

# Road

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

# Chatter

Northern Illinois Regional Group #8 Volume 55 Issue #11

**The Greatly Improved  
Ford Model "B"  
Last of the 4 Bangers  
SEE PG. 6**



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**Maurice Denning's "Ghost  
Gang" used Ford V-8s in  
1930's Mid-West Robberies  
SEE PG. 8**

## 2021 OFFICERS

Ron Steck *President*  
John Scheve *VP*  
Gary Osborne *Secretary*  
Ron Blum *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  
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material from the Road Chatter,  
provided that Road Chatter is  
credited as the source.

*A Word From NIRG President Ron Steck*

# President's message



November has arrived as we move further into the Fall season. The warm days may be over but our regional group will remain active with two events scheduled for the month. First we are having our fall colors tour on Sunday, November 7, cruising together out to White Pines State Park. We will be having lunch there and hope you can join us. We will meet at the Culver's Restaurant on Route 64 in Saint Charles where we had our picnic this last year. The second event will be the Veterans Luncheon at the Patio Restaurant in Lombard on Saturday November 13. Also for next month we have scheduled the annual Christmas Luncheon for Saturday, December 18 at Oak Terrace Grill, located at the Macray Memorial Golf Club in Barrington. Still in the planning stage is the installation banquet which will be held in January. Our new slate of Officers and Directors will be installed during the Banquet in January.

The monthly meeting will be held on the second Tuesday rather than the third this month of November, due to a scheduling conflict at the Wheeling Township Service Center. So mark your calendar for **Tuesday, November 9th, 7:30 pm** which is the date of the November meeting. We will be holding elections for club officers and board members so please try to attend to help vote for your new board and officers in. Hope to see you there.

*Ron*

Cover Photo: Pat McFarland's 1932 Ford Model "B" Roadster. Photo by Tom O'Donnell

## The Editor's Desk



There will be plenty of activities this month. Please note the announcements on page 12 and 13. We have a Fall Colors driving tour Sunday November 7th, our monthly meeting a week early on Tuesday the 9th and our Veteran's Day Lunch on Saturday the 13th. I came across a 1930's Outlaw who used Ford V-8s who I had just recently learned of and I shared his story on page 8. Speaking of V-8 crime stories it was great to see that the V-8 Times ran one of my past stories in the Sept/Oct. issue. Congratulations to Tom O'Donnell for his First Prize in the Virtual Car Show for his '53 Lincoln. Also to Dick Livingston for his 2nd Place in the Original Pre-War category for his '38 Ford. Hope you enjoy our November issue.

*John & Robin*



# 13th Annual Lake Geneva Poker Rally

By Ken Bounds

The year 2020 was one most of us would like to forget. The pandemic altered people's lives and plans. In perspective, it is very minor, but the pandemic broke a string of 35 years of our group traveling to the Geneva Lakes area at the end of September - originally participating in the Lake Geneva Classic Car Rally and for the last 12 years the Annual Poker Rally. This year our tradition made a comeback as 16 Northern Illinois Regional Group members and family enjoyed the 13th Annual Lake Geneva Poker Rally the during weekend of September 24-26.

Meeting Friday morning in Arlington Heights were Ken & Carolyn Bounds - 1951 Mercury Sport Coupe, Joey & Millie Novak - 1953 Mercury Monterey, Dan & Diane Pudelek - 1950 Ford Crestliner, Ron Steck - 1941 Ford Station Wagon along with Gary & Dawn Osborne, Este Scheve, and John Slobodnik & son John in modern vehicles. Unfortunately, Dan's Crestliner was exhibiting a worsening vibration and Dan did not feel confident in driving it the whole weekend; they would return home and joined us at lunch in a modern car. Fortunately, due to a rule established for this rally in 2011, car trouble on the way to the initial meeting spot does not count as a breakdown. So no Early Ford V-8's broke down.



After donning our weekend name tags and receiving our rally packets, we began our leisurely 65-mile drive up secondary roads into Wisconsin over a new route (again). At our lunch stop, Harpoon Willie's in Williams Bay, we were met by Ron Dopke & Bernice Short and Dick & Linda Livingston from Springfield, via their lake house on Geneva Lake.

There we drew our first poker card of the rally and enjoyed a delicious lunch. This would not be our last meal of the weekend. After lunch we continued on the remaining 7 miles to our destination, the Comfort Suites in Delavan. This was our 15th time staying at this hotel and we appreciate the great room rate and service the hotel has given us.

After checking in, most of us gathered in the back parking lot for car games and people games, plus the drawing of our second poker card. There were a lot of laughs as we played a timed event of driving a measured distance while throwing balls into buckets followed by a second

game - blindfolded driving. There were no serious injuries. Gary Osborne probably would have won the ball toss if only he knew where the starter button was on a 1951 Mercury. Ron Steck won both games, but there is an ongoing investigation as to how he came within 4" of the target in blindfolded driving while several others were measured in car-lengths.

We played two people games in the parking lot and two more in the hotel. Dan brought his popular washer toss game and Este brought a new game to match up antique car part names with pictures. Inside we played the V-8 buzzer game and a Mercury puzzle. Dick Livingston was the overall winner.

Friday evening took us to a fish fry at one of our favorite places, Greenie's Clubhouse at Delbrook Golf Course. Only this time there was a twist. This weekend was also the occasion of the 4th National Meet of the National Woodie Club - coincidentally also in Delavan. That group had arranged for their group of 100 or so to attend a fish fry at Greenie's pavilion and graciously invited our group to join them. In addition to a super meal, we had a great time chatting with the Meet attendees, many of whom we knew. We thanked the Woodie Club for their camaraderie.



After breakfast Saturday morning and the drawing of our third poker card, we were joined by Stan & JoAnne Stack who had driven up in their 1953 Ford Customline Tudor. Our Saturday driving tour took us over some obscure roads to Janesville. Less than one mile from our first stop, the Rotary Botanical Gardens, we were surprised to see the road blocked by local police. We had encountered the Mid-West Invitational Cross-Country Running Meet featuring over 3,000 student athletes and apparently about 100,000 fans. A quick detour got us closer to the still-blocked entrance to the gardens, but we were able to (legally) drive around the barricades to the parking lot.

We spent the next hour wandering through the beautiful 20 acre, well-maintained Rotary Botanical Gardens before returning to the cars for the short trip to lunch. Stan and JoAnne left us after the garden visit and returned home. We were treated to a filling, delicious lunch at O'Riley & Conway's Irish Pub in downtown Janesville.

Much anticipation was building as we drew our fourth poker card - one remaining. After lunch we took a different route back to Delavan and drove directly to Community Park on the shore of Delavan Lake to join our friends at the Woodie Meet. The theme of the National Woodie Club's event was "Waves and Woodies".

At the National Woodie Meet we were treated to an eye-opening display of over 40 Woodies of every make and description including a Bentley! Quite a number of them were Fords, including the 1941 Ford Station Wagon of Ron Steck, who spent most of the weekend with us, and our own Scott Gilday who displayed his 1947 Ford Station Wagon.

Scott and Nicole handled registration for the meet; it was nice to see them there, along with their daughters Reese and Ciena. We were also able to visit with Al & Carol Egelseer who were displaying their spectacular 1947 Ford Sportsman. Al & Carol were the hosts at our last Poker Rally Saturday driving tour in 2019. The Woodie Club put on a nice meet and it was a great addition to our Saturday tour. After a couple of hours, everyone headed back to the hotel.

All good things must come to an end, and as dinnertime arrived, our 13th Annual Poker Rally concluded with dinner and presentations. Before dinner, we drew our final poker card and everyone anticipated collecting the big prize. Once again, we were fortunate to have Chef George from Greenie's cater our dinner at the hotel. And what a dinner it was - beef tenderloin, chicken breast topped with chunks of crab meat, George's famous au gratin potatoes, green beans, pasta salad, garden salad, and cake for dessert. No one went home hungry.



After dinner there were a few presentations and thanks were given to everyone who participated to make this traditional weekend memorable. This included Greenie's for two wonderful meals, the National Woodie Club for allowing us to crash their meet, the hotel for once again giving us a great rate and access to the meeting room for our dinner, and of course, to all the participants. Ken said a few words about special people at this weekend event and others we miss from prior years. He then presented gift cards to the winners and runners up in the car and people games: Ron Steck and John Slobodnik, Jr. for the car games and Dick Livingston and Carolyn Bounds in the people games.

Finally, it was time for the results of the poker rally. John Slobodnik took the \$20 second place award for the low hand of king high. The big winner was Dawn Osborne with three queens. Dawn took home the \$100 grand prize along with the coveted Dick Alfini Memorial Winning Hand award.

That evening and Sunday morning, we all said our goodbyes and went our various ways back home. Dick and Linda would travel the farthest. No, not back to Springfield, but on a five-week cross-country drive. We wish them well. All-in-all it was a great weekend and we look forward to the 14th Annual Poker Rally - just one year away. Our hotel reservations have already been confirmed!



**Low Hand Winner John**



**Dick and Linda relaxing**



**Mike tries the ball toss game**



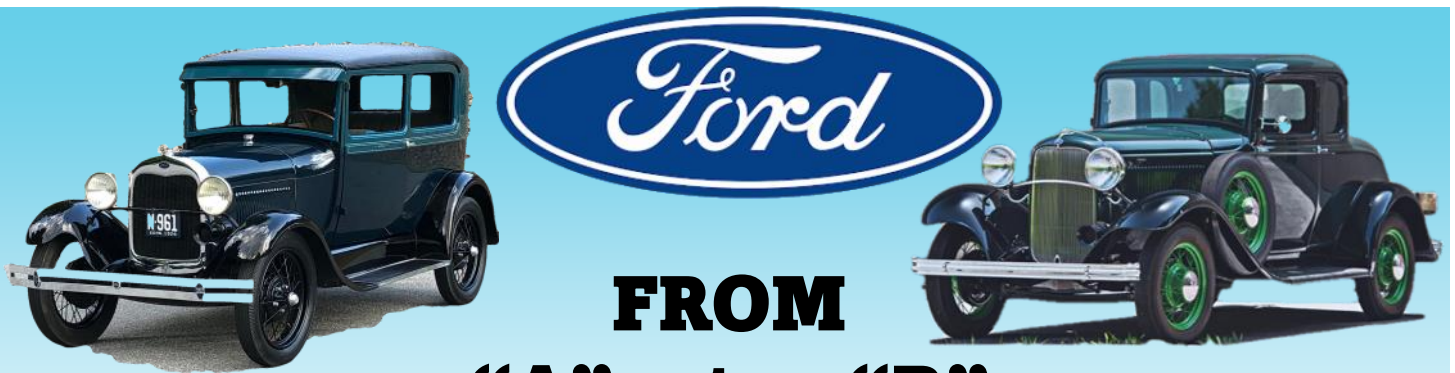
**Dan concentrates on a puzzle**



**Dan and Diane**



**Our group at the Botanical Garden**



## FROM “A” to “B”

### ***The Many Upgrades in Ford’s 1932 Model “B”***

**by John Emmering**

**H**enry made a Lady out of Lizzie when he introduced the new Ford Model “A” for 1928 and certainly the public was infatuated by the new car. With it’s 40 horsepower engine, sliding gear transmission “Baby Lincoln” styling and four wheel brakes it was a marked improvement from the venerable Model “T”, which had become dated. Often an infatuation can be fleeting and easily replaced. Even after a major style change in 1930, other cars began to turn the heads of the car buying public, especially the 1929-31 Chevrolets sporting their new overhead valve 46 and later 60 horsepower six cylinder engines. Chevrolet dealers bragged on the fact a customer could “have six cylinders for the price of four”.

**W**ith sales pretty much cut in half for 1931 due to competition and the depression, Henry Ford was quick to respond. Not dragging his feet as he had when it came time to replace the Model “T” he put his engineering team to work to produce a distinctly improved successor to the Ford Model “A”.

**F**ord engineers refined the new prototype model which came to be known as the Model “B” and took away many of the rough edges of the Model “A”. There was no more crunching gears. Model “B” would have a new synchronized three speed transmission. Fumbling with the spark advance on the steering column was eliminated with the centrifugal spark advance distributor on the new Ford.

**T**he engine was housed in a chassis that was itself upgraded. A 2.5-inch-longer wheelbase now measured 106 inches and new 18-inch wheels, which were reduced one-inch from the 19-inch wire wheels on the 1930-31 Model “A” and mounting wider 5.25-inch tires meant a smoother ride and improved handling. In another first, the wire wheels featured hub-caps that covered the lug nuts.

**T**he transverse, double-cantilever multi-leaf rear spring, mounted behind the differential housing, had a somewhat lower-profile, allowing the frame to sit closer to the ground. Twelve-inch mechanical drum brakes on all four wheels offered 10 percent more surface area to help with stopping. The steering ratio was enhanced (to 13.0:1, up from 11.5:1) and took some of the effort out of turning.

**W**ith a gravity flow gas tank in the cowl of the Model “A” some safety concerns had been raised and this setup was eliminated. The gas tank was placed to the rear of the car with a mechanical type fuel pump to move fuel along the line and up into the new larger Zenith carburetor with a power jet tube which offered improved breathing. More technical improvements included larger bearing surfaces. The tougher 2” pressurized main bearings (increased from 1 5/8”) could handle higher speeds. The newer 4.60:1 compression engine, up from 4.22:1 was rated at 50 horsepower, as compared to the 40 horsepower Model “A” powerplant. The enhancements to the oiling system led to one of the more visible outward variations between the A and B engines, which was the absence of an oil-return line from the valve gallery to the bottom of the crankcase on the right side on the Model “B” engine.

**F**ord stylist Joe Galamb under the direction of Edsel Ford and with some help from the people at Briggs and Murray created a beautifully stylized car based on the lines of the new Lincoln and a nice array of 15 body styles in Deluxe and Standard versions. Discussing the design of the car E.T. “Bob” Gregorie, at that time a designer for the Lincoln Division said “It was really a miniature Lincoln...The placement of the headlamps, the fender shapes, the radiator contour, it was a scaled down Lincoln.”



**B**riggs Manufacturing Company was contracted to produce Ford Fordor Sedans, cabriolets, roadsters, phaetons, sport coupes and truck bodies. The Murray Body Corporation produced closed coupes, Victorias and the rare B-400 convertible sedans. The Model "B" Standard and Deluxe Phaetons were both four door cars in contrast to the 1931 two door Deluxe Phaeton. Prices for the Model "B" started at \$410 for a Deluxe Roadster with a trunk. The addition of a rumble seat cost \$40 more. It seems that roadsters were all in the Deluxe line.

**A**ccording to the Standard Catalog of Ford, 4th Edition, the best selling Model "B" was the standard Tudor sedan with 36,553 units sold with a base price of \$450. The Deluxe version cost \$50 more (\$1,000 in our current money) and featured a pair of cow lights and upgraded upholstery. The standard Coupe came with a trunk and cost \$440 with 20,342 of those sold. Deluxe coupes and Sport Coupes came equipped with a rumble seat. The rarest of the Model "B" Fords has to be the B-400 Convertible Sedan with only 41 produced. A total of 75,945 four cylinder 1932 Model "B" Fords were sold.

**T**he Ford Model "B" for 1932 certainly represented great progress. One of Henry Ford's lieutenants was quoted as saying, "We have come up with the perfect four". Surely those responsible for

it's development felt they had created a great product which was keeping pace with other automobile manufactures involved in the rapidly advancing industry.

**H**owever it seems Henry Ford was not satisfied that he had done enough to make the 1932 Ford truly distinctive. On the morning of December 7, 1931, just when Model "B" should have gone into full production, Henry Ford, after an hour long meeting with his son Edsel, stopped all work on the floor and announced that the 1932 Ford would also be offered with a V-8 engine. The four cylinder Model "B" would now be in second place. Henry Ford thought that perhaps the introduction of the V-8 engine would create a huge demand that might lift the country out of the economic depression.

**A**fter working out many problems, the L-head 65 horsepower V-8 engines, the first available in a low priced car, began to roll off the line and were fitted into 1932 Ford chassis. Henry Ford's final mechanical triumph, the Ford V-8, was unveiled to the public on March 31, 1932 amid much fanfare. While the car's introduction didn't have the economic impact Henry Ford had envisioned, it did begin a new automotive era. This low priced car could travel from 0 to 60 mph in 14 seconds and was capable of attaining a speed of 85 mph. The option of the new V-8 engine cost buyers \$50 but proved the most popular choice.

With 178,749 1932 Ford Model 18 V-8s sold, the V-8s outnumbered the four cylinder Model "B" cars by more than double.

**T**he Model "B" designation carried over into the 1933 and 1934 model years with a small number of Ford cars fitted with the four cylinder engines. These cars were never designated as Model "C" as some believe. The 1932 Model "B" Ford should be acknowledged for the advancements it made and certainly would have been more appreciated had it not been outshined by the V-8. As it stands the Model "B" is a unique and interesting part of the Early Ford V-8 family of cars.



Model "B" 4 cylinder engine





Maurice Denning

## *Ghost Gang Used Ford V-8 in S. Dakota Bank Job Outlaw Maurice Denning and Girlfriend Vanish*

*By John Emmering*

**A**s it cruised into the town square of the small South Dakota city of Dell Rapids, the new 1934 Ford V-8 Tudor sedan stood in marked contrast to the road worn older automobiles driven by most of the local residents of this locality, which had been extremely hard hit by the Great Depression.

**L**ooking nervous and grim faced, the four occupants of the Ford, Maurice Denning, Francis Harper, Earl Keeling and Tom Limerick had taken the vehicle at gun point from it's rightful owner the evening before in the larger city of Sioux Falls. The four men were dealing with the tough economic times differently than most. They broke the law, obtaining funds from banks through the threat of deadly force. The reason for the men's presence in Dell Rapids was to rob the town's First National Bank.

**I**t was 2:00 on the afternoon of November 7, 1934 when the bank robbery went into motion. Maurice Denning, the driver stayed with the car. Harper covered the entrance, ordering approaching customers into the bank lobby where Limerick, armed with a sawed off shot gun, commanded them to face the wall. Keeling sprung over the teller cage and gathered cash from the teller's drawers. When the timed lock on the vault suddenly opened, Keeling helped himself to the currency and securities inside.

**W**ith \$4,812 in cash and also some bonds the gang scurried out of the bank, taking three employees as temporary hostages. Switching cars and abandoning the Ford V-8 in Garretson, SD, the "Ghost Gang" were soon safe in Omaha, Nebraska at the rented apartment of Denning and his wife Alice.

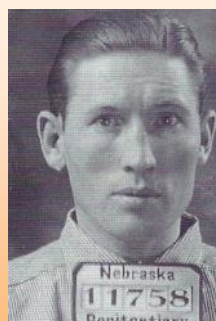
### ***THE 1934 GHOST GANG***



**Francis Harper**



**Earl J. Keeling**



**William Pabst**



**Thomas Limerick**



The story of these criminals dubbed, “The Ghost Gang” by the press, because of their disappearances after committing crimes, is a strange one. At the nucleus of the gang was Maurice Denning, who was truly an unlikely public enemy. Born in 1907 as the fifth child of a practicing Roman Catholic farm family in Houghton, Iowa, he had experienced an honest upbringing and was doted on by his mother.

Denning needed to leave school after the 10th grade in 1924 to help on the family farm. Unable to find additional employment and seeing his parents in financial hardship, Denning took advantage of the opportunity to profit from the sale of bootleg whiskey. He was soon selling illicit liquor in several states.

In 1932 Denning married 19 year old Alice Lidgett and moved to Council Bluffs, Iowa. Caught transporting 150 gallons of liquor in February 1933, he was sentenced to sixty days in jail, starting in October of that year. Upon his release prohibition had been repealed and the market for his illicit liquor had collapsed.

With his livelihood gone, Maurice Denning began to commit thefts and burglaries with former jail house pals Earl Keeling and Billy Pabst. He also became acquainted with Pabst's nephew Francis Harper, an escapee from Statesville Penitentiary in Illinois.

Victimizing property owners in the area of Omaha, Nebraska all the way over to Council Bluffs, Iowa, Denning and pals continued committing small time burglaries

until Denning was implicated in the home invasion of an elderly man, George Church. Church was killed during the home invasion.

Steadfastly denying the allegation, Denning said that he had lent his Ford V-8 Coupe to a friend, Ray Starr for the evening. Starr when arrested for the crime, claimed he was only driving the car for Denning and another man who had actually killed Church.

Now wanted for murder, Denning reached the point of no return. On August 23, 1934 Denning and his associates broke into a National Guard Armory at Windom, Minnesota and stole nine .45 automatic pistols, two rifles and 400 rounds of ammunition. The gang was now equipped for their next series of ventures which would be bank robbery.

The bank robberies began on September 7, 1934 when Denning along with Bill Pabst, Earl Keeling and Francis Harper robbed the Savings Bank of Cumberland, Iowa of \$1,050. They escaped in a Chevrolet sedan this time. Planning future bank robberies, the gang members appealed to Tom Limerick, a hardened ex-convict to join them. Limerick could add extra muscle and inspire fear in their robbery victims.

Limerick filled in for Billy Pabst who was arrested shortly after leaving the gang. Limerick participated in the Dell Rapids, SD Bank Robbery. The Ghost Gang made another change when they established their headquarters in Kinney, Nebraska, which was a defunct ghost town. An acquaintance of the gang, Hugh Berry rent-

ed an abandoned house in Kinney. The robbers along with their wives, girlfriends and other hangers on stayed in the old house.

Traveling 90 miles west of the Kinney hideout, the Ghost Gang pulled their most successful bank robbery, hitting the Security National Bank of Superior, Nebraska. The four robbers took \$7,929.15 from the bank, leaving only \$7.00 in pennies behind.

A week after the November 22 Superior bank robbery, neighbors who were suspicious of the four men who carried firearms and moved by night tipped off the Gage County Sheriff. The Sheriff organized a raid on the Kinney hideout. Earl Keeling was killed by police trying to escape and Francis Harper was wounded and captured.

Maurice Denning and Tom Limerick were not in Kinney during the raid and remained at large. A 1934 Ford V-8 came into play once again when the pair and a third man stole one in Jewell, KS and used it in the robbery of the First National Bank of Smith Center, KS on January 31, 1935.

When Denning took up with a new girl friend, Evelyn Bert, Limerick objected and the two fell out. Limerick was arrested in St. Joseph, MO in May 1935. Sentenced to Alcatraz, Limerick was killed in a 1938 escape attempt after killing a corrections officer. Maurice Denning was listed as an FBI fugitive until 1948, but was never found. Likewise Evelyn Bert was never heard from. Did they escape the county or were they killed by Tom Limerick? Nobody really knows.



## MEETING MINUTES

TUESDAY OCTOBER 19TH, 2021

*Submitted by Gary Osborne*

President Ron Steck called the meeting to order promptly at 7:30 PM. After welcoming everyone, he introduced us to a new member; Vickie Beck. He noted that she was a neighbor of Joe and Delice Serritella, and had purchased their 1941 Super DeLuxe Coupe. He advised that the Board of Directors had voted to send a \$100 gift card to Jerry Windle in honor of his service to the National Club.

There was some discussion about the need for a new Editor(s) for the Road Chatter as John and Robin Emmering will be moving next year. No takers at this time, so there may just be a much shorter version sent through email if needed.

Due to a conflict with our meeting room, November's meeting will be held **on Tuesday, Nov. 9 at 7:30 PM.** There were nominations taken for a new slate of Officers and Directors for 2022. These nominations or others that may be given will be voted on in the November meeting.

**President-** Ron Steck  
**Secretary-** Ken Bounds  
**Treasurer:** Ron Blum  
**Board of Directors:**  
Este Scheve  
Jay Hinshaw  
Scott Gilday  
Pat Maroney  
Tom O'Donnell

### Membership Report

Ken Bounds advised that the NIRG currently has 79 members. This is the beginning of renewals for next year, and as of the meeting time 33 have renewed. If you have not, please send it to Ken, or bring it to the next meeting.

### National Club Report

The Virtual Car Show has been judged, and the results are in the Sept/Oct V-8 Times. Ken had a team of judges who worked together to get the results. The V-8 Times now has an online version which can be accessed on the National Website. If your member-

ship includes the paper version of the magazine then you can register to also see the online version. The registration for the Central National Meet June 1-5, 2022 is going well so far.

### Treasurer's Report

September income: Dues \$25, expense: Road Chatter and Club Picnic \$433.31

### Health and Welfare Report

No report given, but I'm sure we all know of some needs within our membership. Please keep them in your thoughts and prayers.

### Past Events

Ken Bounds gave a very nice report on the Lake Geneva Poker Rally held in September. He thanked all that attended to help make it a success, and a thank you to the National Woody Club that invited us to participate in their dinner, and their car show on that Saturday. Scott Gilday reported on the success of the National Woody Club's event. He also thanked the members who participated with their cars, and for the NIRG's attendance.

### Future Events

November 7- Fall Colors Tour to White Pines State Park  
November 13- Veterans Day Luncheon at The Patio in Lombard  
December 18- Christmas Brunch

### Additional Items

The 50/50 Raffle winner was Frank Koeder who happily took home \$29.

### Attendance

Ron Blum, Ken Bounds, Ed Crane, Terry Freihage, Scott Gilday, Jay Hinshaw, Frank Koeder, Pat Maroney, Joe Novak, Tom O'Donnell, Gary Osborne, Dan Pudelek, John Scheve, Stan Stack, Ron Steck, Len Vinyard, Tom White, and new member Vickie Beck.



### **10 Years Ago This Month – November 2011**

The club mourned long-time member Dick Alfini, who passed away November 7. Dick served 11 years as an officer of the club, including two years as President. At the November 15 monthly meeting, President Dan Pudelek introduced Ken Bounds as the newly elected National President. Tom O'Donnell was elected President of the regional group, along with first-time board members Scott Gilday, John Scheve, and John Slobodnik.

### **20 Years Ago This Month – November 2001**

George & Betty Cech hosted a bowling event November 3 at Sims Bowl in Des Plaines. Several couples enjoyed the candlelight bowling, great food, and a free drink. At the November 20 monthly meeting Earl Heintz advised that he had persuaded the Wheeling Township Hall management to drop the \$15 food service fee from our monthly rent. In order to keep this discount, we need to clean up after ourselves after the meeting. This price break remains to this day.

### **30 Years Ago This Month – November 1991**

At the November 19 monthly meeting, members voted to revert to the earlier procedure for electing officers. Nominees were to be made for President, Secretary, Treasurer, and the Board. In 1990 the club tried a system of voting only for Directors who chose officers among themselves. A large slate of nominations included three candidates each for President and Secretary and eleven for the four Board positions. Membership chairman Neil McManus reported that 37 of 87 members had renewed for 1992.

### **40 Years Ago This Month – November 1981**

The November Road Chatter noted that Howie Bischoff had purchased Al Lambrecht's '48 Convertible. The newsletter also reported that the postage cost for the Road Chatter was going up two cents to 37 cents. Rich & Judy Doligale hosted a ladies night out event November 14 at Drury Lane South in Evergreen Park. Somewhere between 18 and 28 members and family (the newsletter is unclear on this) enjoyed "A Salute to the Stars" followed by cocktails and dinner. Some also made their way to the dance floor.

### **45 Years Ago This Month – November 1976**

The November 9 monthly meeting was held at Gaslight Automotive Restoration Shop in Addison. The attendance by 60 members, family, and guests was an all-time record. At the meeting Howie Bischoff agreed to print a new supply of stationery for the club. Nominations for 1977 officers were held, resulting in two candidates each for President, Vice President, and Treasurer. (We should be so lucky today!)



## ***Veteran's Day Luncheon*** **11:00 Saturday November 13th, 2021**

**Join your Fellow V-Sers at a *NEW LOCATION***

**The Patio**  
**2780 S. Highland Avenue**  
**Lombard, IL 60148**



Contact Este Scheve to confirm your attendance at 630-420-0029 or  
email [teamscheve@comcast.net](mailto:teamscheve@comcast.net)

## **Fall Colors Tour**

### **White Pines State Park**

**Sunday November 7**

Departing from Culver's Restaurant  
4068 E Main St. (Route 64) St. Charles, IL

We will meet at 8:30 am and leave at 9:00 am

R.S.V.P. with Ron Steck at 630-777-4001

**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

# UPCOMING

Mark Your Calendars

# EVENTS



July	August	September	October
<b>24</b> Fords & Friends "Duels Night" at Warrenville Culver's With Model A Club 5:00-8:00 pm	<b>15</b> NIRG Annual Picnic 10:00 am at the St. Charles Culver's on Route 64.	<b>21</b> Member's Meeting <b>24</b> Lake Geneva Poker Rally	<b>2</b> DuPage Sheriff Car Show for Special Olympics <b>19</b> Members Meeting 7:30 pm
November	December	January	February
<b>7</b> Fall Colors Tour <b>9</b> Members Meeting <b>13</b> Veteran's Day Lunch Patio Restaurant, Lombard, 11:00 am <b>14</b> M.A.R.C. Turkey Dinner, Elburn, IL	<b>18</b> Christmas Luncheon Oak Terrace Grill Makray Golf Club  <b>21</b> No Members Meeting this month	<b>18</b> Members Meeting	

*Happy Birthday*

Lou Prazza (11/3)  
 Joe Baughn (11/7)  
 Tom O'Donnell (11/7)  
 Este Scheve (11/7)  
 Mike Freund (11/12)  
 Terry Freihage (11/17)  
 Robert Magnusson (11/17)  
 Tim Carlig (11/27)

*Happy Anniversary*

Earl & Gene Heintz (11/24)

# **Advertisers**

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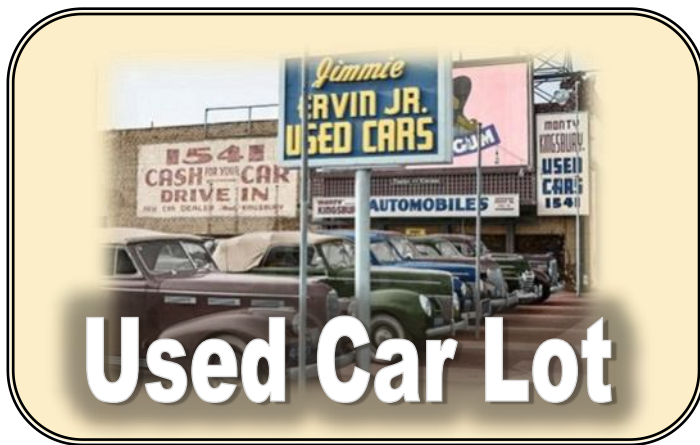
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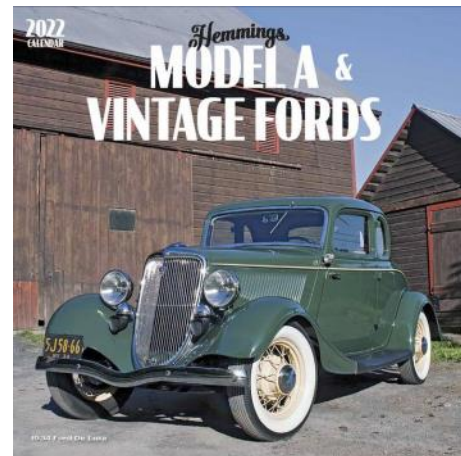


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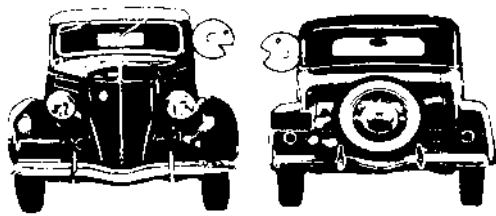
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### **Photo of the Month**

Dawn Osborne was the big winner during the 13th Annual Poker Rally held in the Lake Geneva area September 24-26. With three queens, Dawn took home the \$100 grand prize along with the coveted Dick Alfini Memorial Winning Hand award. Dawn is pictured receiving her prize money and plaque from Ken Bounds.