causes most mysterious car fires.
- 2-** Where battery power wires terminate in a screw or a nut, put a good blob of claylike body sealer on top of each. These spots are electrically hot with full battery voltage and should be protected against accidental grounding. The old time car thieves loved these spots, because a quick jumper from one to the coil connection on the ignition switch allowed them to do their dirty work.
- 3-** Be careful to route the ammeter wire through its sensing loop in the correct direction. If put in backwards, the ammeter will read in reverse. For 1949-50 Fords, the wire should go in from the top town.

With the under dash connection completed, the much easier under hood connections can be made. On making the horn relay connections, check for terminal corrosion, which tends to occur. Clean if necessary. Also check the horn wire where it comes out the bottom of the steering column to be sure that the wire insulation is not damaged. If not already done, slide a 3 inch long piece of close fitting plastic insulating tubing down the wire, pushing it about half its length up into the hole at the bottom of the column. This will prevent unwanted (and embarrassing!) horn blowing. The job may be completed by reinstalling the dashboard and checking out the functioning of all circuits and gauges. If you were careful in matching up all of the harness connections, old to the new, you should have no trouble.



*Ford V-8
Snap shots
from long
past ...*

DRIVE DOWN *Memory Lane*





10 Years Ago This Month – August 2011

The August Road Chatter contained obituaries about George Cech and Ed Fontana who both passed away in July. A large crowd and at least 15 Early V-8s enjoyed the Annual Picnic on August 14 at Timmermann's Ranch in Island Lake. Over 30 members attended the Central National Meet in Auburn toward the end of the month, bringing home trophies for each of the 15 Early Ford V-8's shown, including a first-time Dearborn for Scott Gilday's 1941 Ford Convertible and a first-time Rouge for John Judge's 1950 Ford Convertible.

20 Years Ago This Month – August 2001

Members displayed about 8-10 club cars at the 13th Annual Mount Prospect Historical Society show August 12th. Rich Anderson won People's Choice for his 1950 Ford Tudor. The August Road Chatter contained a full writeup of the very successful July tour to Door County and a tour of Chuck Davis's museum on Washington Island. Fifteen early V-8s and several newer cars participated.

30 Years Ago This Month – August 1991

Four members attended the First Transportation Extravaganza at the Illinois Railway Museum Aug 4. About 8-10 members showed their V-8's at the Mount Prospect Historical Society show August 11. Marty Duling and Len Vinyard attended the Western National Meet in Whistler BC. Three members attended the Central National Meet in Bristol, Tennessee, August 15-17.

40 Years Ago This Month – August 1981

At least 35 members and family displayed 16 Early V-8's in the 6th Annual Auto Show at the Volo Auto Museum Aug 9. Marty Duling attended the Eastern National Meet in Rochester, New York, Aug 13-16. About 150 cars were present. Well over 30 members and family toured to the Central National Meet in Indianapolis, Indiana Aug 27-30. Lloyd Duzell won a First Place trophy for his 1941 Ford pickup and a Third Place for his 1940 Ford pickup. Tom O'Donnell took a Third Place for his 1940 Mercury and Barrett McGregor won a Third Place for his 1947 Sportsman Convertible. A highlight was driving two laps around the Indy track

50 Years Ago This Month – August 1971

The newsletter was back in August after a brief absence. It was packed with details of the annual picnic held at the Jack Groot Farm near Saint Charles on August 15. Trophies awarded were: Best Unrestored --Jack Groot's 1937 Tudor; Best Restored--Ron Dopke's 1940 Tudor; Long Distance--Dr. WC Schussler in his 1935 Ford Phaeton. In addition to Ron and Sue Dopke attendees included Norm Collins and Charles Kaiser.

Members, Family & Friends Join us for our NIRG Annual Picnic!



Sunday August 15th 10:00 am. -3:00 pm

**Culver's Restaurant, (Rt. 64 just East of Smith Rd.)
4068 East Main Street, St. Charles, IL**

Bring your V-8 if Possible and Enjoy a Meal Provided by our Regional Group

JUNE 1947

FORD TIMES

APRIL 1952



"I've told you not to kick the tires!"



"Why don't you rest, dear, and I'll drive for a while?"

UPCOMING



Mark Your Calendars

EVENTS



July	August	September	October
24 Fords & Friends "Duals Night" at Warrenville Culver's With Model A Club 5:00-8:00 pm	15 NIRG Annual Picnic 10:00 am at the St. Charles Culver's on Route 64.	21 Member's Meeting 24 Lake Geneva Poker Rally	19 Member's Meeting
November	December	January	February
13 Veteran's Day Lunch Bohemian Crystal Westmont. 14 M.A.R.C. Turkey Dinner, Elburn, IL 16 Member's Meeting	21 No Member's Meeting this month Christmas Luncheon At Chessie's Restaurant Date to be announced		

Happy Birthday

Kim Taylor (8/02)
John Scheve (8/07)
Eric Kozmic (8/09)
Janice Shmerl (8/12)
Alan Wall (8/18)
Roger Obecny (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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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 the work, over \$20k.. This is real driver. **\$17,000** *Contact Stan Stack at 847-382-4223.*



1936 Ford Club Cabriolet. Excellent restoration. Rare Body Style. **\$36,750** *Call Ray McMahon at 630-853-6832.*




1951 Ford Custom Tudor. Meticulously restored by owner. New correct interior. Several upgrades for performance and comfort. 12 volt conversion, disk brakes, headers, air conditioning and more. **\$21,500 OBO** . *Contact Tom Buscaglia at 630-800-0425 tscags@comcast.net*



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*



1936 Ford Roadster with Columbia Rear End, Ford Radio, Banjo steering wheel, White Wall tires, Labaron Bonney leather interior, Rumble seat, Drives Great. **\$39,000** *Mike Swanson, Escambia, MI email: swanz55@msn.com*



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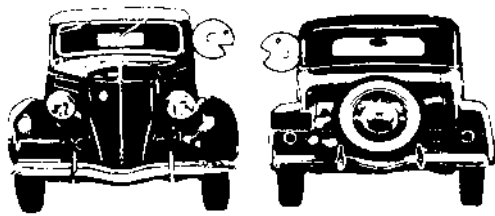
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Photo of the Month

Gary Osborne brought his 1932 Ford V-8 Cabriolet out to the Warrenville Culver's for test drive. Great to see his car is on the road after the long restoration work he has done.