

ROAD CHATTER

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

Volume 57 Issue 11

P.O. Box 803
Arlington Heights, IL 60006-0803
www.nirgv8.org

November 2023

UPCOMING NIRG EVENTS

November 7 Monthly Meeting, Wheeling Township Service Center, 7:30 pm.
Note special date!

November 9 - Board of Directors Meeting via Zoom 7:30 pm.

November 11 - V-8s and Veterans Lunch, see page 3.



OTHER EVENTS OF INTEREST

November 5 - Daylight Saving Time ends - remember to set your clocks back.

November 11 - A day to say "Thank You" to the veterans in our lives.

November 23 - Happy Thanksgiving to you and your families.

In this Issue

Page 2 – President Scott Gilday talks about all the fun the club has been having, plus time for a family getaway.

Page 3 – Este Scheve has arranged our traditional Veterans' Day Luncheon - on Veterans Day! See details here.

Page 3 – Be sure to mark your calendars for several important events we have coming up in the next few months, and remember to pay your 2024 dues.

Page 4 – See Ron Blum's report on a fun and colorful Fall Colors Lake County Driving Tour.

Page 5 – A few words from your editors.

Page 6 – This month we received an article from an Early V-8 vehicle! Read all about his or her long road to restoration.

Page 14 – Minutes of the October 17 monthly meeting.

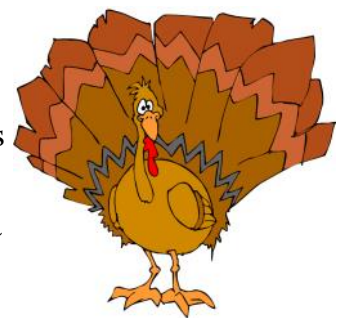
Page 15 – Information about next year's national meets.

Page 16 – Our V-8 Gals page has some timely information about the history of Thanksgiving Day, plus a yummy recipe.

Page 17 – Our Tech Corner took the month off so we could remember the anniversary of a significant event in U.S history 60 years ago.

Page 18 – Rearview Mirror – information about club events over the past 50 years, plus a Flathead Flashback.

Back Cover – Photo of our group enjoying a beautiful day on the Fall Colors Driving Tour.



Elections will be held at the **November 7** meeting. There will be another round of nominations to ensure that we have a full slate of officers for 2024. We need you to come to the meeting and cast your vote for our club's future. We will also have our traditional November turkey drawing for **three \$25 cash prizes!** Plan to attend.

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

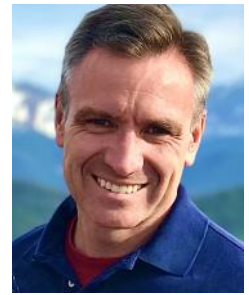
Publishing deadline is the
25th of the month.

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

Welcome to November. I hope you had a chance to enjoy some of the unseasonably good weather in October and got to participate in some of our club events.

First, thank you to Ron Blum for hosting our Lake County Fall Colors tour on October 21st. After rescheduling from the prior week to miss the rain, the group had a beautiful day to go out and see the changing colors in Lake County and have lunch at the Woodfire Tavern in Long Grove.



Next, I'd like to thank the Bounds family, Ken and Carolyn, for making our monthly meeting one to remember. Ken hosted a wonderful presentation on his "minor" under the hood detailing job on his '50 Convertible that turned into a multi-year concourse-quality restoration. And, just in case this wasn't enough, Carolyn took her signature home-made cookies to the next level and baked custom V-8 cookies for the group. Apparently, popcorn just wasn't good enough for this presentation!

Our family took advantage of getting a bit of a break in our schedule and took a quick trip to Colorado. Unfortunately, we missed the Fall Colors tour, but we got to see a little scenery of our own and even got a chance to relax (yes, those are martinis)!



For this month, Este and John are hosting our Veterans Day Lunch on November 11th at The Patio in Lombard. Please join us for a great lunch and to salute our vets! Also, please don't miss our Monthly Meeting on our special date of November 7th. We will hold our very important vote for officers and directors, and there's still time to nominate someone or throw your hat in the ring. We promise the process will be less challenging than being elected Speaker of the House. Also, Ken Bounds will be doing another informative Tech Talk on some of the tools and techniques he used on the underhood refresh of his Convertible. Don't miss it!



I look forward to seeing you this month! And, please don't forget to check us out on the web at nirgv8.org.

UPCOMING TOURS AND EVENTS**Veterans Day Lunch****Saturday, November 11, 2023 11:30am**

The Patio BBQ Restaurant will be the location for another great event to support the Veterans in our life! Join us for lunch.

2780 S. Highland Ave, Lombard, IL**Off 355 at Butterfield****Questions? Call Este Scheve 630.420.0029****Mark Your Calendars for More Upcoming Events**

December 17 - Christmas Luncheon - Tony Spavone's - Bloomingdale, hosted by Pat & Dee Maroney. Watch your December Road Chatter for more information.

January 13 - Annual Installation Dinner, Cooper's Corner - Winfield, hosted by Jay Hinshaw. R.S.V.P. and payment will be required. A form to sign up for the dinner will be included in the December Road Chatter.

February 11 - Scott and Nicole Gilday have tentatively set this date for a Valentine's Day luncheon at Makray Golf Club in Barrington.

2024 Dues are Due

It is time to renew your membership for 2024. For those who are "grandfathered in" to receive the printed edition of the *Road Chatter* by mail, dues remain at \$25 per year. Members who receive the *Road Chatter* through e-mail only (no paper copy) pay \$15 per year.

All members should have received a renewal form with your October issue. If you need another form, please let us know. Thank you to the 37 members who have already renewed!

It's Road Chatter Ad Renewal Time

Do you have an ad in the Road Chatter? Would you like to have an ad in the Road Chatter? The cost is only \$35 for a business card size ad in full color. Just send your check made out to NIRG with a business card to:

Ken Bounds
1N410 Forest Ave.
Glen Ellyn, IL 60137



Fall Colors Driving Tour

By Ron Blum

On a bright Saturday morning, October 21st, 7 cars with 13 V-8er's and 3 guests left for a tour of Lake County fall colors. Ron and Arlene Blum and guest Audrey Rohlinger in modern iron, Gary Osborne, 2008 Mustang, Jay Hinshaw and guests Bill and Susan Schoenbeck, 1940 Ford Tudor, John and Este Scheve, 1947 Ford Coupe Ken and Carolyn Bounds, 1950 Ford Convertible, John Judge, 1947 Lincoln Continental, George and Dawn Zulas, 1950 Ford Convertible, and John Slobodnik and his son John, modern iron.

We headed north into Lake county for our first stop at Daniel Wright Forest Preserve for a walk around a beautiful path around a small pond. It was a perfect camera spot as the trees shined in the sunlight and reflected off of the calm water to make a mirror image. We then headed to Independence Grove Forest Preserve for a delightful view of the lake just as a flight of over 20 Canada Geese came to land very close to us and entertained us with their antics. We then went on our final leg of the trip heading back south to have lunch at Woodfire restaurant in Long Grove before our happy group headed home.



John Judge & Dawn Zulas



FROM THE EDITORS

Ken & Carolyn Bounds

Wow - October was a month for the books! We started the month with temperatures approaching 90, tapered off to normal, and returned to upper 80s toward the end of the month. But as I type this on Halloween, snow is falling. The good news is that the trick-or-treaters are not phased - we have already had several.



We had a great turn of events for touring. Our planned Fall Colors Driving Tour was delayed one week by a miserable, cold, rainy day on October 14. Ron Blum must have known someone. Not only was October 21 a gorgeous day with a high in the 60s, but the additional week allowed the leaves to turn to the spectacular colors you can see in Ron's report on the tour. Great job Ron.

During the month we had something unusual happen. We have been preaching to our members for the past 18 years to send in stories about their Early V-8s. Well this month, we received a great story - from a car! In the following pages you can read about a labor of love restoration of this car that dates back to the early days of our regional group - over 55 years ago. We are not sure, but think that Gary Osborne had a lot to do with the car sending in the story and we thank Gary for that. We think you will find it an interesting read.

We also thank John Judge for sending us an article he wrote about his 1947 Lincoln Continental. We didn't have room to include it this month, but look forward to publishing it in the December Road Chatter.

Here at the Bounds home we have much to be thankful for this Thanksgiving season. In addition to all our blessings, we are also happy about a certain material blessing. In the past year we have decided to consolidate our vehicles. Honestly, we really didn't need seven cars! Last year we sold our Camaro convertible; this year we sold two 1936 Ford Roadsters. Now all of our vehicles are at home in nice warm garages for the winter. And for the first time in more than six years, all of our Early V-8s are clean, gassed up, and ready to be started and driven at any time. We have had the 1950 Crestliner for 35 years, the 1950 Convertible for 29 years, and the 1951 Mercury for 10 years. Life is good in V-8 Land!

In September I was happy to finish up in a short two months a restoration job that took the Convertible out of service for over 6 years. My goal was to surprise everyone by driving the car on the Annual Poker Rally. I had a fun time putting together a slide show and presenting it at the October meeting about the l-o-n-g restoration process. At the November meeting I plan to present a tech talk about some of the valuable tools and techniques I used during the restoration. I hope many of you are able to attend. Please remember that our meeting is two weeks early on November 7.

Finally, as the driving season is coming to an end, please think about submitting an article about your Early V-8. We'll be glad to help you prepare the article. Also, we always appreciate receiving contributions for our V-8 Gals page and our Tech Corner. We can't do it without you!

Your board of directors has set up two more events to wrap up 2023 and is already putting together more fun for 2024. If you have any suggestions for things to do and places to see, please let any board member or officer know - we are always open to suggestions. Hope to see many of you on Veterans Day!

My Story - or - The Rebirth of a 1932 Ford Cabriolet Basket Case

By "The Old Car" with editing by Gary Osborne

I turned 91 this year. In the automotive world that is a lot. Cars have gone from crank start to electric start, manual shifting to automatic transmissions, bias ply to radial tires, roll up windows to power windows, mechanical brakes to hydraulic brakes. And for driver safety, we have gone from literally no safety devices to full restraint and air bag systems to protect the occupants. Of course; you may know that many of our cars are now being powered by electric motors and batteries. Funny how history repeats itself.

Well, right now I'm in my garage under a nice soft cover waiting for my next drive outside. It has been suggested that I tell my story to give others hope that they too can be restored by a caring individual. It's a long story that encompasses many decades of disrepair and frustration; but, worth it in the end.

I was born in June of 1932. My engine came from the Rouge Plant in Dearborn, Michigan. My body was made by Briggs in Detroit. However; I have no memory of where I was fully assembled. I weighed 2,490 lbs. at birth, and was 165.5 inches long. That may seem big for a newborn, but there were many more that were larger. There were 5,962 Ford Cabriolets built in the USA that year, and I have often wondered how many of us are left.

I was very excited to learn as I was being assembled that I would receive the new V-8 engine. These engines had been in the design and engineering process for months before they were installed in me and my fellow Fords. Henry Ford had wanted to prove to the world that he could design and build a one-piece casted V-8 engine block for the lower priced cars. It was to be reliable, powerful, and economical for the newly designed 1932 Fords. So, I was honored to receive one during my assembly.

After my birth that year I was sent to a local Ford dealer, possibly in Maryland. My original caretakers probably paid about \$627 for me from the dealership. After that, I seem to have had a lapse of memory for several decades. I do know that sometime in the late 1960's I was sold to a new caretaker in Illinois. That caretaker; Len O'Connor, happened to be the President of the Northern Illinois Regional Group of the Early Ford V-8 Club of America. Not only was he the President of this regional group, he was also one of its charter members. I knew that I was going to be in good hands.

Over the course of a few years Len disassembled me entirely, and started on my restoration. He restored and painted my chassis, assembled some of it, sanded the body, purchased a LeBaron Bonney interior, and rebuilt my engine. However; several other cars drew his attention. A '32 3-window, a '39 convertible, a '55 T-bird, and another '32 Cabriolet. This meant that I was pushed to the back of the garage to be worked on later. What was really disheartening was that the other Cabriolet was completed before me. I just sat there all covered up, and waited.

After many years Len realized he would probably never get back to me. He made an agreement with his neighbor, Darrell, to sell me. It was just a verbal agreement, that eventually Darrell would purchase me. Well, Len passed away in 1986 with no money exchanged yet. Then Darrell passed away in 1990. What would become of me? One of Darrell's sons really wanted me. So, he made arrangements to purchase me from Len's wife, Marilyn. I now had a new caretaker and was hoping for a new lease on life.

Gary, my new caretaker, was not in a good position to spend any time or money on me at the time, so I continued to wait. After three garage moves and 18 years later, I heard the news that

Gary was going to start on me. Hallelujah!

I'm not sure he knew what he was getting into. I had been completely torn apart, and my parts had been in boxes, and three different garage/attics for almost four decades. I think some of my parts may have even been installed on my sister Cabriolet. This was going to be difficult indeed!

Let me tell you a little bit about Gary. At the time, he was only interested in high performance cars, with not even the slightest interest in an old car like me. He had seen and ridden in my sister Cabriolet (having had the privilege of using it during his wedding with Dawn), but had no idea how to restore one. However, he was up to the challenge. So began my rebirth.

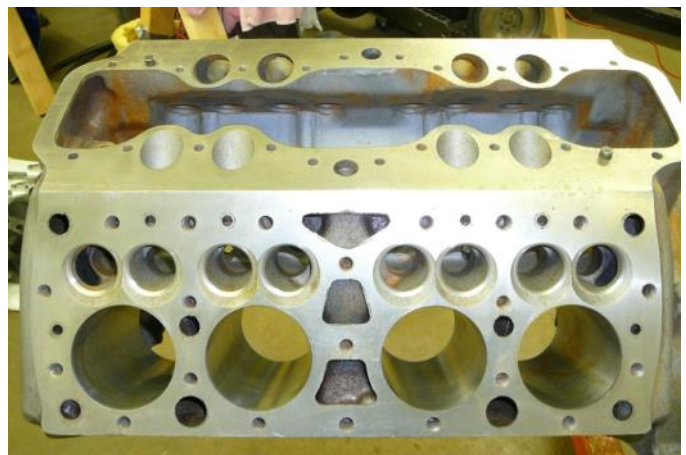


Just sitting and waiting....

The first decision that was made was that I was going to be a “driver.” A decent car to drive around in, but definitely not a show winner. Probably not a good decision on his part considering that I was so well preserved. But, hey, it was a start.

After realizing that help was needed, he joined The Early Ford V-8 Club of America. They had a set of books for the 1932 Fords that he purchased. Written by Dave Rehor, they are highly detailed, and exceptionally researched. By the way, those books, and the emails sent to its author have been an invaluable source of information during the course of my rebirth.

The first item that was restored was my engine. It was disassembled completely, hot tanked, and then measured for wear. It was determined that it would need some extensive machining, so it was sent to Antique Engine Rebuilding for all the machining needs. After the block, crank, rods, heads, and cam were machined, it was time for reassembly. My caretaker is a very “particular” type of person, so all the measurements were retaken to be sure they were in spec, before they were installed on the block. Everything was going according to the plan of using the Club's books to make sure it was rebuilt as an original. However; when it came time for the intake manifold, he used a two-barrel manifold. Remember, this was to be a “driver,” and two barrels meant more horsepower.



My engine restoration begins

My chassis had been somewhat completed many years earlier, so all that was done was to clean it up, check the brake shoes, and install the shocks and springs. The radiator was cleaned and installed. The transmission was inspected and was found to be in great shape. All the components were now ready to be assembled onto the chassis. Because my caretaker wanted to see me run, he just hooked up a one gallon fuel tank, strapped on a milk crate to my chassis, and started me up. Wow, it all ran pretty good, and we even made a few laps around the block!

Now if you remember, I was all apart when my caretaker acquired me. He didn't know if all my body parts were still there. So, he decided to put my body together loosely to make an assessment of missing parts. After all my parts were bolted together it looked like I was only missing a few small items. I couldn't believe that after almost four decades of being put in boxes, laid in piles, and stored in three different garages, I was somewhat back together. Oh, what a feeling!



My first "road trip" in decades

About this time in my rebirth my caretaker decided that he might need a little more help. He made contact with the Northern Illinois Regional Group of the Early Ford V-8 Club. He explained that he was interested in joining the group, and that I had a special connection to the Club. My connection of course, was that I had once belonged to Len O'Connor, one of the Clubs charter members and former President. Membership Chairman Ken responded that we could absolutely join their Club. He also sent us an article written by Len in 1972 about me in their monthly newsletter. Once we joined, we found that many of the members were very glad to have me back in the Club. I had kind of disappeared from the scene, and no one knew what had become of me. After several months of my caretaker explaining that I was going to be a "driver," and most saying how nice that was, he got "the Bug." Looking at all the beautiful Fords, and Ken's very persuasive encouragement to be on the concourse, he decided to give me the ability to earn the coveted Dearborn Award. Here we go again!

I was taken completely apart once more down to the frame. My engine was set aside, as it would only need some external components brought up to standards. My transmission and rear end were already done, so they would not need any updates, other than fresh paint to make them suitable. My frame, which I consider my skeleton, was going to have to be in tip-top shape before any of the rest of me could be attached to it.

By this time several body shops had been invited to "check me out" to see if they would be interested in doing my bodywork and paint. All were very nice to me and commented on how well I had been preserved after almost ninety years. They couldn't believe that I had no corrosion on my skin. I just thought that I had aged gracefully! After a recommendation, and seeing previous work done by Mike at Luurs Hot Rod Restoration in Lockport, IL, my caretaker decided that's where I would be sent.

My frame was the first to be sent, where it was immediately sent out to be media blasted. Upon my frames' return from the blaster, Mike inspected it for defects, filled any pits, then primed and painted it gloss black. The frame was now sent back to my caretaker so that he could work on assembly of my components. Meanwhile, the rest of my body parts were shipped to the body shop.

After all the chassis components were painted it was now time to attach many of them to my frame. Each item was attached using



My frame is ready to go

the correct hardware, which by the way, was mostly my original hardware from 1932. All of the rubber grommets on my frame had become hard and brittle, so they were all replaced with new. My mechanical brake rods were installed and adjusted as needed. It was now time to install my engine.

If you recall, I mentioned that my engine needed some external items addressed to make it correct for my model year. The correct intake manifold, carburetor, water pumps, distributor, starter, and generator, were all restored and installed on my engine. My transmission was mated to my engine, and the whole assembly was installed in my frame. Next came my original radiator, and dash (firewall). Interestingly, my dash insulator is my original one, which are very hard to find, seeing how they deteriorate over time.

My fuel tank was a problem. Many decades ago, it had been punctured, and then repaired. The quality of the repair was very poor, and looked hideous. My caretaker decided to replace my tank with a new one. However; he found that all the new ones had an additional mounting hole added for an electric fuel pump. That would not suffice, so he decided to have mine repaired and cleaned properly. My tank was dipped to remove all corrosion, repaired correctly, sealed inside, and painted gloss black. It looked beautiful, and was promptly installed on my frame with new lines. My fuel line is a special line that is attached to the air line that goes from the tank to the fuel gauge. These two lines are “welded” together by a special process that keeps them externally together, but obviously they attach to different ports. My chassis was now complete and ready for my body to be installed.

A long time ago, a previous caretaker had decided to paint my entire body, fenders and all, a very ugly shade of red. I couldn't believe that someone would do that to me. What was wrong with them? It was so ugly that I didn't even want to be seen out in the public driving around. Now, I'm not really sure, since there are no records, but I may have originally been painted Ford Medium Maroon. After careful consideration, my caretaker decided I would look really classy if I was painted Winterleaf Brown Light for my main color, and Winterleaf Brown Dark for the moulding. Of course, I was in full agreement with that.

After all my body panels had been media blasted, they were sealed, primed, and painted the correct 1932 colors. It sure looked gorgeous! I was ready to have my body reinstalled, so my caretaker trailered my completed chassis to the body shop. A few friends met us there and helped hoist my body onto it. With new frame webbing, pads, and hardware, my body was carefully lowered onto my frame. Once my doors were installed on their hinges, and adjusted, it was time to tighten my body mount bolts. As a



My engine is back where it belongs



The colors I wore for way too long

convertible I know how difficult it can be to tighten me properly. My hardware was tightened in sequence because of all the flexing I do. Once I was back in my own garage, and more items attached to me, these bolts were adjusted several more times to get it right. My radiator shell and grill were then installed and adjusted properly as needed. All that was left from the body panels were the hood and rumble lid. Once they were installed, I was now ready for the pinstriping to be added to my paint. I don't know how he did it, but the person who did my pin striping did it all free-hand. Certainly takes a person with a very steady hand to do it that way. Not only was that impressive, but each stripe had to be a certain width, and position on my body, in order to meet the standards. It was time for me to return to my caretaker's garage, so I was put in an enclosed trailer for the ride home. Sure is dark in one of those.

Once I arrived back home my wheels were removed and the rims were sent back to the body shop to be painted. All five of my rims (including the spare) were painted Tacoma Cream, and then new tubes/tires were installed. After all the years it felt good to have a new set of B.F. Goodrich tires to hit the pavement.

My front belt rail finish panel (dashboard) and all the accompanying trim pieces were sent out to be woodgrain painted. Actually; the woodgrain pattern that you see is not paint at all. Only the base coat is paint, the pattern of walnut burl grain is done with ink. Ford had dozens of plates that had different woodgrain patterns on them. These plates were "inked up," and then the patterns were transferred to the trim pieces using a set of rollers. Each item had its own unique pattern depending on how the technician applied the pattern. The instrument panel with its engine turned chrome plated face, and gauges were restored to their previous luster. My floorboards were then painted gloss black and installed with new cloth edging.

The decision was made to finish all my outside components before starting on my interior. Both of my original 'X' marked bumpers were rechromed and installed on their original brackets. The running boards were attached to the frame rails and brackets. The fenders were put on my body with new welting between the two. All of my light housings needed a little TLC. They were sent back to Mike's shop where they were polished to look as good as new. My caretaker then installed all new fixtures inside the headlights, cowl lights, and the tail light. Once these lights were back on, I was given all new harnesses throughout. At this point my exterior was looking pretty good, and the time had come to do my interior. The problem was that my caretaker had never installed an interior and was a little nervous about it. I assured him that even when I first



Front end back together



I'm happy with my new color and pinstriping

came off the assembly line, I wasn't perfect. There would be a little wiggle room for imperfection.

The first things to do was install new glass in the window frames. This was done with great caution! The windshield frame was carefully installed up front, while the door window frames were installed in the door skins. A leather upholstery kit had been chosen from LeBaron Bonney to be used for my interior. My caretaker learned as each panel was installed that he would have to puncture the leather for each screw hole. This meant that he had one shot at getting it right, there was no room for error. As he worked his way from the main passenger area, to the rumble seat area, each panel was attached accordingly. The newly upholstered rumble seat springs were then attached. Now, since I am a Cabriolet, the front seat back leather is actually attached to the seat frame. After restoring the seat frame, the cushions were attached as required, and the whole assembly was installed inside the front compartment. Per my original assembly, I'm to have carpeting in the front area, and a rubber mat in the rumble area. While I do have new carpeting in the front, my caretaker has been unable to find the correct mat for the rear area.



I'm proud of my new interior

Maybe someday one will show up. My steering wheel had several large cracks in the spokes that would need to be addressed. Using a restoration kit designed for steering wheels, my caretaker restored mine to look as it formerly did.

I was really feeling like I could use a little drive time after not being on the road some 50 years. So, I tried nudging my caretaker to get license plates to take me out. After all, I can drive without a top; I'm a convertible. The plates were secured, then the big moment came when I was started up. Everything operated great. Adjustments were made, electrical items were checked, and we were off running. Wow! What a feeling! My caretaker and I drove all around the community enjoying the feeling of being on the road again. Taking in all the fresh air, I felt that I was alive again reliving my youth. After several drives that summer to work the "bugs" out of me, I was put in position back in my home garage to begin my final stage of restoration. This final stage was to install my convertible top, which of course, was also something my caretaker was very unsure of doing. He was hesitant about it because this also was an area of the process that didn't allow for much error. Well, he decided to go for it, and here's how it went:



On the road again!

The previous caretaker had taken apart my top irons and boxed them up. This meant that the rivets holding them together were destroyed. There are 11 pieces connected on each side by these

rivets. Each piece was rechromed, and new rivets were custom made to look and perform as the original ones. The top irons were assembled after the top wooden and metal bows were completed. One feature of a Cabriolet is that inside of the "B" pillar is a wooden piece that the canvas top and window channels attach to. I had none now, and naturally none are available. New ones were made and fitted inside the pillars to attach those items.

With the completion of the framing, it was now time to begin the fabric installation. First, the side pads needed to be sewn in place to give me shape around the edges. Then my back curtain, side flaps, and upper straps were installed. Now we were ready for my top fabric. With help from a friend the fabric was stretched over my top bows, and tacked in place. Then my nervous caretaker began to trim off all the excess fabric, hoping that it was all in the correct position. Whew, it was OK. The last step was to install the welting and wire-on trim to hide any tacks.



My top is taking shape

At last, I was a complete car again! I felt like a whole new car, just like I did on my day of birth. However; back then I was put in a random lot to be shipped somewhere. Now I was going into my caretaker's personal garage. I belonged! Taking my caretaker out for drives has been wonderful, as we enjoy the warm breeze of the summer air. Other cars honk at me, their caretakers give me a thumbs up, and they constantly stop to ask questions about my rebirth. Who said we can't enjoy our elder years?

Getting back to my story, I will share about what happened two weeks after my completion. My caretaker had a goal of finishing me before our National Meet in Dearborn, Michigan. this year. Fortunately, I was completed in time, and then put in another enclosed trailer for my ride to the Meet. That was a long drive, but I survived. Upon arrival I was driven over to the Operational Check area. There I was checked to see if all my safety items worked. You know; lights, horn, parking brake, wiper, and for that all important fire extinguisher. I passed all of them and then was parked back in my trailer until Concourse Day.

Finally, Concourse Day had arrived. I was parked in my appropriate spot to be wiped down by my caretaker, who by the way seemed a little nervous. I wasn't worried at all because I had been looking forward to this day. My Ford tools that were part of my sales package were displayed out front, along with my fire extinguisher. Then it was just a matter of waiting for the judges. While my caretaker sat nervously off to the side, the judges arrived to begin their inspection. With their Judging Forms in hand, they looked over, under, and through me. They opened my doors, hoods, and rumble lid to check every nut, bolt, screw,



Ready and waiting for the judges

and cotter pin. They checked my interior fabrics, seat pleats, handles, carpeting, and even my gauges. My engine area was inspected for correctness in its assembly. They crawled underneath to be sure I had every item correctly done for my model year. My exterior was inspected very closely to ensure that all my paint and striping looked like it did in 1932. I found the whole experience to be very intrusive. After all, the judges were poking, prodding, and pointing at me for almost an hour!

The Dearborn Award was the trophy that we were looking to earn for all of our hard work. However; we didn't know after the judging if we had achieved that goal, because the Judges weren't allowed to tell us. So, we waited. The Awards Banquet came the next day, and that's where we found out if we had won the Award. Hallelujah! We achieved our goal and won the coveted Dearborn Award. That was a very exciting time for me because I knew that my caretaker had really wanted to earn that Award. It was worth all the effort over the years to see the excitement on his face, and the relief that it brought to him. It was as if a weight had been lifted off his shoulders.

Well, now what? During the course of the judging, there were several minor items that my caretaker did not have correct, so they will need to be looked into to get them right. That is going to take place over the next few months to try to get me to being even closer to the way I first came off the assembly line. Of course; I'll also be taking my caretaker out for a few drives before Winter arrives, and I'm put back in storage.

My rebirth has been a long process over many decades, but it was well worth it. They say it takes a village to raise a child. I would like to add, it takes a car club with all our many friends to restore a car. Both my caretaker and I could never have completed my restoration without all the friends in the Club who helped make it possible. I really did enjoy being cared for by those who thought I had value, and was not just some "old car." Which brings me to one last thought. For all these years my caretaker has always referred to me as "The Old Car." Really? In 8 ½ years I'll be 100 years old. Do you think by then he could give me a proper name?



What do these guys want from me?



My caretaker Gary receiving MY Dearborn Award



"91 and Done!"

OCTOBER 17 MEETING MINUTES

Submitted by Gary Osborne

Sharply at 7:30 PM, President Scott Gilday opened our meeting by welcoming all in attendance. It was a little better night for attendance from the prior month. There were 13 this evening. We encourage everyone to continue coming out to the monthly meetings. There were no new guests in attendance.

Membership Report

Ken Bounds reported that we are holding at 64 members. This is also the time to renew your membership. The forms have been sent out.

**National Club Report**

Ken Bounds reported that the National Club is in the process of electing Officers for the upcoming year. There are 3 openings for Directors, and 2 candidates for each position have applied.

The two National Meets for next year are both coming along smoothly.

Treasurer's Report

Ron Blum reported that our Club had revenues of \$10 for pro-rated memberships, and expenses of \$24 for the Road Chatter.

Health and Welfare Report

We would ask that you continue to support and keep in your prayers these people: Tom O'Donnell, Larry Webb, Vickie Beck, Irene Vinyard, and Joe Kozmic. The Board has noticed that sometimes people are not mentioned in this report. Without a Health and Welfare Chairperson it has been difficult to keep abreast of all the health needs of our membership. If you would like to serve the Club in that position, please give Scott a call.

Past Events

The Poker rally was held on September 22-24, and was reported in last month's Road Chatter.

Future Events

- October 21 - Fall Colors Tour hosted by Ron Blum
- November 11- Veterans Day Lunch at The Patio in Lombard - 11:30 am
- December 17- Christmas Brunch at Tony Spavone's in Bloomingdale - 1:00pm
- January 13- Installation Dinner at Cooper's Corner in Winfield

Additional Items

After a short break where we all enjoyed Carolyn Bounds' homemade cookies, we were treated to a presentation from Ken Bounds about his partial restoration of the engine compartment on his 1950 Convertible. Those in attendance got a very detailed explanation about all the hard work that Ken had put into this car in order to possibly have it judged. He didn't take the engine out to do this job, but he did remove the inner and outer fenders to make it easier. It looked fabulous after he was finished. Those of us at the Poker Rally got a sneak peek at it.

After the presentation the 50/50 was drawn, and the lucky winner of \$16 was Ken Bounds.

OCTOBER 17 MEETING MINUTES - CONTINUED

Submitted by Gary Osborne

Attendance

Ron Blum, Ken Bounds, Terry Freihage, Scott Gilday, Mike Heatherly, Jay Hinshaw, Pat Maroney, Russell Medlin, Joe Novak, Gary Osborne, Dan Pudelek, John Scheve, and Ron Steck.

2024 Central National Meet ▪ Auburn Indiana**June 17-21, 2024**

Early registration is open! Hotel information is now available and will be provided with paid registrations.

Visit the meet website at 2024cnm.com for registration forms and much more information. You can also contact meet registration chair Carolyn Bounds at registration@2024cnm.com or 630-858-9474.

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 open! Hotel information will be provided with paid registrations.

Visit the meet website at <https://efordv8-59.org/> for registration forms and much more information. You can also contact meet registration chair Carolyn Bounds at registration@2024enm.com or 630-858-9474.

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

V-8 Gals

I have to admit that I've been on a bit of a history kick lately, wanting to know a little bit more about all sorts of things. When the time came to start working on this month's V-8 Gals, I found myself drifting to web sites about the history of Thanksgiving. I have to say I was pretty ignorant on how Thanksgiving became a national holiday. I'm sharing what I learned in case I wasn't the only one with her head in the cranberry sauce.

- 🕒 President George Washington declared the first national Thanksgiving Day Proclamation on Thursday, November 26, 1789.
- 🕒 The second national Thanksgiving Day Proclamation was also issued by George Washington and was celebrated on February 19, 1795.
- 🕒 Between 1795 and 1863, Thanksgiving was celebrated more at a state level. For example, the state of New York made Thanksgiving Day an annual custom in 1817.
- 🕒 President Abraham Lincoln officially declared the last Thursday of November as the national day of Thanksgiving in 1863. This was based on the Thanksgiving letter writing campaign by Sarah Josepha Hale that she started in 1827. Sarah Hale is probably best known as the author of "Mary Had a Little Lamb."
- 🕒 In 1939, Thanksgiving fell on the 5th Thursday of the month which shortened the time between Thanksgiving and Christmas. President Franklin D. Roosevelt changed the date to the fourth Thursday in November to allow for a longer Christmas shopping season to stimulate the economy.
- 🕒 In 1941, Congress passed an official proclamation declaring the Thanksgiving will be observed on the fourth Thursday of November.

Chocolate Pecan Bars

- | | |
|---|--|
| 1 1/4 cups all-purpose flour | 1 can (14 oz) sweetened condensed milk |
| 1 cup powdered sugar | 1 egg |
| 1/2 cup HERSHEY'S Cocoa | 2 teaspoons vanilla extract |
| 1 cup (2 sticks) cold butter or margarine | 1 1/2 cups chopped pecans |



1. Heat oven to 350°F (325°F for glass dish).
2. Stir together flour, sugar and cocoa in large bowl. Cut in butter until crumbly. Press firmly onto bottom of ungreased 13x9x2-inch baking pan.
3. Bake 15 minutes; remove from oven. Meanwhile, in medium bowl, beat sweetened condensed milk, egg and vanilla until well blended. Stir in pecans, spread mixture evenly over hot baked crust. Return to oven.
4. Bake 25 minutes or until lightly browned. Cool completely in pan on wire rack. Cut into bars. Cover; store in refrigerator. About 36 bars.

Source: <http://www.hersheys.com/>

Remembering November 22, 1963

By Ken Bounds

In one's lifetime, how many newsworthy events happen that are so significant you remember exactly when they happened, where you were, and what you were doing when you heard the news? Not many, I would venture. For some it is the Challenger explosion in 1986. For others it is the images of the World Trade Center buildings or the Pentagon on September 11, 2001. For many of our generation, the date that stands out is November 22, 1963 – sixty years ago this month.

Was it a crackling announcement over a school PA system? Was it Walter Cronkite taking to the airwaves with a Special Bulletin from CBS News? For many of us, details of that terrible day are burned into our memory as though it was yesterday. Can it really be 60 years? The assassination of President John F. Kennedy affected each of us and our country forever. What might have been?

John F Kennedy

35th President of the United States

May 29, 1917 – November 22, 1963

Very few people alive today can say they personally saw that Presidential motorcade fifty years ago in Dallas. But who has not seen the infamous Zapruder film which forever documents the events of that day? Most of the people in that film are no longer with us, but one prominent artifact survives to this day – the Presidential Limousine. Perhaps you were wondering what ever happened to the 1961 Lincoln limousine that held the President, Jackie Kennedy, and John & Nellie Connally.

One might think that the vehicle used during that tragedy would have been taken out of service. In 1963 that was not the case. The midnight blue 1961 Lincoln Continental limousine, Secret Service code name "SS 100X" was delivered to the White House in June of 1961. It is interesting to note that the vehicle remained the property of the Ford Motor Company and was leased to the Secret Service for \$500 per year. It was the first fully air conditioned presidential limousine. Remarkably, the only security features of the vehicle were flashing red lights, a siren, two radio telephones, and bullet-resistant tires. There was no armor plating since it was considered a parade car.

After the assassination, the Lincoln was modified with titanium armor, bulletproof glass, run-flat tires, and a permanent hard top with transparent armor plating. It was returned to service and was used by Presidents Johnson, Nixon, Ford, and Carter before being retired in 1977 and returned to the Ford Motor Company. It had been fitted with additional safety improvements in 1967. The limousine is on permanent display at the Henry Ford Museum in Dearborn.





10 Years Ago This Month – November 2013

On November 9, 39 NIRG members and family gathered at Sam's of Arlington for a luncheon to honor members who have served our country in the armed forces. Six Early V-8s were in the parking lot. On November 17, 22 members and family attended a Bacon & Eights breakfast in Rolling Meadows.

20 Years Ago This Month – November 2003

At the November 18 monthly meeting, President Ken Bounds welcomed returning member Joe Novak back to the Club. Ken announced that the National Club had finally voted on the controversial measure to reapportion National Directors to provide more geographic representation of members. Starting in 2004, we will be in the new Midwest Region. The November Road Chatter included a very humorous letter, submitted by Tom Buscaglia, providing a wife's perspective on the antique car hobby.

30 Years Ago This Month – November 1993

Thirty-six members and three guests, including Jack Nikolich, attended the November 16 monthly meeting. President Ken Bounds introduced an embarrassed Road Chatter editor, Diane Wrobel, to announce that she had been awarded a club jacket, sweatshirt, polo shirt, and cap and a life membership in the NIRG for her many years of service to the Club. Officers elected for 1994 included Ken Bounds, President, Dan Pudelek, Secretary, and Larry Webb, Treasurer. Board members were Cliff Dixon, Ed Fontana, Joe Kozmic, and Bud Guzzo.

40 Years Ago This Month – November 1983

The November Road Chatter included several glossy pages printed by John Lasky that included a 4-page advertising brochure from Ford on the new 1949 model as well as a photo review of 1983 Club events. Thirty-four members attended the November 8 "Turkey Raffle" meeting. Six couples attended a ladies night out event hosted by Larry & Bonnie Jones at the Candlelight Dinner Playhouse in Summit. They enjoyed a great meal and the play "Annie."

50 Years Ago This Month – November 1973

Thirty members attended the November 13 meeting held at Hewlett-Packard in Skokie. President Len O'Connor advised that a report from the National Club stated that over 600 members registered for the Grand National Meet held in August in Dearborn and over 500 Early V-8s were present. Over 800 attended the awards banquet. The November newsletter included the final installment of a three-part report on the Grand National.

Flathead Flashback

Sailor Tom Buscaglia at the Veterans Day Luncheon, 10 years ago this month.



NIRG EVENTS CALENDAR

September 14 Board Meeting 17 Cantigny Car Show, Wheaton 19 Member Meeting 22-24 Lake Geneva Poker Rally	October 12 Board Meeting 14 Fall Colors Tour 17 Member Meeting	November 7 Member Meeting Note Special Date 9 Board Meeting 11 Veterans Day Lunch, The Patio, Lombard	December No Meetings 17 Christmas Luncheon, Tony Spavone's, Bloomingdale
January 11 Board Meeting 13 Installation Dinner, Cooper's Corner, Winfield 16 Member Meeting	February 8 Board Meeting 11 Valentine's Luncheon, Barrington 20 Member Meeting	March 14 Board Meeting 19 Member Meeting	April 11 Board Meeting 18 Pizza Meeting (Tentative)



HAPPY BIRTHDAY TO
JOE BAUGHN (11/7), TOM O'DONNELL (11/7),
ESTE SCHEVE (11/7), MIKE HEATHERLY (11/12),
TERRY FREIHAGE (11/17), JOE GRIFFITH (11/21), AND TIM CARLIG (11/27)

AND ALL THOSE CELEBRATING BIRTHDAYS AND
ANNIVERSARIES THIS MONTH.



Vehicles For Sale



1953 Mercury for Sale

- Rebuilt engine
- Rebuilt automatic transmission
- Brakes, shocks, rear springs replaced
- 12 volt and more

Asking \$21,500 Email novak_j@att.net for more photos. Call Joe Novak at 708-923-9953 for more info.



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.

Other Items For Sale

Car jacket zips up and seals around car, protects against moisture. Lay flat on floor like a sleeping bag and drive to center. Zip it up! 115" (9 1/2') to 120" (10'). \$280.00 new - Best Offer! Contact Tom Buscaglia at 630-549-7287 (leave message). Or tscags@comcast.net.

Three 16" pickup rims. Contact Tom Myers at 847-308-1495.

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.

Need something? Have something to sell?

Your ad could be here!

Send your information, including your name and phone number, to the Road Chatter Editor. Your ad is needed by the 25th of the month for publishing in the next issue.

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@raacorents.com.



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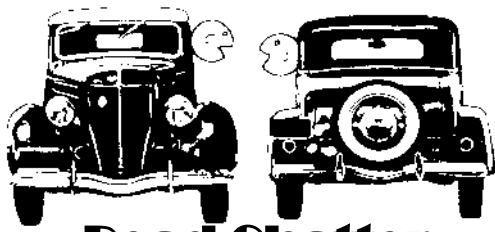
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Photo of the Month
Our Group on the Fall Colors Tour