

# ROAD CHATTER

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

P.O. Box 0803

Arlington Heights, IL 60006-0803

www.nirgv8.org

Volume 41 Issue 4

April 2007

## APRIL NIRG EVENTS

**12** Board of Directors Meeting, Wheeling Township Service Center, 7:30 pm

**17** Monthly Meeting 7:30 pm — Pizza Meeting, John's Pizza, Addison. See Page 3 for more information.

**29** - Eggs & 8's. Hosted by Tom Buscaglia. See Page 3 for more details.



## OTHER EVENTS OF INTEREST

**April 9** Skip's Swap Meet & Car Show, McHenry Fairgrounds, Woodstock, 8 am - 2 pm, \$5 admission

**April 15** 24th Annual NIR-WPC Car Show & Swap Meet, Larry Roesch Chrysler, 200 W. Grand Ave., Elmhurst, 8 am - 2 pm

**April 28 - 29** 30th Annual Spring Jefferson Car Show & Swap Meet, Jefferson Fairgrounds, Jefferson, WI, Admission \$5, Parking \$3

## In this Issue

**Page 2** – Minutes of the March 20<sup>th</sup> meeting

**Page 3** – Please mark your calendars for upcoming tours. In lieu of the regular monthly meeting, we will have our traditional Pizza Meeting at John's Pizza. On April 29 we will have a club breakfast in Geneva, IL. Please try to attend if you can. We are calling these events "Eggs 'n' 8's". If successful, we will do it again! Finally, see the advance notice of our first spring driving tour on May 6. Be sure to call Ron Dopke while you are thinking about it – let's have a great turnout.

**Page 4** – Our April feature article – A Day at the Races tells about our outing to Hawthorne race course.

**Page 6** – An expert (?) tells about the trials and tribulations of getting his car on the road.

**Page 9** – Central National Meet Update

**Page 10** – Our tech corner is a useful checklist included as an insert in your Road Chatter, courtesy of Tom O'Donnell. Also, read the breaking news just in about the additional car makes and models just added to the Early Ford V-8 Club.

**Page 11** – Rearview Mirror – NIRG happenings from years past.

**Page 12** – Our V-8 Gals page features ten rules of housekeeping. How many are you already using?

**Page 13** – The NIRG events calendar has been updated with our plans for 2007 – save these dates! Note the Spring Driving Tour on May 6.

**Back Cover** – Photo of the Month – Fun at the racetrack.



## \*\*Attention Members\*\*

Do not show up at the regular meeting place this month – no one will be there! Instead, bring the family to John's Pizzeria in Addison – see Page 3.

**2007 OFFICERS****President**

Dan Pudelek

**Vice President**

Tom Buscaglia

**Secretary**

Mike Heatherly

**Treasurer**

George Zulas

**Membership Chairman**

Ken Bounds

**Health & Welfare**

Stan Stack

**Tour Chairman**

Joe Novak

**Newsletter**

Ken and Carolyn Bounds

**Board of Directors**

Ron Blum

Ron Dopke

Tom O'Donnell

Joe Serritella

**MEETINGS**

8:00 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.

**MARCH MEETING MINUTES**

Submitted by Secretary Mike Heatherly

Dan Pudelek called the meeting to order at 8:21 pm.

Treasurer George Zulas reported the club balance of \$2,333.10.

Membership Chairman Ken Bounds reported that there are 76 members for 2007.

Health and Welfare Chairman Stan Stack related that everyone was doing fairly well. Judy Doligale was in the hospital a few weeks ago.

A few club outings were discussed:

Ron Blum presented information on the Sunday March 25 race outing at the Hawthorne Race Track. The initial head count was 24 attendees.

The annual Pizza meeting will be held on Tuesday April 18 at John's Pizza in Addison. The cost will be \$7.50 per person. It will begin at 7:30 pm. The construction has been completed on Lake Street between Addison Road and Rt 53.

Club members will meet at 9am on Saturday April 29 for breakfast at the Egg Harbor Café in Geneva, Illinois. There are numerous craft shops in Geneva and nearby St. Charles.

George Cech is looking into a Fox Lake Boat cruise for the club's 40<sup>th</sup> anniversary.

George is also planning a July 1st tour to the Volo Auto Museum.

Four club members plan on attending the Eastern National Meet.

19 cars are scheduled to attend the Central National meet so far.

Tom O'Donnell mentioned that the Motor Fest has been moved to September.

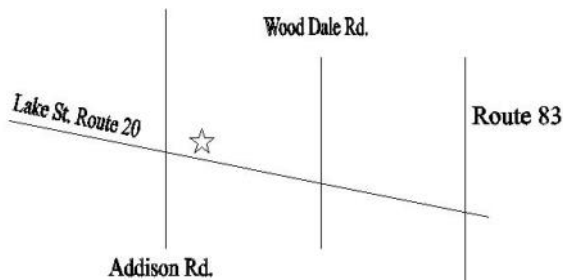
Stan Stack mentioned that a Ladies Night/Afternoon Out will be held October 7 at the Drury Lane Oak Brook. Brunch will be followed by a 2 pm performance of the "Odd Couple".

Frank Koeder brought in a 35mm film loop and audio record covering Salesman Training and product introduction on the 1939 Ford Product line. A similar program, covering introduction of the 1940 Ford Truck line, followed it up.

Frank Madrigali won \$24.00 in the 50/50 raffle.

Continued on Page 8

## UPCOMING TOURS AND EVENTS



### Don't miss the Pizza Meeting. Tuesday, April 18 at 7:30 pm

John's Pizzeria  
Restaurant & Lounge  
100 Lake Street  
Addison, IL



\$7.50 per person - includes ALL U

EAT pizza, gratuity and tax.

Refreshments not included. Cash bar. Guests are welcome.

### Eggs 'n' 8s - Sunday, April 29

Vice-President Tom Buscaglia has suggested we revive the Sunday breakfast get-togethers that enjoyed some success several years ago. This is just an informal, relaxed way to join your fellow NIRG V-8ers for breakfast. Also a great opportunity for new members to come out and meet the families.



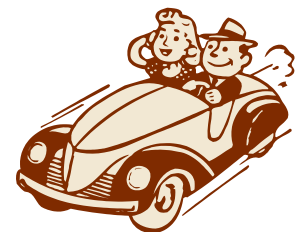
The April Eggs 'n' 8s will be held Sunday, April 29, at 9:00 a.m. at Egg Harbor Café, 477 S 3<sup>rd</sup> Street in historic Geneva. After breakfast there is plenty of opportunity for shopping in over 100 specialty shops nestled in historic storefronts and charming Victorian style homes.

If the weather is nice, bring your V-8, but modern iron is certainly welcome! Egg Harbor Café is located in downtown Geneva just three blocks west of the Fox River, five blocks south of State Street (IL Route 38, or Roosevelt Rd).

### Spring Driving Tour - Sunday, May 6

Its time to get those V-8's out, blow off the dust, and hit the road for a leisurely shakedown tour!

Meet at Town & Country Mall, corner of Palatine Road and Arlington Heights Road, leaving at 9:00 am sharp.



Tour over back roads, McHenry County Scenic Roads, and the historic Woodstock town square. Stops at Dan Adams collection in Bull Valley and the Auto Gallery Museum in Spring Grove (\$2 fee). Lunch at approximately 2:30 at Doyle's Pub & Eatery in Richmond.

**Please call Ron Dopke at 815-344-1335 and let him know that you plan to attend.** Ron needs to know the count of those attending as soon as possible so reservations can be finalized. These collections are being opened specially for us on a Sunday, so let's have a good turnout!

# A Day at the Races

By Ken Bounds

On March 25, twenty-eight members and guests gathered at the Hawthorne Race Course for the NIRG Day at the Races. On a day when rain was predicted, who would have known it would be sunny and warm, with the early spring temperature reaching nearly 80? If we had checked the crystal ball, we could have brought our V-8's and parked them in the infield; maybe next time. Our thanks go out to Ron and Arlene Blum for putting together a memorable event.

Everyone arrived just before noon and began by enjoying a terrific brunch that lasted until 4:00. There was a wide variety of food to satisfy any taste and a large selection of desserts. The food alone was worth the price of tickets, but we were also treated to parking, a program, admission to a private area in the Gold Cup dining room, a race in our name, and even one \$5 bet on the house. The betting on the thoroughbreds was lively. At the end of the 9-race card, there were a few who said they came out ahead, but some of us left with our wallets comfortably slimmer. The writer was not troubled with any trips to the pari-mutuel window to cash in any winning tickets.







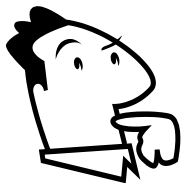
Post-time for race #1 was 1:10 p.m. After getting our feet wet with some friendly wagers, it was quickly time for race #2, in the name of the NIRG, Early Ford V-8 Club. As the horses approached the starting gate, many of us in attendance proceeded trackside and watched three-year old Batten, ridden by jockey Timothy Thornton, win the 1-1/16 mile race. After the race, we appeared in a photo taken trackside with Thornton – April's photo of the month.

As the afternoon progressed, there was plenty of time for getting together with old friends, many trips to the wagering windows, nibbling at the buffet, cheering for the horses, and hanging our heads when our picks seemed to think the view was better from the rear. You could tell it was hot in the building because Lenny was apparently suffering from heat stroke, causing him to buy a round. A terrific time was had by all.



In attendance were our hosts Ron & Arlene Blum; NIRG President and First Lady Dan & Diane Pudelek; Ken & Carolyn Bounds; Don & Elaine Braun; Lloyd & Gladys Duzell; Stan Gaynor & guest (who he claimed was his Blackjack dealer); Earl & Gene Heintz; Paul Jensen; Joe & Nell Kozmic; Paul Linzer; Frank & Phyllis Madrigali; Joey Novak; Tom & Madeleine O'Donnell; Art Russell; Len & Irene Vinyard; and George Zulas & guest.

# Did you know?



Values on the Monopoly gameboard are the same today as they were in 1935.

<http://www.mineofuseless.info/trivia/History/>

## One Thing Led to Another

By Today's ExSpurt\*

First my qualification as an exspurt. An Ex is a has been, and I has been there and dun that. A spurt is a drip under pressure, I am under pressure to tell my experiences and have been called a drip in the past.



**Before**

I started out my restoration with a good driver. It ran pretty good and as you can see from the before picture, it looked nice. I have driven this car to several Early Ford V-8 Club National meets and usually came home with a trophy. It was always entered into Touring class and never point judged. I felt that it was not up to the standards of a Concourse car and enjoyed not having the pressure of justifying the incorrect items on the car.

The car ran well except for every once in a while it would skip a beat when idling. This guy, that I met at a cruise night, told me to rebuild the distributor. I was sure he knew all about these cars as he once owned a car just like mine, except it was a 1924 Ford V-8 and had 3 doors instead of 2. So I went to Tin Lizzy and bought points and proceeded to put them into my distributor. I disassembled the distributor and spent the next few hours looking for the spring for the vacuum brake. Once I found it in the trash can, I continued to disassemble the distributor and lost the snap ring that holds everything together. It was finally found under the right rear wheel sticking out of the tire of my new car.

I put in the new points and went to the auto parts store to buy a set of feeler gauges. I was told that in spite of what is in the Ford literature the points did not need to be set up on a distributor machine. I returned home and decided that all of this work made me thirsty for a beer or 2. When the 12 pack was gone, I was too tired to continue, so I carefully stored the distributor and parts in the pile of stuff in the corner of the garage. It would be easy to find among the paint brushes, rags and old packing material from parts vendors.



**Distributor**

When I got in my car the next Sunday, it would not start. I raised the hood and checked that it was getting gas, but it did not have any spark. The coil and distributor were missing. I



rummaged around and found the parts. I couldn't find the feeler gauges so I remembered an old timer telling me that he used to use a dime to set the plug gap. I borrowed a dime from my



**Rebuilt carb**

granddaughter and used it to set the points. I reassembled the distributor and put it back on the car. The car was hard to start, but ran smooth once I set the idle to 1500 RPM. I drove it to the cruise night and one of the guys said that my carb needed a rebuild. He could tell because it was idling too fast. I went to AutoZone and bought a carb kit for a 1965 Ford V-8. It was the oldest car listed in their book and the parts man said it would work. I might have to rework the body of the carb slightly, but there was plenty of meat in the casting and I wouldn't have any problem.

I disassembled the carb and put the pieces in the bucket of carb cleaner, that I bought at Murray's. It was time for another beer,

so I locked up the garage and went to the local Pub to buy a 12 pack. While I was there, I met some friends and we stayed and talked Old Cars until closing.

Two weeks later it was time to go to a local car show and swap meet. Then I remembered that the carb was in the cleaner. I lifted the basket and rinsed off the parts. It seemed as if there were fewer parts than I put in the cleaner, but I could put together what I had. When I tried to put the screws in to hold the top to the bottom, they wouldn't tighten. I guess this carb was in worse shape than I thought. I was able to get a good rebuilt carb at the swap meet for only \$250.

I put the carb on my car and started it. It still didn't idle and was harder to start than before. A V-8 Club member said my distributor was probably the problem. He had one that was set up on a Sun machine and would sell it for \$50. That sounded kind of high to me, but he guaranteed that the distributor would make my car run better and volunteered to help me put it on.

After the distributor was changed, the car started better. The guy from the V-8 Club told me that the points were spaced wrong. The gap was way too big. I guess they must be making the new dimes thicker than the old ones. I adjusted the idle to 800 RPM and the car was running better. I could tell that it was getting plenty of gas as it was running out of the bottom of the carb. I took the car on a 50 mile drive to a car show the next week. It ran good, but was down a quart of oil when I got there. One of the guys at the show said there was lots of black smoke coming out of my tail pipe and I should have my engine rebuilt. I drove home and was another quart low, so I guess he was right.

I removed the engine and started calling around for a quote on rebuilding it. I found this guy who said he would take on the job for \$400 plus parts. That was much better than all of the quotes of \$2,000 - \$3,000 plus parts that I had been getting. I jumped at his great price.

Two and a half years later, he called me up and said my engine was ready. The bill was only \$3,500, cash only, no checks. I rushed down to pick up the engine. When I looked it over I saw these lines that looked like cracks. He told me that they were lines from the shifting sands in the casting mold.

I put the engine in the car and filled the radiator with coolant. Then I heard this funny sound of running water. The coolant was leaking from the side casting line and the top casting line. I called up the machine shop and he said to bring the engine back and he would weld up the cracks. The V-8 Club member that I bought the distributor from called me that night and asked if I would come to a meeting as his guest. I told him about my engine and he said that welding cast iron was a very specialized art and required an oven to heat the block slowly and allow it to cool slowly. He offered to go with me to talk with the machinist.

After talking with the machinist, the Club member convinced him to stitch the cracks by drilling and tapping overlapping holes. Six months later, I got my engine back and put it in the car. The water leaks were fixed and it didn't burn as much oil. I drove it for about 2 weeks and then it started to miss. I called the Club member and he came over to check out the engine. I had a hard time hearing him talk over the knocking noise that was coming from the engine, but I think he said the #5 cylinder was dead and #7 the piston was hitting the head.

I took the engine out again and took it back to the machinist. That was a year ago. He is looking for a new block for me. He says that the deck on my old block was machined crooked by a previous rebuilder. That's why the piston was hitting and the miss was due to a defect in the casting allowing #5 cylinder to leak compression into the water jacket. He agreed to split the cost of the block and machine work.



Now

One of these days, I will get my car back together. Here is a picture of the way it looks now. I guess that I am just an

**APRIL FOOL!!!!!!**

\* (Alias Tom O'Donnell)

## MARCH MINUTES CONTINUED

Dan thanked Mike Heatherly for bringing the refreshments.

In Attendance: Ron Blum, Ken Bounds, Ron Dopke, Don Drews, Lloyd Duzell, Jimmy Guido, Mike Heatherly, Paul Jensen, John Judge, Charlie R Kaiser, Frank Koeder, Joe Kozmic, Paul Linzer, Joe Novak, Tom O'Donnell, Jim Ondracek, Steve O'Neill, Dan Pudelek, Joe Serritella, Stan Stack, Ron Vaughan, Len Vinyard, Alan Wall and George Zulas



## Winona Wanderlust

By Ken Bounds

The Central National Meet in Winona is only 3½ months away! If you have not already registered for the meet, there is still time. Although the meet hotel is now sold out, the overflow hotels are nearby.

We would like to put together a list of everyone planning to attend and the car you plan to drive so we can share updates about the meet and our arrangements. So far, the following have indicated that they are participating, with most driving V-8's: Ron Blum; Ken & Carolyn Bounds; Don & Elaine

Braun; Tom & Judy Buscaglia; George & Betty Cech; Cliff & Joan Dixon; Ron & Sue Dopke; Lloyd & Gladys Duzell; Stan Gaynor; Earl & Gene Heintz; Paul Jensen; Joe & Nell Kozmic; Doug & Gail Leicht; Paul Linzer (c'mon Carolyn); Jack & Jean Nikolich; Joey Novak; Tom & Madeleine O'Donnell; Dan & Diane Pudelek; Art Russell; Stan Stack; and Len & Irene Vinyard. On the fence: Ron Blum's '40. Colin Sprau and Lin Stacey, are you attending? Don Drews, can you find that '40 in time?

If I have made any errors or omissions in the list, please let me know. Also, a couple of you mentioned that non-NIRG member friends were joining us – could you send me their names and the cars they are driving?

Back in September, Carolyn and I made a test run to Winona in our '50 Convertible to plan the route and timing, to check out restaurants, and to take a look at Winona. We had a great time and it only made us more excited about the National Meet. What a neat town! Our welcome there was incredible. So many interesting things happened on that trip that we would like to put an article about it in the Road Chatter when we have the space.

One important thing that we learned was that we don't want to spend too much time getting out of the Chicago area on back roads – we will save that for rural areas. So we will caravan out to Rockford on the Northwest Tollway, then take US 20 through Galena (where we will stop for lunch) to the Great River Road for the trip north along the Mississippi, through La Crosse, and into Winona. The Twin Cities group has put together an action-packed agenda for the meet, but we will still have the time for our own NIRG scenic driving tour to La Crosse with a visit to the City Brewery.

Just before the meet (probably July 7) we plan to hold our traditional "Driver's Meeting". This is a planning meeting for all participants to get together for an evening to go over the tour and meet agenda, driving directions, reminders, etc. We will probably have a cookout this year. As usual, there will be a trivia contest with prizes, so be ready!





## TECH CORNER



Spring is here and it is time to get those V-8's ready for a full season of touring and shows. Tom O'Donnell was thinking about the many members who will be driving their Flatheads on local tours and to National Meets this year (5 for Fairfax and 19 for Winona from NIRG so far!) and even wondered if anyone will participate in Ron Stauffer's cross-country run to the Western National Meet in Temecula.

With this in mind, Tom has put together a terrific checklist that you can use to help prepare your V-8 for touring and a list of spare parts and tools that you should consider packing for any trip. We have included Tom's lists as an insert to make it easy for you to take them out, copy them, and use them as needed. Thank you, Tom, for all your hard work on this. Ed.

### National V-8 Club News



As many of you know, the officers and board of directors of the Early Ford V-8 Club of America have long been considering the future of the club, whether membership has been declining, and whether the club should be expanded to include additional types of Ford vehicles. After holding secret meetings, the Board has just released their decision on expansion.

While the Board considered such items as highly modified V-8's, street rods or later models, it was felt that these cars did not adequately consider the spirit of our club; that is, stock-type vehicles of the Ford Motor Company manufactured between 1932 and 1953. What the Board did consider compelling, however, was the fact that Ford has become more of a global company with acquisitions of companies such as Mazda, Jaguar, Land Rover, and Volvo.

Therefore, effective today, The Early Ford V-8 Club of America is accepting as eligible in the club, any vehicle manufactured between 1932 and 1953 by Mazda, Jaguar, Land Rover, and Volvo. While it was initially proposed that these vehicles must be retrofitted with flathead V-8's, it was determined that owners would not have time to do that by admission day, today, April 1.

Now you didn't bite on this one, did you?





### 10 Years Ago This Month – April 1997

New member George Zulas was introduced at the April 15 Pizza Meeting. Jerry Webb took home \$33 from the 50/50 raffle. Diane Wrobel submitted an article with tips about the many uses of baking soda. Hey – there was some pretty good stuff there; maybe it is time to roll that one out again! Ed.

### 20 Years Ago This Month – April 1987

The Pizza Meeting at John's Pizza was a big success with 54 members and guests in attendance. The second annual NIRG V-8 Treasure Hunt was hosted April 14 by the Duzells and the Freihages. Tom O'Donnell submitted a tech tip on hinge pin removal.

### 30 Years Ago This Month – April 1977

The highlight of the April 12 meeting was the presentation of a NIRG Life Membership to Ron Dopke for his 8 years of outstanding service as newsletter editor and countless other contributions to the club, including providing the meeting place at Hewlett-Packard. There was a large attendance at the April 17

Brunch-Tour, with Marty & Leah Duling and family arriving in their newly-acquired '36 Club Cabriolet.

### 35 Years Ago This Month – April 1972

The NIRG extended a warm welcome to new member George Cech (and his '36 Phaeton). NIRG membership stood at 23 members. The newsletter published an article about how Bob Blackmore obtained his '41 Convertible and his interesting drive home.



**Kalamazoo Couch - 1987**





## V-8 Gals

This month we have a little housekeeping humor.

### Ten Rules of Housekeeping

1. Vacuuming too often weakens the carpet fibers. Say this with a serious face, and shudder delicately whenever anyone mentions Carpet Fresh.
2. Dust bunnies cannot evolve into dust rhinos when disturbed. Rename the area under the couch "The Galapagos Islands" and claim an ecological exemption.
3. Layers of dirty film on windows and screens provide a helpful filter against harmful and aging rays from the sun. Call it an SPF factor of 5 and leave it alone.
4. Cobwebs artfully draped over lampshades reduce the glare from the bulb, thereby creating a romantic atmosphere. If your husband points out that the light fixtures need dusting, simply look affronted and exclaim, "What? And spoil the mood?"
5. In a pinch, you can always claim that the haphazard tower of unread magazines and newspapers next to your chair provides the valuable Feng Shui aspect of a tiger, thereby reducing your vulnerability. Roll your eyes when you say this.
6. Explain the mound of pet hair brushed up against the doorways by claiming you are collecting it there to use for stuffing handsewn play animals for underprivileged children.
7. If unexpected company is coming, pile everything unsightly into one room and close the door. As you show your guests through your tidy home, rattle the door knob vigorously, fake a growl and say, "I'd love you to see our Den, but Fluffy hates to be disturbed and the shots are SO expensive."
8. If dusting is REALLY out of control, simply place a showy urn on the coffee table and insist that "THIS is where Grandma wanted us to scatter her ashes..."
9. Don't bother repainting. Simply scribble lightly over a dirty wall with an assortment of crayons, and try to muster a glint of tears as you say, "Junior did this the week before that unspeakable accident... I haven't had the heart to clean it..."
10. Mix one-quarter cup pine-scented household cleaner with four cups of water in a spray bottle. Mist the air lightly. Leave dampened rags in conspicuous locations. Develop an exhausted look, throw yourself onto the couch, and sigh, "I clean and I clean and I still don't get anywhere..."



**NIRG EVENTS CALENDAR**

<b>January</b> 6 Installation Dinner 11 Board Meeting 16 Member Meeting	<b>February</b> 8 Board Meeting 11 NIRG Brunch at the Milk Pail 20 Member Meeting	<b>March</b> 8 Board Meeting 20 Member Meeting 25 "A Day at the Races" Hosted by Ron Blum	<b>April</b> 12 Board Meeting 17 Member Meeting - Pizza Meeting 29 Eggs 'n' 8's - Hosted by Tom Buscaglia
<b>May</b> 6 Spring Driving Tour - Hosted by Ron Dopke 10 Board Meeting 15 Member Meeting 30 Eastern National Meet, Fairfax, VA	<b>June</b> 14 Board Meeting 19 Member Meeting	<b>July</b> 12 Board Meeting 15 - 20 Central National Meet, Winona, MN 17 Member Meeting	<b>August</b> 9 Board Meeting 12 NIRG Picnic— Hosted by the Brauns 21 Member Meeting
<b>September</b> 5 - 8 Auburn Motorfest 13 Board Meeting 18 Member Meeting 28 - 30 Lake Geneva Cancer Rally	<b>October</b> 7 Ladies Night Out 11 Board Meeting 16 Member Meeting— Officer Nominations	<b>November</b> 8 Board Meeting 10 Veteran's Day Luncheon 20 Member Meeting— Officer Elections	<b>December</b> No Meetings 9 Christmas Luncheon

**HAPPY BIRTHDAY TO**

**JOE DISPENSA (4/2), ARLENE HAYDEN (4/2), JIMMY GUIDO (4/5),  
 JUDY MYERS (4/7), JIM ONDRACEK (4/7), NORM MILLER (4/11),  
 BEVERLY OTTAVIANO (4/16), MARTY DULING (4/22), RON VAUGHAN (4/23)  
 & JOHN JUDGE (4/29)**

**HAPPY ANNIVERSARY TO**

**TOM & JUDY BUSCAGLIA (4/8), JOHN & JULIE KUPSTYS (4/21),  
 JOE & DELICE SERRITELLA (4/25), DICK & DOTTIE ALFINI (4/28),  
 COLLIN & KATHY SPRAU (4/29), FRANK AND CAROLYN NAGODE (4/30)  
 & LEN & IRENE VINYARD (4/30)**

**AND ALL THOSE CELEBRATING BIRTHDAYS**

**AND**

**ANNIVERSARIES THIS MONTH.**



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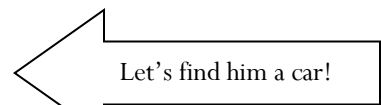
1955 Ford Crown Victoria. Continental Kit, Crash Bars, Spotlights & more. Great Spring Cruiser!  
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Melling M-19 80 Lb oil pump with pick up tube \$75.00 Cylinder Head Nuts 40 for \$10.00 Crankshaft Gear, 44 teeth \$20.00 Set of Rod Cap Nuts \$8.00 .002 Rod Bearings (32-37) with Flange, Complete set \$165.00 All above NOS or New. Contact Ron Vaughn 847-526-7583

1951 Ford Clock Electric, 1957 T Bird Clock, 1951 Ford Clock Windup, 1957 Mercury Clock, 1955 Ford Clock Electric, 1964 Galaxy Clock, 1956 Ford Clock 1964 T Bird Clock, 1969 Galaxy Quartz Clock, 69-70 Cougar Rally Clock, 69-70 Mustang Rally Clock. Contact Jim Ondracek 630-960-4801 or by email jim4754@hotmail.com

**Wanted**

1940 Deluxe coupe. #2 condition or better. Don Drews 708-528-0925  
don.drews@courageousmarketing.com



When listing items for sale please provide your first and last name so club members can contact you.





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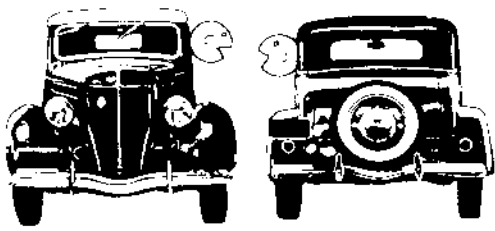
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**Photo of the Month**  
**The NIRG Group at Hawthorne Race Course**