

ROAD CHATTER

Early Ford V-8 Club - Northern Illinois Regional Group #8

P.O. Box 803

Arlington Heights, IL 60006-0803

www.nirgv8.org

Volume 57 Issue 7

July 2023

UPCOMING NIRG EVENTS

July 13 Board of Directors Meeting via Zoom 7:30 pm.

July 15 10th Annual Customer Appreciation Car Show, Friendly Ford. See Page 3 for details.

July 18 Monthly Meeting, Wheeling Township Service Center, 7:30 pm.



OTHER EVENTS OF INTEREST

July 4 Happy Birthday to the USA!

July 6-8 51st Annual Iola Car Show and Swap, Iola, WI. \$20 per day, or \$30 for all 3.

July 22 6th Annual Summer Celebration Car, Truck, & Motorcycle Show, Schaumburg Home Depot, 10-4. \$10 donation per vehicle.

In this Issue

Page 2 – President Scott Gilday talks about the Grand National Meet and laments his reason for arriving without his registered vehicle.

Page 3 – All members should make plans to attend our own Randy Yockey's Customer Appreciation Car Show in Roselle July 15.

Page 3 – A few words from your editors.

Page 4 – A very brief report on the 2023 Grand National Meet.

Page 5 – Gary Osborne showed his Dearborn-winning 1932 Ford Cabriolet in a place of honor at the Motor Muster. See his report here.

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Page 13 – Some interesting facts about the 85th Anniversary of the 1938 Ford.

Page 14 – Rearview Mirror – information about club events over the past 50 years, plus a Flathead Flashback.

Page 15 – Registration is now open for the 2024 Central and Eastern National Meets. Brief information and links to the meet websites here.

Back Cover – Photo of the Month: Our group at the 2023 Grand National Meet Awards Banquet.



Attention Members

Please consider driving your Early V-8 and come early to the July 18 monthly meeting. Weather permitting we will be doing some tire kicking in the parking lot.

For tonight's program, Scott Gilday and daughter Ciena plan to give an update on their '41 Ford restoration project.

2023 OFFICERS**President**

Scott Gilday

Vice President

Jay Hinshaw

Secretary

Gary Osborne

Treasurer

Ron Blum

Membership Chairman

Ken Bounds

Health & Welfare

Vacant

Tour Chairman

Pat Maroney

Newsletter

Ken and Carolyn Bounds

Board of Directors

Vickie Beck

Ken Bounds

Pat Maroney

Ron Steck

Este Scheve

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

editor@nirgv8.org

or call

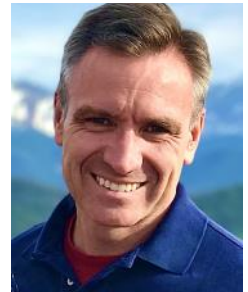
630-858-9474

Publishing deadline is the
25th of the month.

The Road Chatter is published monthly by NIRG. Other Early Ford V-8 Regional newsletters are welcome to use material from the Road Chatter provided the Road Chatter is credited as the source.

FROM THE DESK OF THE PRESIDENT

June was a busy month for our group. In addition to the Grand National Meet in Dearborn and our regular monthly meeting, we also had a club outing to the Aurora Air Classics Museum. I thank Ron Steck for hosting this tour where club members got to enjoy the aviation history of the museum and lunch at the Sugar Grove Café. Ron Steck even got to see a helicopter that he actually worked on. This month, please be sure to join us at the 10th Annual Customer Appreciation Day car show at Friendly Ford in Roselle on July 15th, and also at our monthly member meeting, where, weather permitting, we look forward to kicking the tires on some V-8s.



The Northern Illinois Regional Group had good representation at the Grand National Meet. Participants included Ken and Carolyn Bounds, John and Este Scheve, Gary and Dawn Osborne, Dick and Linda Livingston, Tony Mireles, Pat and Dee Maroney, Paul and Joanne Linzer, Ron Blum and his friend Glenn Johnson, long-distance members John and Robin Emmering, Rick and Marissa Claybaugh, Kim, Benny, Olivia, and Leon Taylor, Joe and Paula Baughn, and even me (despite challenges that I'll explain). Within the group we had several award winners. And, a special thanks needs to go out to Ken and Carolyn who again put in substantial time and effort to ensure the event was a success.

As I mentioned, we had many winners at the meet, however as fate would have it, I was not among them. My challenges started on Tuesday as I was getting ready to leave for Dearborn. I began to address a small issue that arose at work and when I finally came up for air it was already well after 4PM. Although I had already loaded my 47 Woodie station wagon into the trailer and was pretty much ready to leave, I decided it would be wiser to go first thing the next morning, rather than drive in rain and darkness. I woke up bright and early and was ready to pull out of my driveway at 5:30AM when, in an abundance of caution, I decided to check my trailer's break-away emergency brake one more time. Unfortunately, it did not work, despite apparently working the night before. This launched me into hours of troubleshooting which led me to realize that not only did my breakaway brake not work, but that I had no brakes at all. Despite my stubbornness and unwillingness to admit failure, I finally threw in the towel, parked my Woodie back in the garage, and left for Dearborn in my modern car. I grew up in Chicago as a Cubs fan where I became very used to saying "well, there's always next year." To that point, I am already signed up for the 2024 Central National Meet in Auburn, Indiana. I hope to see you there!

UPCOMING TOURS AND EVENTS

FRIENDLY

CAR SHOW
CUSTOMER APPRECIATION DAY

333 East Irving Park Rd, Roselle • 630-924-8686 hosted by Friendly Ford

FREE SHOW! **Sat. July 15th** **10th ANNUAL**

Time: Registration 9:00 a.m. - 11:00 a.m, Awards @ 2:00 p.m.

Rods • Customs
 Vintage • Classic








Awards to the Top 30!
 Open to all Makes, Models and Years!
 Plus Best in Show and Dealer's Choice!

First 75 receive Dash Plaques!
 Food Service on site!
 No Fee compliments of Friendly Ford
 Rock & Roll tunes!

Saturday, July 15

Fellow member Randy Yockey is once again hosting his Customer Appreciation car show at Friendly Ford in Roselle. This show is always packed with all manner of classic cars and is completely free of charge, including free food.

Pat Maroney is going to arrive early and attempt to save spaces so we can park our Early V-8s together as a group. Although registration opens officially at 9:00 am, Pat would like to see us there by 7:30 or 8:00.

Everyone is encouraged to attend. Bring your classic car if you can, but as always, you are welcome to come in modern iron. This will be a great day for car-watching and some V-8 camaraderie.

Join your fellow club members and show your support for Randy and his show.

FROM THE EDITORS

Ken & Carolyn Bounds

What a busy month June was for us! We spent the first week finalizing items for the Grand National Meet and preparing and loading the cars. Then a week driving to Dearborn, handling registration, judging, and tabulation for the meet, and coming home to wrap things up.

We are already deep into planning and processing registrations for the two 2024 National Meets. I think Carolyn may need a break from V-8 Club work!

We are going to try something different with the Road Chatter this month. With all the detail about the Grand National and the Motor Muster, we just don't have enough room to fit everything into the 12 pages we are limited to for the printed version. For this issue, the on-line version will be longer. Even if you receive the printed version, we email everyone the online version. We encourage you to take a look. Also all issues of the Road Chatter are available on our website, <https://nirgv8.org>.



Ken & Carolyn

60th Diamond Anniversary Celebration 2023 Grand National Meet By Ken Bounds

In August 1973, over 750 V-8ers celebrated the 10th Anniversary of the Early Ford V-8 Club by gathering in Ford's home town of Dearborn for the first Grand National Meet. Now, 50 years later, over 360 members and family from Canada, Sweden, Australia, New Zealand, and 34 states returned to Michigan to celebrate the Diamond Anniversary of the Club. The number of registrations and vehicles present were smaller, but that did not diminish those attending from having a great time. This "Homecoming Celebration" was the 11th Grand National and the 9th held in Dearborn.

Most of the folks attending the meet reported that they had a great time, renewing old friendships, making some new ones, participating in fun activities, and seeing some great Early V-8s. As we have said many times, national meets are as much family reunions as they are a car show.

Of the 102 vehicles displayed on Thursday's concourse, 10 were brought by members of our regional group, including those from our "long-distance" members in Indiana and Oklahoma. Each of them brought home a trophy. Shown below with the award won are nine of them.



**Joe & Paula Baughn - '46 Club Coupe
2nd Place - Touring**



**Ken Bounds - '50 Crestliner
Dearborn Emeritus**



**Marisa Claybaugh - '51 Convertible
Dearborn Medallion with License Tab**



**Rick Claybaugh - '39 Ford Fordor
2nd Place - Concourse**



**John Emmering - '49 Custom Fordor
1st Place - Concourse**



**Dick Livingston - '38 Standard Coupe
Rouge Medallion**



**Tony Mireles - '37 Deluxe Tudor
Rouge Award - I,E,R**



**John Scheve - '47 Sedan Coupe
1st Place - Touring A**

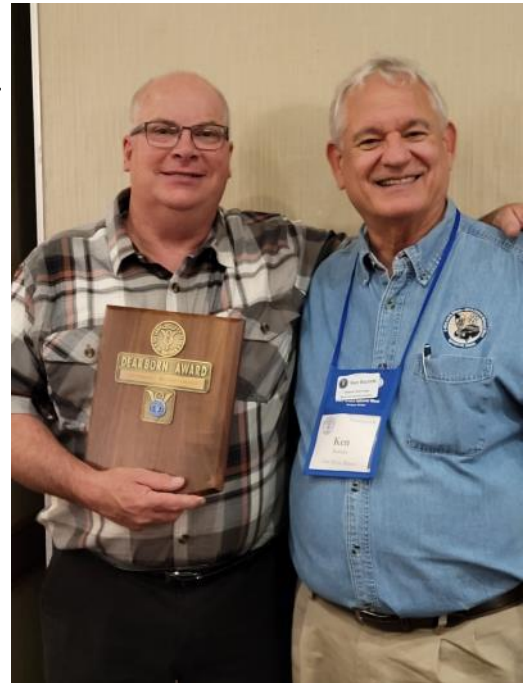


**Kim Taylor - '52 Club Coupe
2nd Place Concourse**

In the very limited space we have available, we wanted to devote some space to the very special entry to this meet by Gary Osborne and his 1932 Ford Cabriolet. This car has a special history within our regional group and its showing was the culmination of a labor of love by Gary in its restoration. It was my distinct pleasure to be able to be on the podium to tell a little story about Gary's '32 and to announce his Dearborn Award! We hope that Gary will submit an article in the near future about his journey.



Gary Osborne's 1932 Ford Cabriolet on the concourse



Gary with his Dearborn Award

My Motor Muster Experience by Gary Osborne

Motor Muster in Greenfield Village at the Henry Ford was held June 17-18, 2023. This date corresponded with our Grand National Meet in Dearborn this year. The members of our National Club were invited to attend free of charge following our Meet. Since my car was completed and would be shown at our Meet, I decided to also show it at Motor Muster. Normally I would not be able to show a 1932 vehicle there because their years of qualification start at 1933. However, all of our National Club was invited, therefore I could show my car.

About a week before the show, I received an invitation to show my car in a special display area that the organizers were putting together. In honor of the Early Ford Club's 60th Anniversary, there was going to be a special display about the Flathead Ford Era. They asked if I would be willing to be a part of the display along with several museum cars and engines. Of course; you know the answer.

Upon arrival I was directed to a large pavilion to park my car in. This pavilion was the former Detroit Central Market from 1860. It was a beautiful setting for the Flathead Fords. Several cars were from members of the Early Ford Club, and by the way, there were also member's cars brought to other areas of the Motor Muster.



Detroit Central Market Pavilion

I was given instructions from the Village on the day's activities, wiped off my car, and then the crowds came in. Wow! Literally thousands came through the gates to view all the vehicles displayed throughout Greenfield Village. Every make and model seemed to be represented. I found out later that it was the biggest crowd and display of cars since before the covid pandemic.

One of the advantages that those of us in the Flathead display area had, was that the cars were separated enough that people could walk all around them. As they walked around them, they asked a lot of questions about each car from its owner. For me, it seemed to be non-stop questions about the 1932 Model as the first year of the flathead V-8. Another item that was talked about a lot was the rumble seat. Most people had never seen one. And of course, the paint scheme was questioned numerous times. People could not believe that Ford actually had a car with two colors for the body, and with pin stripes.

Another highlight from both days was the Pass-in-Review. Each car from their respective groups would pass in front of the grandstands as the commentators talked about them. In my situation for the Flathead Display cars, I was the first one since I had the 1932 car. As I led them to the stands, I was directed to stop to have them talk about the flatheads, 1932 model run, and my car in particular. I think I was there for 10 minutes. Then the others followed and only had a few seconds in front of the stands. Maybe next time they should have brought a 1932 model.

Being that it was Father's Day Weekend, my two sons Justin and Jacob came up for the day. They also were overwhelmed with how many cars were there, and how large the crowds were. Seeing that I have had my '32 for over 30 years, it has been a part of their lives since they were infants. They got a kick out of it finally being displayed for others to enjoy at the Motor Muster.

There is so much more that I could write about, but maybe it's best if when you next see me that you ask me about it. The Early Ford V-8 Club only has a Grand National Meet in Dearborn every five years. I guess I'll have to wait until 2028 to show my car at Motor Muster. It sure was a blast!



Gary's Cabriolet at the Pavilion



A tiny snapshot of the estimated 600 cars on display

JUNE 20 MEETING MINUTES**Submitted by Gary Osborne**

President Scott Gilday opened the meeting at 7:30 P.M. with a warm welcome to all in attendance. Dan Weise was the lone visitor for the evening. Scott wanted to have the business part of the meeting be short as there was a lot to talk about concerning the National Meet.

**Membership Report**

Ken Bounds reported that the Club is up to 62 members.

National Club Report

Ken Bounds reported that there were 184 registrations at the National Meet. Originally there should have been 253 registrations, but there were a lot of no-shows for various reasons. There were 102 vehicles on the Concourse.

Treasurer's Report

Ron Blum gave the report as follows: Revenue - \$18 from the 50/50 raffle. Expenses - \$24 for the Road Chatter.

Health and Welfare Report

It was great to see Tom O'Donnell in attendance. He said he is doing OK, but is continuing treatment. Let's please keep him in our prayers.

Past Events

Ken Bounds gave a report on the tour to the Beller Museum. It was a wonderful time. Jordon gave a personal narration for all the vehicles in his museum. That adds a nice touch to the tour. After the museum the group had lunch at White Fence Farm, which is always a treat.

Future Events

- July 15- Friendly Ford Customer Appreciation Day
- August 13- NIRG Picnic at Timmerman's Ranch
- September 22-24- Lake Geneva Poker Rally

Additional Items

There was a short coffee break which included cookies baked by Carolyn Bounds. After the break three members displayed the awards that they had received at the Grand National Meet. They were; Ken Bounds, John Scheve, and Gary Osborne. Ken Bounds showed a slide presentation from the Grand National Meet in Dearborn. It was great to see all the wonderful people and cars that were there. Then Gary Osborne gave a short talk about his experience at the Meet and at the Motor Muster.

The 50/50 raffle was drawn, and the winner was Scott Gilday for \$16.

Attendance

Ron Blum, Ken Bounds, Scott Gilday, Jay Hinshaw, John Judge, Mike Heatherly, Frank Madrigali, Pat Maroney, Russell Medlin, Bob Miller, Joe Novak, Tom O'Donnell, Gary Osborne, John Scheve, Ron Steck, and visitor Dan Weise.

60th Diamond Anniversary Celebration 2023 Grand National Meet – An Insider's Perspective By Ken Bounds

After working on registration and other 2023 Grand National meet planning for over a year, Carolyn and I had printed and assembled all the registration materials and were ready to go. On June 9, we loaded our 1950 Crestliner and our modern car to the roof with the printer, trophies, clipboards, and other supplies we would need at the meet. At 5:45 am on Saturday, June 10, with coffee in hand we headed to Dearborn. The Crestliner ran great, but developed some new rattles on the rough Michigan roads. We arrived at 11:45 am Eastern time – just five hours for the 300-mile trip. We met Meet Chairman Bruce Nelson and Mary Hyberg in the parking lot. After a quick lunch at nearby Chili's, along with Meet Treasurer David Rehor, it was back to the host hotel, the Doubletree, to unload everything to the storage room and get to work.

With several volunteers, we assisted in stuffing the meet goody bags, labeling them with registrant's names, inserting lanyards and name badges, and selecting and adding meet merchandise. It takes a small army just to fold, sort, and inventory the hundreds of shirts. Although this meet schedule was quite long, over 10% of the participants had rolled in to the hotel parking lot by Saturday evening. Those who took a peek into the storage room were put to work!

Bright and early Sunday morning we started working with the hotel staff to set up the tables for the registration room. That is, after the mandatory Starbucks run. We were fortunate to have a very large room that was ultimately used for registration, merchandise sales, promotion of 2024 National Meets, and a signing table for Dave Gunnarson's new large truck restoration book. This room would remain a gathering place throughout the meet. With the room ready to go, several very helpful volunteers assisted in bringing in and arranging the hundreds of meet bags and the merchandise that would be offered for sale.

Carolyn and I were fortunate that several members volunteered to assist in registration. That first day we were particularly grateful that Mike and Traci Squires from Tennessee, our own Robin Emmering, Terri Vetter from New York, and Lawrie Kyte – all the way from Australia – gave of their time to work the registration desk. We were able to hold a short orientation session, did practice registration for some of the workers, and opened registration about an hour early at 3:00 pm. With V-8 Club members all over the hotel, they began streaming into registration. Everything went smoothly and by the time we closed at 8:00 pm, we had processed over 40% of the meet registrations.

Activity at the registration room started slowly as most of the early arrivals were on buses to the Auburn Cord Duesenberg and V-8 Foundation museums in Auburn. While Carolyn continued to be tethered to registration, I began some of my initial duties as National Chief Judge. I met with Dave Collette and his



John and Este Scheve taking a coffee break



Members enjoying the ice cream social

team to go over expectations for the operational check. We were fortunate to recruit Midwest Director John Emmering to take photos of vehicles passing through the check. John dedicated most of his Monday and Tuesday to that task before turning over the duties to Nancy Collette on the final ops check day of Wednesday. We thank John and Nancy for the photos that appear on Page 4.

Each day, Carolyn collected the photos from John and Nancy, renamed them to the registration number, and sent the photos to a nearby Walgreens to have prints made. After receiving the prints, we placed them into custom folders and made them available to owners to pick up. Most people seemed to really appreciate getting the photos, even though some of them may have already had pictures of their vehicles.

Carolyn's days at registration are always non-stop. In addition to supervising the operation and training new volunteers as they arrive, she does all the problem resolution and handles all money transactions. She handles name badge additions and corrections, vehicle changes (including printing new windshield cards and parking markers), and logs in all check-ins to our meet database. This information is very important for the concourse layout and judging as we need to know what vehicles and judges are on site. Then there is the constant interaction with members who want to attend tours and meals at the last minute.

By the end of the day Monday, we estimate that over 70% of the attendees had arrived on site and checked in. We then had some time to relax at the impromptu ice cream social that was held that evening – the place was packed. But suddenly I realized that we had a problem: the driving directions that we had given all attendees to get to the BFRC, the Henry Ford, and Greenfield Village were inaccurate due to road construction. This led to a late night of revising and reprinting the map and directions and a plan for getting them into the hands of those who would need them tomorrow.

Tuesday brought more of the same routine at registration. We were confident that our new driving directions would save some members some grief. There were several tours on Tuesday to the Benson Ford Research Center and to the Fair Lane home of the Fords. Interestingly, we spent quite a bit of time arranging rides for people going on the tours, even driving a few of them ourselves. John McBurney and I spend some time driving through the concourse area to get ideas of how it would be laid out. John took a team out and marked the proposed parking assignments with chalk. Tuesday night was the welcome party and a little time to relax. We spoke to the group about the construction impact on the driving directions and also advised everyone how their vehicles could be parking in their assigned spots immediately.

Wednesday was the final day for meet registration and by the end of the day nearly everyone had checked in. With most of the attendees off to Greenfield Village for a picnic, John's team laid out all of the tile parking markers. We were pleased with how many vehicles got into their correct spots upon return from the Village. Now it was time to finalize all the judging teams and prepare for the owners/judges meeting.



Ron Blum's drone gave us some great pictures of vehicles on the concourse



Enjoying the welcome party

Unfortunately, in testing for the meeting our video projector failed. We were fortunate that the Henry Ford Heritage Association speakers were willing to loan us their projector.

By late afternoon, registration was finally closed and we had presented the owners/judges meeting. The turnout for the meeting was very large and all the judges were present. We let everyone know what the plan would be in case of the much anticipated rain and storms on Thursday. We were now able to prepare bags for the deputy judges with clipboards, pencils, judges participation forms, and printouts of judging and vehicle assignments. Wednesday evening was a free evening and we were able to take some time and hang out with friends.

Thursday – Concourse Day! Carolyn and I were down to the storage room to pick up items we needed for the Judges' Breakfast and get the room ready. After breakfast, we presented judges patches to Novice, Senior, and Master judges. With some last minute instructions with the threat of rain, we sent the judges out to try to get an early start with the judging process.

Carolyn was back with her staff setting up the tabulation room, then off with the assistance of Marisa Claybaugh verifying every car on the concourse. With threatening skies overhead, the judging process went smoothly and some teams completed early. Carolyn and her team of tabulators worked quickly, but with two judging teams still not complete, light rain began to fall. Soon, all the judging sheets were tallied and verified; Concourse Chairman Michael Driskell was able to release the concourse soon after 1:00 pm.

Now Carolyn was on a new deadline. She had to summarize all the results of the judged vehicles, the walkarounds, the Rouge judging, and the Touring and Display classes. We had arranged for plates to be engraved for every winner at a local trophy shop. As people were beginning their evening activities, we were wrapping up the tabulation room and got the list off to the engraver early.

Carolyn and I decided to get some alone time and find a place for dinner. But then we got the call – the engraved plates were ready. So we headed out to Allen Park to pick them up. On the way back, we took a shot at trying to get a table at the very popular restaurant, Ford's Garage. As luck would have it, some of our friends from the Northern Virginia Group invited us to join them. We had a great time and enjoyed their company.

The final day of the meet (for us) was Friday. Early in the morning we were back in the storage room to begin assembling trophies. As has become tradition, Dick and Linda Livingston arrived to help with this task. Dearborn and Rouge plaques, Dearborn, Rouge and Emeritus Medallions, License tabs, and local trophies were all assembled with the required medallions and engraved plates. Judging sheets were folded, labeled, and associated with their awards. Somehow morning became afternoon and it was time to begin staging the awards in the banquet room.



We can still smile!



Midwest Director John Emmering presented a 50th Anniversary Certificate to Jan Ryden for Sweden RG #58

It seemed like the entire process of trophy preparation and staging went very smoothly, but by the time we were finished and ready for tonight's presentation, members were already arriving outside the room for hospitality hour. We hustled to our room for a quick shower and change and came back in time to enjoy the fun.

Gary Osborne had a very nice invocation before dinner. After dinner it was time for a few words from the meet chairman and National President Rick Claybaugh. Then it was my privilege to go to the podium and announce all the trophy winners with Carolyn selecting and handing them to Rick for presentation.

With a few pleasantries at the end, it was suddenly over. There never seems enough time at the end of the banquet to say goodbye to the fellow members you have just spent the better part of a week with. We were able to gather most of the members of our regional group to take a photo and another with all the award winners.

Saturday morning it was time for all of the "stuff" in our hotel room and the storage room to get packed back into our cars. Somehow it all fit and we said our final goodbyes. Shortly after 7:00 am we had filled the cars with gas and were on the road. The trip home was uneventful and we arrived before noon. Now we were really finished, right?

Not really. The cars had to be unloaded, everything sorted and put away, meet items taken back to the storage unit. Then judging and awards databases needed to be updated. Final reports of judging and awards needed to be written and forwarded to the V-8 Times. Then it was time to start inputting into the new databases registration forms we had received in Dearborn for the 2024 Central and Eastern National Meets. It begins again!



Gary presented the invocation



NIRG Members with their trophies



Driving Tour to the Aurora Air Classics Museum

On Sunday, June 25, Ron Steck led a tour over secondary roads to the Air Classics Museum in Aurora. Meeting at McDonalds in Wheaton were Ken Bounds, 1950 Ford Crestliner and Jay Hinshaw, 1940 Ford Standard Tudor. Arriving in modern iron were Ron & Colleen Steck, Ron Blum and his friend Glenn Johnson, Mike Heatherly and his brother Rob, Gary Osborne, and John & Este Scheve. Tom Buscaglia met us at the museum.

A very knowledgeable docent on his first ever tour at the museum (!), described in great detail all the aircraft on the museum grounds. Afterward we browsed through several interesting displays inside. After tour we enjoyed lunch, arranged by Ron Blum, at the nearby Sugar Grove Café.

V-8 Gals

Summer snuck up on us. Spring cleaning time came and went. With spring comes the spring cleaning ritual. Maybe it's my mood, but I didn't see myself getting too jazzed about it this year. I came across this list that seems to summarize my philosophy this year. Can anyone relate?

Philosophy of House Cleaning

1. I don't do windows because ... I love birds and don't want one to run into a clean window and get hurt.
2. I don't wax floors because ... I am terrified a guest will slip, hurt themselves, I'll feel terrible, and they may sue me.
3. I don't mind the dust bunnies because ... they are very good company. I have named some of them and they agree with everything I say.
4. I don't disturb cobwebs because ... I want every creature to have a home of their own and my family loves spiders.
5. I don't Spring Clean because ... I love all the seasons and don't want the others to get jealous.
6. I don't plant a garden because... I don't want to get in God's way, He is an excellent designer.
7. I don't put things away because ... my family will never be able to find them again.
8. I don't do gourmet meals when I entertain because ... I don't want my guests to stress out over what to make when they invite me over to dinner.
9. I don't iron because ... I choose to believe them when they say "permanent press."
10. I don't stress much on anything because ... "A-Type Personalities" die young and I want to stick around and become a wrinkled up crusty old woman!



Did you know?



6 Surprisingly Dirty Places in Your Home

- Kitchen Sink
- Toothbrush
- Salt & Pepper Shaker
- TV Remote control
- Computer keyboard
- Bathtub

<http://women.webmd.com/home-health-and-safety-9/places-germs-hide>



TECH CORNER



2023 is the 85th Anniversary of the 1938 Ford. We hope you like the following interesting technical information and historical facts about this model and contemporary world events.

Firsts

- Deluxe and Standard are now separate body styles
- First year for the iconic “teardrop” taillight
- Stainless beltline trim replaced pin striping
- Taillights mounted flush into the fenders
- Headlight dimmer switch mounted on floor
- Convertible Coupe and Convertible Club Coupe replaced the Cabriolet designation
- 24-stud 221 V-8 replaced the 21-stud early in the model year

Lasts

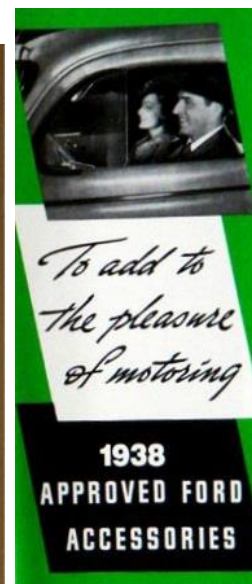
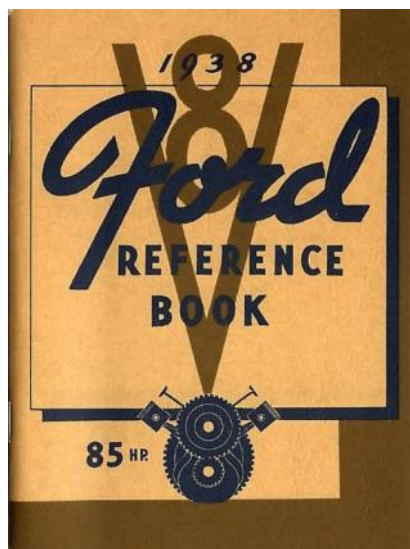
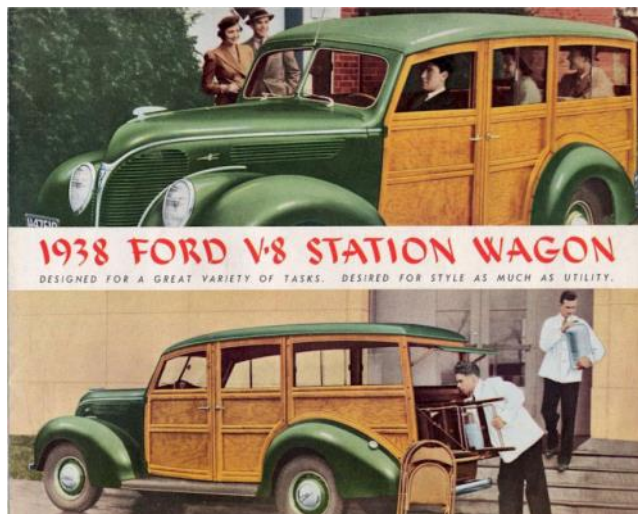
- Last year for mechanical brakes
- Last year for the Phaeton body style
- Last year for the Club Coupe body style

Technical Specifications

- Price – from \$595 for the Standard 60 hp Five Window Coupe to \$900 for the Convertible Sedan
- Most expensive accessory – Radio at \$45 installed
- Weight – ranged from 2,354 lbs for the Standard 60 hp Five Window Coupe to 2,981 lbs for the Station Wagon
- Engines – 221 cubic inch Flathead V-8 rated at 85 horsepower and 136 ci V-8 60
- Production totals – 410,048; Fewest-4-dr Phaeton, 1,169; Most-Standard Tudor Sedan, 106,117
- Serial numbers – 85 hp: Beginning – 18-4,186,447 End – 18-4,661,400
60 hp: Beginning – 54-358,335 End – 54-506,500

Notable

- Introduced – November 1937
- Ford’s sales of only 410,000 vehicles was less than half of the 990,000 sold in 1937
- Ford produced its five-millionth V-8 in May
- The 26-millionth Ford rolled off the line in November
- On January 3 The March of Dimes was established by Franklin Delano Roosevelt
- On July 18 Wrong Way Corrigan takes off from New York, ostensibly heading for California. He lands in Ireland instead.
- On July 3 the steam locomotive Mallard sets the world speed record for steam by reaching 125.88 mph.





10 Years Ago This Month – July 2013

On July 20, eighteen members driving eleven early V-8s enjoyed a driving tour to the former Chanute Air Force base in Rantoul, hosted by Ron Steck, who was stationed at the base in 1971 and 1972. Ken Bounds was reportedly driving his '36 Roadster 70-75 miles per hour as he led the group. The July Road Chatter contained the first detailed planning report for our 2014 Central National Meet.

20 Years Ago This Month – July 2003

On July 18, 50 people attended a fundraiser for the Early Ford V-8 Foundation building fund at the Beller Museum, arranged by Tom O'Donnell. The group included seven V-8 members from Australia on their way to Dearborn. On July 21-25 a large group of members traveled to the Grand National Meet in Dearborn. Unfortunately, Ron Blum's '40 only made it to the first tollbooth after our meeting place and Ken & Carolyn Bounds' 1950 Convertible only made it under its own power to Michigan City, IN; it continued to Dearborn on a U-Haul. Eight members brought trophies home.

30 Years Ago This Month – July 1993

At least 13 members showed their Early V-8s at the Grand National Meet in Dearborn, which ended July 5, with most bringing home trophies. Sadly, Manny Safus, who attended the meet with his '37 Tudor, passed away after suffering a massive heart attack the day after he returned from Dearborn. The annual NIRG picnic was held on the banks of the Fox River in Cary. Because of heavy rain before the picnic, about 45 members had to park their Early V-8s at host Ralph Morey's restoration shop nearby.

40 Years Ago This Month – July 1983

The "Iola or Bust" weekend of July 8-10 started with a bust when the Wrobel's '46 Fordor quit running. After lunch and a couple hours of troubleshooting, the group of 28 members and family in 7 Early V-8s and various other vehicles made it to Iola and had a great weekend. Reportedly, there was some "horsin' around" at the pool.

50 Years Ago This Month – July 1973

Planning for the big tour to Dearborn was the main topic at the well-attended July 31 meeting at Jack Loftis Ford in Willowbrook. The July newsletter included a map for the large caravan of members traveling to Dearborn August 8 for the inaugural Grand National Meet.

Flathead Flashback

Some of our members at the 1993 Grand National Meet in Dearborn. (From Marty Duling Collection).



NIRG EVENTS CALENDAR

May 6 Duals Night - Culvers, Buffalo Grove 11 Board Meeting 16 Member Meeting 21 Beller Museum Tour	June 8 Board Meeting 11-17 Grand National Meet, Dearborn, MI 17 National Drive your V-8 Day 20 Member Meeting 25 Aurora Air Classics Museum Tour	July 13 Board Meeting 15 Customer Appreciation Car Show, Friendly Ford, Roselle 18 Member Meeting	August 10 Board Meeting 13 Annual Picnic, Island Lake 15 Member Meeting
September 14 Board Meeting 19 Member Meeting 22-24 Lake Geneva Poker Rally	October 12 Board Meeting 17 Member Meeting	November 7 Member Meeting Note Special Date 9 Board Meeting 11 Veterans Day Lunch, Location TBD	December No Meetings

2024 National Meet Updates



2024 Central National Meet • Auburn Indiana June 17-21, 2024

Early registration is now open! Visit the meet website at 2024cnm.com for registration forms and more information.

Most meet activities will be held at the Early Ford V-8 Foundation Museum. Come see the newly opened Jerry Windle events center.



2024 Eastern National Meet • Clayton, New York September 15-20, 2024

Early registration is now open! Visit the meet website at 2024enm.com for registration forms and much more information.

This meet will be held in the stunning 1000 Islands area of Upstate New York. This will be a very special experience.

HAPPY BIRTHDAY TO

**RICK CLAYBAUGH (7/2), JOANNE LINZER (7/2), RUSSELL MEDLIN (7/12),
 JORDON BELLER (7/13), RHONDA MILLER (7/18), PAUL LINZER (7/19),
 TONY MIRELES (7/19), & PAT MARONEY (7/21),**

HAPPY ANNIVERSARY TO

RICH & MARY ANDERSON (7/29) & JOEY & MILLIE NOVAK (7/30)

**AND ALL THOSE CELEBRATING BIRTHDAYS AND
 ANNIVERSARIES THIS MONTH.**



For Sale



This **1940 Ford 1/2 ton pickup** is a full restoration. The engine is a 1951 Mercury flathead, 3 speed transmission, Columbia two speed rear end. Frame is powder coated along with many suspension parts. New wire harness and many other items. Have all the records of the restoration and list of parts. **Asking \$40,000. Contact Ron Steck at 630-777-4001.**



1934 Ford 5-Window Coupe. This car is located in Iowa, about two hours northwest of Des Moines. Mr. Berger is helping the widow of the owner sell the car. It is in very nice condition and has a post-war 59A engine. The editor has more pictures if you are interested - let us know. **Asking \$55,000. Contact Joe Berger at 712-830-9569 .**

2007 Shelby GT500 Mustang. 3,256 miles, original owner. **Contact Bob Miller at 847-651-7207.**

The Items Below are Offered by Ray McMahon

Professionally rebuilt 1936 LB engine. The rebuild was done by Speed Performance Engineering and Dyno tested. I have documentation on all components that were used as well as video of the engine on the Dyno. Includes rolling stand. Price **\$11,750.** Good set of original 36 cast iron heads, **\$175.** Original 36 Cam in good used condition, **\$85.** Original Ford 8 Day Clock Mirror (pull string) with Mounting Bracket. Very Rare. Mint condition, **\$1,275.** Heart shape Vacuum Windshield Wiper Motor Chrome plated in mint condition, **\$1,050.** Generator restored and tested by Joe Serritella, **\$275.** Original voltage regulator restored and tested by Joe S. tested together with the generator above, **\$100.** 1936 Ford Tool Set includes wrenches, jack, tire pump, tire irons, grease gun, screw driver, tool pouch and Reference Book 1936 Ford V-8, **\$500. Call Ray McMahon at 630-853-6832.**

R-12 Freon 12oz \$10 per can. Ignition resistor - new \$5. Condensers: 78-12300 fits 1940 helmet distributor \$5, 91-A 123000 Fits 1941 and up \$5 each. Spark Plugs for sale \$1 each: Champion F-14Y (8), Champion RF-14Y4 (6), Motorcraft AWSF 44C (8), AC Delco R45TS8 (8), AC Delco R44TSX (6), AC Delco R45LTS6 (5), AC Delco R43TS (1). **Contact Roger Obecny at 708-772-1925.**

Three 16" pickup rims. **Contact Tom Myers at 847-651-7207.**

Wanted

Wanted: 1941 Ford starter, generator, and carburetor. **Contact Vickie Beck at 847-946-5237.**

Wanted: 1952 International L-150 Model 5 lug rims. **Contact Mike Heatherly at 630-234-5384 or mikehy@raecorents.com.**



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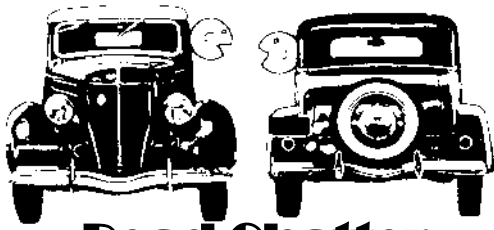
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Photo of the Month
NIRG Members at the Grand National Meet Awards Banquet