

Early Ford V-8 Club of America December 2021

Road

Website: www.nirgv8.org

Chatter

Northern Illinois Regional Group #8 VOL. 55 Issue #12



**George Zulas's 1950
Ford Convertible on
the Fall Colors Tour
SEE PG. 4**

IN THIS ISSUE



- 2 | President's Message
- 6 | Veteran's Day Lunch
- 7 | Meeting Minutes
- 8 | MARC Turkey Dinner
- 9 | In the Rearview Mirror
- 16 | On the Horizon
- 17 | Birthdays/Anniversaries
- 18 | Advertising
- 20 | Memory Lane
- 21 | Photo of the month



**1939 Ford V-8 Fire Truck
Adds Cheer to Town's
Christmas Parade SEE PG.14**

2022 OFFICERS

Ron Steck *President*
Dan Pudelek *VP*
Ken Bounds *Secretary*
Ron Blum *Treasurer*

Board of Directors

Scott Gilday
Pat Maroney
Jay Hinshaw
Este Scheve
Tom O'Donnell

Tour Chair Persons

Pat Maroney &
Gary Osborne

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, 1N410 Forest Ave.
Glen Ellyn, IL 60137
or e-mail
ken@boundshome.com

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



December has arrived and it looks like winter is on its way. By now most of us have probably put our cars away for the winter. We have had a few events happen lately. First was our election results for next year's officers and board members. I was reelected for another term as president, Ken Bounds was elected secretary, and Ron Blum Treasurer. Tom O'Donnell, Jay Hinshaw and Este Scheve joined incumbents Scott Gilday and Pat Maroney as elected board members. With John Scheve stepping down as vice-president, I appointed Dan Pudelek to the position.

Secondly we had our fall colors tour. We had 12 people, with five members driving their V-8s. We met at Culver's in St. Charles and drove out to Oregon, Illinois via Route 2 along the Rock River. We visited Lowden State Park where we saw the Blackhawk statue. From there we drove on to White Pines State Park and had lunch. Everyone went a different way home and the weather was great. We also had our Annual Veterans Lunch with a very good turnout. Check the write up and photos on page six.

Coming up on December 18th we have our Christmas party luncheon and we hope to see you there. Remember that there's no meeting in December. Our installation dinner takes place January 15. Our meetings resume in January and we will be doing a tech talk. Hope to see you at some point at these events. Have a Great Christmas and a Happy New Year!

Ron

Cover: George Zulas's 1950 Ford Custom Deluxe Convertible. Photo by John Emmering



The Editor's Desk



It has been said “*Nothing endures but change*” and 2022 promises to bring a few changes to some of us especially Robin and I as I retire from my job in spring and we contemplate moving to a different state. Since we feel that offices and responsibilities within our regional group should be a year long commitment we felt this would be a good time to pass the baton as Editors of Road Chatter. Fortunately Ken Bounds, refreshed from a break, has agreed to return to the position of editor in addition to his other roles.

Back in 2018 when an editor for Road Chatter was needed we stepped up. With the help of my fellow Naper A's Club member Richard Volkmer, we learned the Microsoft Publisher program and went to work. I had gained some writing experience from submitting stories to Road Chatter when Ken was editor which helped. Also I remembered some basics from my years as a journalism student and high school news paper reporter and later editor. My teacher John R. Rowley, a former newspaperman, taught me about layout, the five W's and an H and how to write interesting lead paragraphs and headlines.

We were glad to keep Road Chatter going during the pandemic as it was our regional groups only point of contact for a while. It was an honor to receive two Golden Quill awards for our publication and we were glad that many fellow V-8 Club members across country and the world enjoyed reading the email version. It has been a thrill to see several articles and now our Crime Stories reprinted in our national club's V-8 Times publication. We hope NIRG members enjoyed our version of Road Chatter. The amount of work involved in producing Road Chatter in this form and the expense of printing and postage are giving way to a more basic approach using mainly a digital edition to get out club news and announcements. We thank our contributors for supporting the newsletter with stories and photos. Hope our members and readers everywhere will have a wonderful holiday season!

John & Robin

Saturday December 18
at 11:00 am

Oak Terrace Grill

Makray Memorial Golf Club
*1010 S. Northwest Highway
Barrington, IL*

**Annual
Holiday
Luncheon**

R.S.V.P. with Scott Gilday at 312-953-6855 by Wed. Dec. 8th

Luncheon Menu

Petite Filet

4oz petite filet served
with cabernet garlic demi,
roasted garlic mashed potatoes &
grilled seasonal vegetables

Grilled Salmon

Smoked tomato butter,
wild rice blend and
braised spinach

Chicken Piccata

Lightly breaded and seared, served
with angel hair pasta,
lemon caper butter and green
beans almandine

Included are a House Salad, with Honey Mustard Dressing Fresh Rolls and Butter and Desert
\$23.95 per person Includes coffee service 20% service charge 9% Tax



White Pines Fall Colors Tour brings out 12 Members and Five V-8s for Great Sights in Fantastic Weather

by John Emmering

While colder wintery weather would soon be on it's way 12 Northern Illinois Regional Group members seized the opportunity to enjoy an unseasonably warm and clear day. On Sunday November 7th the group took part in a Fall Colors Tour to scenic points northwest of Chicago and suburbs.

One by one early that Sunday morning five Early Ford V-8s and other members' modern cars gathered in the Culver's parking lot in St. Charles anticipating a great day of touring ahead. When all participants were accounted for Ron Steck, who organized and headed the tour, took the lead as the caravan headed out west on IL Route 64.

Driving Ford V-8s were Ken Bounds in his 1951 Mercury Sport Coupe, John & Robin Emmering in their 1951 Ford Fordor, Dan Pudelek in his 1950 Ford Crestliner, Ron & Coleen Steck driving their 1941 Ford Station Wagon and George and Dawn Zulas in their recently acquired 1950 Ford Custom Convertible, on it's maiden NIRG tour. Also joining the convoy heading west on Route 64

in modern vehicles were John Judge, Gary & Dawn Osborne and John Slobodnik. The route passed through about 70 miles of rural northern Illinois's Kane, Dekalb, Winnebago and Ogle Counties. All around were acres of harvested corn fields and busy farmers using the mild weather to finish up work in their fields.

Cutting north toward Rockford the group encountered hillier wooded areas. Ron led the group to the Rock River and cut back south along its bank providing a scenic ride along the river. Entering Oregon, IL the group made an impromptu stop at Lowden State Park and posed for a photo in front of the massive statue of Chief Blackhawk.

Next the group drove onto White Pines State Park where they enjoyed viewing the fall colors and stopped for an enjoyable lunch in the park's restaurant. As the group prepared to head back home everyone agreed that it had been a wonderful way to enjoy this exceptionally nice day and a great end the 2021 touring season.



Dawn & Gary Osborne and Ron & Coleen Steck at White Pines Restaurant



Dan Pudelek, Ken Bounds, John Slobodnik, Robin Emmering and George & Dawn Zulas





15th Annual NIRG Veterans Day Luncheon Honored those who served in the U.S. Military by John Emmering



Back again after last year's pause, the Annual Northern Illinois Regional Group's Veteran's Day luncheon provided a great chance for 21 members, friends and family to gather. The event began at 11:00 Saturday November 13, and honored all those who served in various branches of the United States Military. With Sam's of Arlington, the traditional venue for the event no longer in business, the group met at a new eatery. The Patio Restaurant was the site of this year's event. Este Scheve did the leg work and made arrangements for the new location, which worked to the satisfaction of those involved.

As participants arrived they were directed to an ample reserved section of the dining room with several large tables. Finding a seat, those in attendance had a chance to visit for a few minutes until all of the others involved had arrived. The group then placed their orders and returned to the tables to wait for their lunch orders to be brought over. Barbeque ribs and pulled pork sandwiches were popular lunch choices, as the Patio Restaurant is known for their barbeque fare.

Este Scheve gave a few words of welcome and asked for a show of hands of our veterans in attendance. Those who took part in the luncheon were Ron & Arlene Blum, Ken Bounds, Tom Buscaglia, John Judge, Frank & Phyllis Madrigali along with their guest Louise Engert, Pat & Dee Maroney, Joe & Millie Novak, Tom & Madeleine O'Donnell along with their daughter Lauren Seals, John & Este Scheve, Ron & Colleen Steck, and Len and Irene Vinyard. This 15th Annual Veteran's Day Luncheon was enjoyed by all and it was great to see this traditional regional group event resume this year.



MEETING MINUTES

TUESDAY NOVEMBER 9TH, 2021

Submitted by Gary Osborne

President Ron Steck opened the meeting at 7:28 P.M. After a formal greeting he went right into the main highlight of the meeting; the election of Club Officers and Directors. The floor was opened for new nominations that were different than last months. There were none, so the nominations were closed. The slate of candidates was voted on by the members. They were: **President: Ron Steck, Secretary: Ken Bounds, Treasurer: Ron Blum, Board of Directors: Este Scheve, Jay Hinshaw, Scott Gilday, Pat Maroney, Tom O'Donnell.** President Ron Steck appointed for Vice President: Dan Pudelek, Membership Chairman: Ken Bounds, Health & Welfare Chairwoman: Phyllis Madrigali, Tour Chairmen: Pat Maroney & Gary Osborne.

Membership Report:

Ken Bounds reported that the Club has 79 members with 44 that have renewed their membership for 2022. Please send Ken your renewal form if you have not done so.

National Club News

Ken reported that the registrations for the Central National Meet in Tennessee June 1-5, 2022 are going very well, with 79 so far.

Treasurer's Report

Ron Blum reported for October income: Dues- \$850, 50/50- \$55, Donation- \$175, Ads- \$20, Expenses: Road Chatter- \$173.50, Donation- \$100, Insurance- \$140

Health and Welfare Report:

As you read this Ron Blum will have already had back surgery. Please keep him in your thoughts and prayers as he goes through the recovery process.

Past Events

Ron Steck reported on the Fall Colors Tour that he led on Saturday November 7th. It was a great day for a drive along the Rock River on our way to White Pines State Park for lunch. Everyone had a great time.

Future Events

Dec. 18- Christmas Luncheon at Oak Terrace Grill in Barrington
Jan. 15, 2022- Installation Dinner at Ki's Restaurant in Glendale Heights
Feb. 18-20, 2022 Starved Rock Getaway. Weekend.

Additional Items

The 50/50 Raffle winner was Phyllis Madrigali who took home an additional \$21.

Ken Bounds brought up a discussion concerning the Road Chatter. He thanked John Emmering for stepping in to be the Editor for the last three years. John and Robin will be moving next year so there is a need for a new Editor. Ken has graciously offered to step back into that role with some conditions. The newsletter will be primarily e-mail, much shorter in length, and will be dependent on more contributions from the membership.

Attendance

Ron Blum, Ken Bounds, Allen Bryant, John Emmering, Scott Gilday, Jay Hinshaw, John Judge, Vickie Beck, Frank Madrigali, Phyllis Madrigali, Pat Maroney, Bob Miller, Tom O'Donnell, Gary Osborne, Dan Pudelek, John Scheve, Stan Stack, Ron Steck, Tom White.

Car Clubs gather for Feast at Illinois Region Ford Model "A" Club's Seventh Annual Turkey Dinner



Getting an early start on Thanksgiving festivities 14 representatives of the Northern Illinois Regional Group of the V-8 Club enjoyed a holiday feast with all the trimmings at the Illinois Region Model "A" Club's Seventh Annual Turkey Dinner, held at the Elburn Lions Club on November 14. Hosting the event were Model "A" Club members Dan and Melinda Pritchard. Dan explained that his club took over the annual event after another club decided to discontinue the tradition and they expanded it, inviting other antique car clubs in the Chicago area to join in. NIRG members enjoyed the dinner and camaraderie with the other antique auto enthusiasts. If you missed this year's event think about coming out next year to enjoy the food. The Pritchard's announced next year's dinner for Nov. 6, 2022.



Randy & Debbie Yockey



Dan Pritchard's '29 Ford Pickup



John & Robin Emmering



George & Dawn Zulas



Ron Dopke & Bernice Short



John Judge & Linda Luplow



Frank & Phyllis Madrigali



Len & Irene Vinyard



10 Years Ago This Month – December 2011

Forty-two members attended the annual Christmas Brunch December 4 at Suparossa Ristorante in Woodridge, hosted by Este & John Scheve. There were a lot of laughs and everyone had a good time. Some participated in the ladies' grab bag. The December Road Chatter contained Part 1 of an interesting and humorous three-part story by Scott and Nicole Gilday on the restoration of their 1941 Ford Convertible.

20 Years Ago This Month – December 2001

The annual Christmas Brunch was held December 9 at the Drury Lane in Oakbrook Terrace, hosted by Nell Kozmic and Carolyn O'Hare. There was a large turnout of about 40 V-8ers and family; everyone thought the food was fantastic and had a great time at this new location. Some took the time to do some Christmas shopping at the adjacent Oakbrook Center mall.

30 Years Ago This Month – December 1991

Elections held at the December 17 monthly meeting resulted in Earl Heintz being elected Treasurer, Alan Wall Secretary, and Ken Bounds President. (Good grief – what is this going to lead to?) Membership Chairman Neil McManus reported that 61 members had renewed for 1992. President John Witthoeft talked about the possibility of Judging Seminars being sponsored by the National Club; there was not much interest and comments that not many members were having cars judged any more.

40 Years Ago This Month – December 1981

The November Road Chatter included a letter and survey from incoming President Marty Duling. Marty asked that members wear nametags to all events and suggested possible tours for 1982. There was an extra-large turnout of 44 members at the December 8 monthly meeting at the Bensenville Administration Building. Members were reminded of the need to clean up after themselves at the end of each meeting.

50 Years Ago This Month – December 1971

The newsletter was back after a 3-month hiatus. The editor talked about the successes and failures of the past year and questioned what was ahead in 1972. He described a trying year that could not be termed a real success. Looking forward, there was an appeal for more active participation and more V-8s out on the road. They don't have to be a trophy winner to give you great driving fun.

The Legacy of Ford's Fabulous Flathead V-8s Lives on in Our Northern Illinois Regional Group

by Gary Osborne



It began with this idea: Can a V-8 engine be made with a single casting, economically, and with a power to weight ratio that would be able to surpass the competition? So began the adventure that Henry Ford would take to propel his idea into a reality that would be considered an engineering marvel for its time. One that would be copied, measured against, scrutinized, but ultimately cherished for generations to come.

The years of 1932-1953 brought the U.S. automotive market a series of Ford cars that were innovative, stylish, economical, and reliable. Each year there would be improvements made that helped keep Ford as one of the leading automotive manufacturers in the world. No; Ford wasn't necessarily the first to always introduce an innovative idea, but the Company learned quickly, and recovered each year to keep its market share. Consumers continued to be loyal to Ford and looked forward each year to what the new Ford cars would have to offer. Bodies, interiors, and chassis components all had major revisions throughout the 21 years.

However; the one constant seemed to be the venerable V-8 engine. Down through the years there were minor updates made to the basic structure of the engine, but it was still a flathead engine that performed wonderfully as designed. This engine did have some flaws in its design, namely that it operated a little on the warm side due to flow of the exhaust gases through the block. But; when the cooling system was working correctly this would not be a problem.

The engine became known for its reliability and ease of modifying for power increases. There were even books, films, and songs produced that all

gave credence to these facts. Those that liked to go fast could build an engine with aftermarket parts to produce a real powerhouse. To the average "gearhead", cheap and fast were the operative words when it came time to spend money on a car. The Ford flathead V-8 easily accommodated their desires.

But let's get back to 1932 where it all started. Even though Henry Ford had this idea of the flathead V-8, he needed to have a car that would help sell it. So began the process of designing a totally new car from all previous models. The engineering teams put together a powertrain/chassis combination that enhanced the car's drivability. The styling, and variety of models caught the attention of the buying public who had waited several extra months before the release of the new cars. When the cars were finally released to the public at the end of March 1932, they were an instant hit. Due to the economic depression that was taking place at that time, sales started off slowly but eventually began to increase.

Now let's get to the point of this article. It began with this idea: Would I be able to show the evolution of Ford automobiles from 1932-1953 using Northern Illinois Regional Group members' cars? Of course, the answer to that question was in the affirmative because of the cooperation of many of our Club's members. One thing that I learned was that people in the Club love to talk about their Early Ford V-8s. Rightly so, because the cars are all beautiful examples of their prospective models. As I interviewed and wrote about the cars, I was able to accomplish all but a few years. In this article I am wrapping up this series of articles, so I will not go into detail about each car.



The journey began in 2017 with the late Garry Kelly's 1932 Ford Deluxe Roadster. A beautiful example of the amount of effort that Ford Motor Company put into releasing an all new automobile. The Roadster model is the one that has for decades been a favorite.

Next is the 1933 Cabriolet owned by John Ellis. This model year Ford heard from the public that there needed to be some styling changes. Notice that many have called this model "a rolling work of art". 1934's example is Bob Miller's Deluxe Fordor Sedan. Some have claimed this was a repeat of the 1933 version, but nothing could be further from the truth. There were actually dozens of differences between the models. Bob recently sold his 1934 Ford to a car museum where the public can enjoy viewing it,



For 1935 we see Terry Freihage's Five Window Coupe. Accessories began to be important, and this edition has many; fog lights, radio, luggage rack, and Motor Wheel Corp wheel covers. Pat Maroney's 1936 Deluxe Fordor Sedan was an example of the streamlining that Ford had begun to incorporate in their cars. Consumers wanted style, and Ford was beginning to answer that desire. Pat's 1936 Ford recently found a new home. We will read about that car's replacement further on.



Our 1937 edition is the Scheve's Standard Tudor Sedan. In the midst of the Great Depression many people wanted a more economical drivetrain. Ford produced the V-8 60 this year in the U.S. market, but it never sold well because of its lack of power. On this car John learned many of his restoration skills. The car looks great!

For 1938 we have a Standard Coupe owned by the Livingstons. This car all original car is in the Rouge classification, so we can see how a well preserved car from that era looks like. Jay Hinshaw's 1940 Standard Tudor is the year of Ford's 28,000,000th car produced. In it you'll notice that the shifter moved from the floor to the steering column.

In covering the 1941 model year I chose to do two different body styles. They were Joe Serritella's Super Deluxe Coupe, and the Ed Crane's Super Deluxe Convertible. This gave us a chance to see many of the design and engineering differences between these two models. Ford offered an optional six cylinder engine this year. 1942 was the last year of civilian auto production before the U.S. was plunged into World War II, and Lin Stacey's Sedan Coupe is a great example of a full restoration.

Post War production in 1946 brings us Joe Baughn's Super Deluxe Club Coupe. There were only minor changes from the 1942 edition that Ford made in order to quickly get back into civilian production, and they were the first to do so.

Skipping to the model year for 1949 was Jim Taylor's Custom Convertible. This was Ford's completely new post war automobile that would help attract a lot of new buyers. Not ready soon enough to be called a 1948 model, the 1949 Ford had an early start as it was introduced in May 1948 and had a long production run. It was company president Henry Ford II's first big success and is sometimes called "the car that saved Ford".



For the 1951 model I chose Tom Buscaglia's Custom Tudor. Ford was still improving on it's all new design which began with the 1949 models. For this year they introduced the Fordomatic Drive transmission. No more shifting required! In 1952 Ford offered more car lines and models to give the car buying public additional choices. Here we see the 1952 Customline Club Coupe owned by Kim Taylor in Oklahoma. This was the year that Ford introduced the overhead valve six cylinder engine.

The final year of 1953, featured the Maroney's recent acquisition, a Crestline Victoria. This was Ford's Golden Anniversary of auto manufacturing so there was a lot of celebrations to commemorate this event. The cars were tweaked slightly from the previous year, and even had a special 50th anniversary horn button added to the steering wheel.

Each one of these automobiles that were featured in this series of articles has their own unique history. For the current owners its always fun to know this part of the car's life. Some were original, some partially restored, some fully restored, some were basket cases, and even one was pulled out from a pond levee.

Yes, the end of an era finally came in 1953 for the Ford Flathead after 21 years of production. When you look at all these cars together in one setting it gives one the opportunity to visualize just exactly how these cars have evolved. Not only had the comfort levels increased each year but also the mechanical portions improved to make these cars a increasingly pleasure to drive. These cars were meant to be driven, so let's get out there and drive! Henry would be proud.





Restored Waipukurau, New Zealand 1939 Ford V-8 Fire Truck Adds Cheer to Town's Christmas Parade

By Vivienne Haldane

The 1939 Ford V-8 fire engine did sterling service fighting fires in the region for 40 years and is still going strong, albeit now in a retired role. It is mostly brought out in December for the Waipukurau Christmas Parade and can also be seen tootling around the streets around that time of the year, dispatching lollies to the kids. This seems like such a good old-fashioned tradition, one worth keeping – a bit like the fire truck.

Waipukurau Fire Brigade bought the vehicle in April, 1939 for 446 pounds and 15 shillings. It was quite a step up from the previous fire truck, a Model T Ford. The fire brigade was very proud of its new acquisition which featured an open driver's seat, deep well in the back, lockers along each side for hoses and equipment, spotlight on the right-hand rear, and tray for latecomers to climb on.'

It was originally classed as a personnel and equipment carrier and never had a pump mounted on it. Instead it had a Ford V-8 trailer pump that was towed behind it. This was hooked up to the water mains when used for firefighting.

By 1966, the fire brigade had Landrover and Bedford fire engines, making the Ford redundant for most firefighting work. It was decided to convert the fire engine to a tanker and a disused 400-gallon steel petrol tank was fitted into the V-8 with a Scammell pump mounted on the back step.

This served as a useful water tanker up until the 1980s for grass and herbage fires.

In 1976, regional fireboards were taken over by the New Zealand Fire Service – equipment and fire engines were upgraded and the Ford was retired in 1979 with just 4760 miles on the speedometer. Even today it registers only 10,000 miles. The fire chief of the day, Jim Hastie, decided that rather

than selling the Ford V-8, the Waipukurau Fire Brigade would like to purchase it. This they did for the princely sum of \$10 – the cost of ownership papers at the time.

The fire brigade volunteers also built a museum to house it and other firefighting memorabilia.

Peter Hallagan, now in his 60s, was with the Waipukurau Fire Brigade for 44 years. Since he worked as a mechanic, it was usually his duty to do running repairs on the fire truck and he has only recently passed the batten onto someone else. His good mate, electrician Gary Weaver who has just retired as fire chief, having been with the fire brigade for 50 years says, "Peter is an 'old school' mechanic and probably one of the few who knew anything about the Ford."

With most of the work being carried out locally – panel beating, spray-painting, upholstery and woodwork – the current version, all nicely polished, has been a real community effort.



Peter's love affair with the Fire Service started 60 years ago when he was a boy. "There were some fireman who lived in my street. The steam trains used to run up and down the line nearby and would often set fire to the track. The V-8 would come down the street, siren wailing and I thought, 'I want to drive that!'"

A part from regular maintenance and a new coat of paint in 1966, the fire truck was in its original condition but as Peter says, 'it was 'battle worn.' "When we saw other restored vintage machines at the Art Deco Celebrations one year, we realized we wanted to fully restore the Ford. We dropped the bombshell on the brigade by saying, 'It just needs a lick and a promise with some paint.' But it went from a small job to a big job – it took about a year and was very costly. But we plugged away and managed to do it with the help of fundraising efforts and donations."

As the years went on the problems got worse. It seemed every year we'd have to put a new head gasket on but that was no big deal. Then we always seemed to have a problem with the engine leaking water out of head gasket. When it was ready to paint we noticed a bit of rust in the motor bay so we took the motor out to have a closer look," says Peter.

It's currently got its engine out again as the result of piston trouble but the brigade are optimistic this will be sorted before its next outing. Not everyone likes the Ford's crash gearbox, which means very few put their hands up to drive it. "It's a challenge. Not everyone can hop in and drive it, nor do they want to," says Peter. Adds Gary, "People are wary of it because of that – they can't and don't understand, you have to double-declutch. The young guys don't get it."

Reprinted from *Deals on Wheels Magazine*, New Zealand 8/6/2015 Used by permission



Waipukurau is the largest town in the Central Hawke's Bay District on the east coast of the North Island of New Zealand. It is located on the banks of the Tukituki River.



2022

ANNUAL
Installation & Recognition
DINNER

At Ki's Restaurant

704 North Avenue, Glendale Heights, IL

Return Registration Form enclosed to Este Scheve

Cocktail Hour begins at 5:00 pm and
dinner will be at 6:00

There will be a Cash bar.

Dinner will be \$35 including tax and tip
the regional group subsidizing the remainder

**Jan.
15th**



The Starved Rock Winter Getaway Weekend is Back!

Ron Steck has organized a two day activity at the Starved Rock Lodge
over the weekend of Friday Feb. 18-20, 2022

Make your own reservations for a room or cabin for the two night stay (Fri. & Sat.)
at 815-667-4211 or online at www.starvedrocklodge.com R.S.V.P. Ron at 630-777-4001
We will drive individually and meet up Friday Afternoon at the Lodge

Enjoy the Winter Wilderness Tour on Saturday Feb. 19th at 1:00 pm

Join us for a narrated trolley ride to see winter wildlife in their natural habitat! Tour will depart from the Lodge and take you on an excursion through scenic Buffalo Rock State Park to visit the resident Bison. Then we will travel to the Illinois Waterway Visitors Center observation deck to see if we can spot an Eagle or two. We will also travel to some other areas that are known for Bald Eagle sightings! Cost \$25.00 per person. *Make Reservations in Advance when you book your room.*

UPCOMING

Mark Your Calendars

EVENTS



December	January	February	March
18 Christmas Lunch Oak Terrace Grill Makray Golf Club 21 No Members Meeting this month	15 Installation Dinner 5:00 pm at Ki's 18 Members Meeting	15 Members Meeting 7:30 pm 18 Starved Rock Weekend Getaway	15 Members Meeting 7:30 pm
April	May	June	July
19 Members Meeting 7:30	17 Members Meeting 7:30	1-5 Eastern National Meet Franklin, Tennessee 18 Drive Your V-8 Day 21 Members Meeting 7:30	9-14 Western National Meet Washington 19 Members Meeting 7:30

Happy Birthday

Mary Anderson	(12/4)
Dan Pudelek	(12/10)
Leah Duling	(12/10)
Ed Crane	(12/11)
Janis Dix	(12/15)
Margaret Koeder	(12/25)
Ken Bounds	(12/26)
Millie Novak	(12/29)
Gail Karch	(12/29)


Happy Anniversary

Michael & Grace Mohawk	(12/03)
Ken & Carolyn Bounds	(12/06)
John & Marilyn Krenger	(12/12)
Terry & Kitty Freihage	(12/19)
Tom & Madeleine O'Donnell	(12/27)



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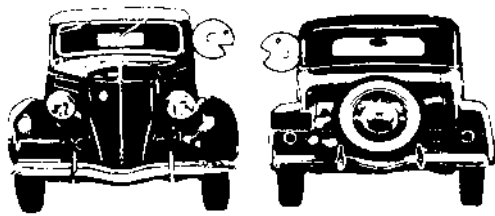
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*Ford V-8
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Photo of the Month

Recently re-elected to his fourth term as Northern Illinois Regional Group President, Ron Steck poses with his 1941 Ford Super Deluxe Station Wagon out at White Pines State Park during the Fall Colors Tour he led on Sunday November 7th.