

ROAD CHATTER

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

Volume 42 Issue 12

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

December 2008

UPCOMING NIRG EVENTS

December 21 Christmas Brunch. See Page 3 for details.

January 2 Deadline to RSVP for Installation Dinner.

January 10 Installation Dinner. See Page 7 for details.

No regular meetings in December



Happy Holidays



In this Issue

Page 2 – In his December letter, our President, Dan Pudelek, is already talking about plans for next year.

Page 3 – Information is provided about our annual Christmas Brunch in Oakbrook Terrace. Please call Dan soon if you would like to attend – space is limited.

Page 4 – Our feature story this month is Part II of your co-editor's story about his 1950 Crestliner and leads up to the Grand National meet this summer.

Page 7 – Be sure to reserve January 10 for the annual Installation Banquet. This is always one of the biggest events of the year, so make plans to attend.

Page 8 – The scoop on our annual Veteran's Day luncheon and tour.

Page 9 – As the Wheel Turns – Don Drews flashes back to earlier days and the planting of the V-8 bug.

Page 10 – Our tech corner is a tip from Frank Koeder about updating early Ford brakes.

Page 11 – Rearview Mirror – information about club events over the past 35 years – and a flash from the past.

Page 12 – Minutes of the November 18 meeting. Our V-8 Gals page is taking a break this month, probably due to tryptophan. But look for it in its familiar place next month.

Back Cover – Our Photo of the Month: Ken Bounds receiving the Dearborn plaque at the Grand National Meet.

Just a reminder that 2009 dues are due. If you have not already renewed, please submit your renewal form and payment to the Membership Chairman by the end of the year so you don't miss an issue of the Road Chatter and to ensure that your information is published in the 2009 roster. A reminder appears to the left of your name on the back cover if we have not received your renewal.

2008 OFFICERS**President**

Dan Pudelek

Vice President

Frank Madrigali

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

Don Drews

Joe Novak

Tom O'Donnell

Stan Stack

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.

FROM THE DESK OF PRESIDENT

Well all the elections are over: the National, local, and our very own, thank God; I don't think I could have taken much more of it after two years of talk, talk, talk. Also Thanksgiving is history and I hope everyone had a good one. I know I ate way too much of everything that was put in front of me; I don't seem to be getting any smarter with age when it comes to Thanksgiving eating. Our next club get-together will be the Christmas Brunch at Drury Lane - more eating. The way this club eats when we get together we should all weigh about 400 lbs. I hope that everyone that wanted to go got their name on the sign-up sheet or gave me a call. The thing about Drury Lane is that you can have less than the number you reserved but you can't have more. I look forward to seeing you there, so come hungry.



After the brunch we have Christmas to look forward to - more eating but it's all fat free so not to worry. I always loved this time of year but now that Diane and I have grandchildren it's even more fun. I can't wait to get the old trains out and have them running around the tree and all those toys. So if I don't see you at the brunch, I would like to wish you and your family a very Merry Christmas and New Year.

Right after the first of the year we will be getting together for our Installation Dinner. As you know, this year it will be held at the Wellington. I hope that you can attend - we always have a good time. If you can't make it to the Installation Dinner I would like to take this time to thank all the members that helped make this past year a very successful and fun year. I'm talking about the members that went out of their way to put on a tour or a road trip or the members that just jumped in and helped without being asked. I know sometimes I sound like a broken record but without your help and hard work this club would be very boring and not much fun.

So 2009 is almost here and I would like to see the members that have been sitting on their hands for all too long get up and put on a tour or a road trip or a tech talk. After you take that first step it gets easier and we will help you in any and every way we can to make your event or whatever it is you have planned a success. Together we can make 2009 a V-8 fun filled year. So get ready - I'm counting on all of you.

President,
Daniel Pudelek

Reminder: there are no monthly meetings in December.

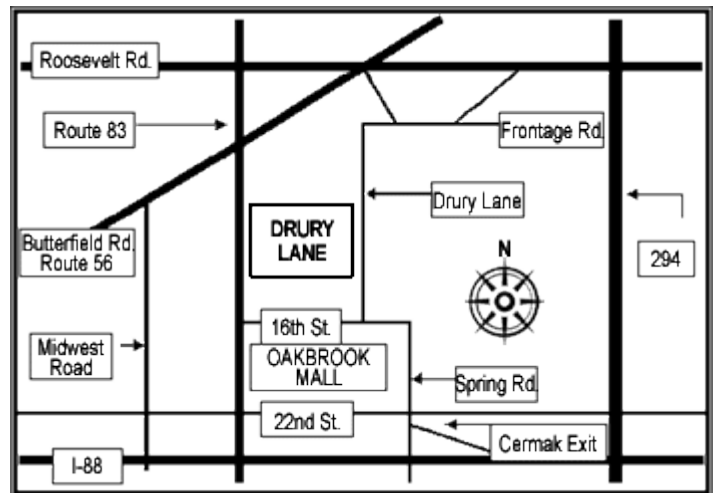


ANNUAL CHRISTMAS BRUNCH

Date: Sunday, December 21, 2008

Time: 10:30 a.m.

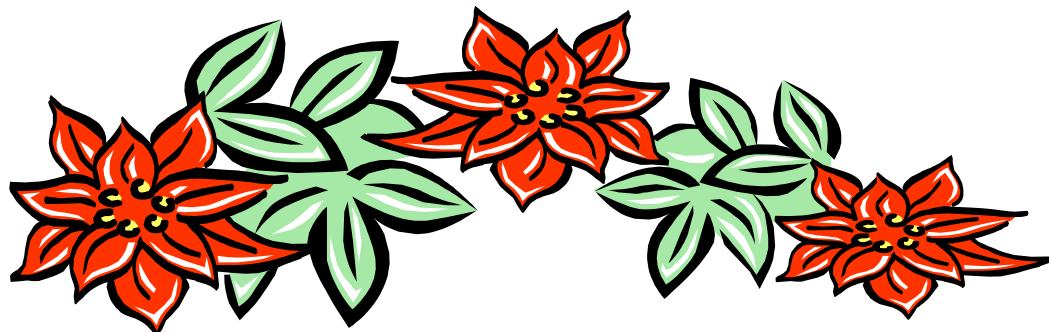
Place: Drury Lane
100 Drury Lane
Oakbrook Terrace
630-530-8300



Cost: \$25.95 plus tax and tip per person. Includes a fabulous all you can eat Champagne brunch buffet. At the end of the brunch, each table will receive a check that will be settled with the server.

R.S.V.P: Dan or Diane Pudelek 630-969-2459 no later than December 14th

Come join us for a morning of good cheer and great food.



Nettie Comes Home - Part II

By Ken Bounds

Last month I told the story of how I found “Old Nettie,” my 1950 Ford Crestliner in my hometown of Kirksville, MO, and brought her back to Chicago where she was built. After 19 years of enjoying the old car it was time to spruce her up, so in early February 2007 I delivered Nettie to Everett Plata.

Over the next several months Everett put over 850 hours into correcting most of Nettie’s problems. He stripped all the old paint, replaced sheet metal in the floor, trunk, and rocker panels, did body work to properly repair accidents from long ago, replaced the hood and trunk, realigned the doors, and applied a beautiful basecoat/clearcoat finish in a nearly perfect match to the original

Coronation Red Metallic color. This one-sentence summary doesn’t adequately explain the amount of work that Everett did and the quality and care he put into it.

Everett did one other thing that was very significant. He found a fabric shop, SMS in Canby, OR, that was able to create an almost exact reproduction of the interior fabric. I had been looking for such a match for many years and had basically concluded that it was just not available. Everett then recommended that we have Dave Schober of Schober’s Custom Hot Rod Interiors in Yorkville replace the interior and vinyl top. That was a great recommendation because Dave’s work was outstanding.



Just Getting Started



Where do you start?

Health concerns on Everett’s end and family priorities on mine prolonged the restoration process to nearly a year. But when I went to look over the reassembled car in late January 2008, we had a new problem. The quality of the restoration work by Everett and Dave were just too good. Now the grill, bumpers, chassis, and engine compartment simply weren’t good enough compared to the rest of the car. Somewhere, sometime along the way, Old Nettie became deserving of being more than just a presentable “driver”. A crazy thought entered my head. How much more work would it take to improve Nettie to the next level: entering her in the Concourse class



The Interior Takes Shape

at the Grand National Meet in Dearborn, only five months away? I decided to go for it and began assembling parts and planning for the final stages of the restoration while waiting for nicer weather. Finally, on March 11, 2008, it was time for Nettie to once again come home.

The major components of the restoration were complete. The body and the interior looked terrific; all the specialized Crestliner parts were present. Using a variety of resources I started researching what details were needed to put a finishing touch on the restoration. The 1949-50-51 Ford Restoration book published by the Early Ford V-8 Club was invaluable, as were the many e-

mails patiently answered by the book's author, Cecil Goff. I also researched every Crestliner article I could find in the V-8 Times and pored over pictures I had taken of Crestliners over the years. Another great resource is the club's judging manual which gives an abundance of information about what the judges are looking for.

I knew that there would likely not be enough time to have the bumpers and grill re-chromed, but I got lucky and found a complete NOS grill and re-chromed bumpers on e-Bay, probably for less than the cost of re-chroming locally. Perhaps one of the best investments was a plating kit called copy-cad from Caswell in New Jersey. Most of the fasteners on the 1950 Ford were either cadmium-plated or zinc-plated and reproductions of many of them are just not available. There are so-called Cad paints available, but they just don't look right. Over the next few months I spent dozens of hours removing hundreds of fasteners, cleaning them up, plating them, and reinstalling them. The plating looks terrific. I guess you just don't realize how many nuts and bolts hold your car together! I bit the bullet and replaced my smooth-riding radials with bias tires. Although I prefer the radials, they still result in a point deduction on the concourse and they don't work well with the Crestliner's full wheel covers.

One of the most daunting tasks was cleaning up and painting the suspension and the undercarriage. Poor Nettie was still carrying the mud, road tar, and surface rust from her earlier life. Oh, why didn't I do a body off restoration? Too late for that now – all you can do is get under there and get to work. After weeks of scraping, cleaning, scraping, sanding, and refinishing I was beginning to see progress. The entire front suspension and the undercarriage to the back of the front wheels was complete, but there was still a long way to go. It was about this time that I had a revelation: I was no longer doing this work for the judges, but instead was doing it to make the car better. Nettie had survived for 58 years and with proper care and preservation could last many more.

The work continued. New shock absorbers; new tailpipe brackets; more bolts to refinish; new spark plug wires; lots of detailing and refinishing under the hood; and hours of straightening hundreds of fins in the radiator. The details seemed endless.

Suddenly it was early July and the meet was less than two weeks away. I realized that there was just

enough time to get the car put back together and prepared for the meet. I would not be able to complete restoration of the undercarriage. I seriously considered not taking Nettie to Dearborn and waiting to show it at a future date. But, I decided that the best thing was to show the car and get advice from the judges about what needed improvement. That turned out to be a good decision! I spent the next week getting everything reassembled on the car, only to learn that there was a problem with the wiring. I couldn't get the turn signals and the parking lights to work correctly. Fortunately, I just happened to have a complete wiring harness and decided to bite the bullet and replace most of the wiring. I feared that the main dash/engine harness might take a couple of days, but it only took me half a day. Finally, everything was coming together and I was able to take Nettie for a test drive only five days before we were to leave for Dearborn. About the only major item remaining was to attach the rear bumper. That went OK until the holes didn't line up! Oh, oh. I now realized that I had purchased a late 1949 bumper, not a '50. A quick swap from the convertible and problem solved. A few days of lubrication, cleaning, polishing, and fine detailing and at last, Nettie was ready to go.



Joe Kozmic and Joey Novak check out Everett Plata's (foreground) work

On July 13, Nettie proudly led a group of nine V-8's from the Northern Illinois Regional Group to Dearborn. We were pleased that there was no rain, so undercarriage cleanup at the meet would be minimal. Arriving at a V-8 National Meet is always a great time, renewing friendships with fellow flathead enthusiasts from all over the country. I was especially excited to drive Nettie over to old friend John Treadway's swap space since he had been the source of many of the super-nice Crestliner parts on this car. The quality of John's work cannot be beaten and it was a treat to show him how they looked on the finished car.

The 2009 Grand National was my 17th V-8 Club national meet. But in all those previous meets I had always entered my "drivers" in Touring Class. You really can't appreciate the anticipation of concourse day until the first time you have a car point judged. In the days leading up to concourse, there is continued fretting about all the last-minute details to make sure everything is perfect. Cleaning the undercarriage; detailing the paint and under the hood; scrub those whitewalls; clean out the trunk – all the last-minute details to be ready on "judgment day".

You just can't help being nervous when the judging team descends on your "baby". For years I have heard about how the V-8 Club judges will pick your car apart. I've watched the John McBurney judging video about being a professional, "Don't kill the car", etc., but still had the fears. I sat back in my chair and watched the judges swarm over the car: the interior, the exterior, the chassis, the engine compartment. Guess what? They were not picky at all, but totally professional. When the Deputy Judge, Jerry Reichel, came over to give me "the bad news", my mind was racing. Nettie needed 950 points to get a Dearborn award. Would I remember everything Jerry told me? Could I do the math fast enough to keep

up with the point deductions? I listened to Jerry and started adding up the points deducted. My brain was buzzing, but unexpectedly, Jerry said "That's it." I thought he was kidding. But he was serious. Just this quickly, it was over. The time, the effort, the hard work, the worry had all paid off. Nettie was going to be recognized with a Dearborn! My mind flashed back to Nettie (the person) careening around her ranch in the old Ford nearly 60 years ago; my excitement about buying the car 20 years ago; the pride I felt when my dad drove the car to the first meet so long ago. I truly wished he could still be here to see this day. As I went up to the stage at the awards banquet to receive the Dearborn plaque from President Craig Gorris and National Chief Judge Jerry Vincentini, I was proud that I had been part of an effort to preserve this small piece of Americana. I am truly thankful to all the talented folks who contributed to returning Nettie closer to the way she rolled off the Chicago assembly line so many years ago. On July 19, Nettie once again came home.



On the Concourse in Dearborn

2009 Installation Dinner

January 10, 2009



Place: Wellington of Arlington
 Time: 6:30-7:30 PM Open Bar
 7:30-8:30 PM Dinner & Cash Bar
 8:30-????? Program & Awards
 Cost: \$35.00 per person includes dinner, 1 hour open bar and gratuity.

See inserted flyer for more information.

RSVP with dinner choice and payment to Frank Madrigali by January 2.

Please keep Tom Young in your thoughts and prayers. We have just learned that Tom is ill and has been hospitalized. For more details please contact Stan Stack or George Cech.

V-8's & Veterans – Luncheon and Tour

By Ken Bounds

We held our third annual Veterans Day luncheon and tour on Saturday, November 8, to honor our members who have served in the armed forces. Our thanks go out again this year to Earl Heintz for making the arrangements at Sam's of Arlington.

Twenty-two NIRG members and family attended the luncheon. The food, drinks, and service were excellent once again. There was a short program to say a big "Thank You" to those who have served their country in the military. Elaine Braun was the lucky winner of a cookbook published by the Arlington Heights Historical Society and her brother, Stan Gaynor, won a NASCAR cap.

Although the weather had been unseasonably warm just a few days earlier, the sudden cold snap held down the antique vehicle presence to John Judge's '52 tow truck.

Members in attendance included President and First Lady Dan & Diane Pudelek, Ron & Arlene Blum, Ken & Carolyn Bounds, Don & Elaine Braun, Tom Buscaglia, Lloyd & Gladys Duzell, Stan Gaynor, Earl & Gene Heintz, John Judge, Joe & Nell Kozmic, Paul & Joanne Linzer, Frank Madrigali, Joey Novak, and Art Russell.



We never get enough to eat



Enjoying the log cabin tour

After the meal several of those attending drove over to the nearby Arlington Heights Historical Museum. After viewing an interesting film on Arlington Heights history, we took a guided tour of the various houses on the property. We also were treated to an art display by Arlington Heights artists at the Heritage Gallery. If you didn't go, you missed an interesting piece by our very own Bev Ottaviano.

Our thanks to all the members who attended and made this an enjoyable event.



“As The Wheel Turns”

(the continuing soap opera of one man’s search for a flathead Ford)

by Don Drews

Episode 6: Origins of a car guy

It’s been “all quiet on the flathead front” this month, so let’s go back to the beginning and see where this author’s fascination with old cars comes from. I’ve often thought back on a conversation I had with Tom O’Donnell shortly after joining the EFV8 Club about what makes a car guy. Tom’s opinion—and I believe he’s right—is that we’re born, not made. It’s certainly true in my case.

My mother enjoyed telling one of those cute family stories about how when I was 1½ years old I would stand by the front door saying “bus! bus!” (No doubt, given my limited vocabulary, “bus” meant any vehicle that caught my fancy.) For several years, my favorite present every Christmas was a toy car. I can also clearly recall an early babysitter’s ‘55 Chevy. She was a stern and forbidding figure, but I liked the looks of her car better than our ’59 Ford. Throughout my early years, there were pivotal moments with Tonka trucks, Corgi toys (much superior to Matchbox!) and the time my version of a ’39 Chevy won the Indian Guide model building contest.

When I was 10, our family moved to Southern California. It was the peak of the dune buggy craze, and whenever I saw one it always spun my propeller. There were always lots of neat old cars and hopped up muscle cars on the road. Car culture was king in So’ Cal, and I soaked it in through my pores. After we got our licenses, my buddies and I went to car shows and occasionally drove more than an hour to cruise Van Nuys Boulevard—L.A.’s version of Woodward Avenue. American Graffiti was a big influence, of course, but so was the TV movie “The California Kid” along with all the cars songs by the Beach Boys and Jan & Dean. We had a different dream car every week. I’m sure you can *all* relate that!



So how did I get to flathead Fords? Well, ’40 Ford coupes and Deuce roadsters had very high cool factors where I grew up and were at the top of the desirability pyramid. Hot rod magazines steered our tastes in that direction too. But ’36 coupes appeared on my radar in an unusual way. I used to commute to work up Cumberland Avenue, past a rusted shell of a 5-window parked at a service station. I knew it was a Ford, later than a ’33/’34 and earlier than a ’39/’40. Even as a basket case, the pretty lines of that coupe sparked a tingle in my car guy DNA. When I did some research, found out what it was and saw how nice they look all fixed up, ’36 coupes went right up there on my current dream car list.

So there you have it. I’m wired into this stuff just like the rest of you. And if you can’t beat heredity, you might as well join it. The journey to my coupe—’36 or ’40; blue or maroon—continues.

Tune in next month for the next installment of “As The Wheel Turns” . . .



TECH CORNER



This month's tech tip comes from Frank Koeder. Frank has supplied the following list of part numbers for conversion of pre-1948 Ford brakes to 1956 to 1964 Ford pickup brakes. These brakes have the 5 1/2" bolt circle so the early Ford wheels will fit. Please contact Frank if you have any questions. Thanks Frank.

Front grease seals

- National Seal 473441

Inner bearing and race

- Timkin bearing 14116
- Timkin race 14726

Note: re-radius the outside of the inner race from 1/16" to 1/8" with a hand grinder so it will seat properly in the hub.

Outer bearing and race

- Bearing 09067
- Race 09195

Front Brake Hoses

1/4" line to 1956 pickup wheel cylinders. These fit in the stock brackets and used the stock brake lines.

- Napa United 36549

1956 Ford pickup brake assembly part numbers

- NAPA brake shoes AB10A
- NAPA wheel cylinders
 - Left 269-2240
 - Right 269-2241
- NAPA studs 7/16" D 641-1017
- Century drums 712032
- Bendix backing plates
 - Left 48951-L
 - Right 48952-R

Congratulations to the newly elected 2009 Officers

President: Dan Pudelek

Secretary: Don Drews

Treasurer: Joe Serritella

Board of Directors: Ron Blum, Tom O'Donnell, Stan Stack, Joe Novak and Alan Wall





10 Years Ago This Month – December 1998

On December 13, Norm & Dolly Collins hosted the 10th Annual Christmas brunch at the Seasons in Long Grove. About 38 V-8ers were in attendance and a gingerbread house donated by Tom & Judy Buscaglia was won by Gene Heintz. Dolly provided homemade Christmas angels for all the ladies in attendance.

20 Years Ago This Month – December 1988

Outgoing President Rich Doligale called the December 13 meeting to order in the hallway because the meeting room was locked. During the abbreviated meeting George Cech said he would be an officer next year. (Hmmm. I once saw a bar with “free beer tomorrow”). Since it was so early, most everyone adjourned and went out for pizza.

30 Years Ago This Month – December 1978

At the December 12 monthly meeting, Bill Simms presented a written list of club “policies” based on motions passed over the last several years and proposed that it be published in the roster. This was the first evidence of a comprehensive list of NIRG by-laws (mostly still in effect today). A very small group of members took advantage of the “pre-holiday family night out” December 17. They saw “You’re a Good Man Charlie Brown” at the Woodstock Opera House.

35 Years Ago This Month – December 1973

In the December newsletter President Len O’Connor thanked everyone for their contributions to the club’s “best year to date.” Member Steve Zaharadnik offered a ’32 three-window coupe for \$2,500. (Wonder if he still has it for that price!)

Flathead Flashback

Right: Lin and Pat Stacey pose in front of their immaculate ’42 Ford Sedan Coupe fifteen years ago at the 1993 Grand National Meet in Dearborn.



NOVEMBER 18 MEETING MINUTES**Submitted by Secretary Mike Heatherly**

President Dan Pudelek called the meeting to order at 8:15 pm.

Earl Heintz was still filling in for George Zulas and provided the treasurer's report showing an ending balance of \$2,456.66.

Membership Chairman Ken Bounds reported that membership still stands at 83 members with 50 now renewed for 2009. He introduced our newest member Ben Ashley who is restoring a 1953 Ford Pickup. He recently joined with his wife Ginny and was at the club picnic this summer.

Health & Welfare: Don Braun and Lloyd Duzell are dealing with some ongoing health issues. Joe Serritella informed club members his daughter is 98% cancer free. He thanked members for their kind thoughts and prayers. His daughter was treated with a recently developed medical procedure at Sloan Kettering that isolated radiation treatments to specific areas and did not harm surrounding healthy tissue. He urged members to be aware of the harmful effects of excessive sun exposure that his daughter experienced.

Ken Bounds spent a few minutes talking about the luncheon club members attended on Saturday, November 8, in observance of Veterans Day and the tour of the Arlington Heights Historical Museum. He thanked Earl Heintz for again making arrangements at the restaurant.

Ken Bounds spent a few moments talking about the Central National Meet next year. As of today, the two host hotels, the Hampton Inn and the Comfort Suites are sold out for the meet. The other suggested hotels still have rooms available: Holiday Inn Express La Quinta, Days Inn, Super Eight, and Best Western. Ken made registration forms and meet flyers available to anyone interested.

The highlight of the meeting, the election of the 2009 Club Officers and Board members was held, and after the ballots were counted congratulations are in order for:

President - Dan Pudelek; Secretary - Don Drews; Treasurer - Joe Serritella;
Board Members - Ron Blum, Stan Stack, Tom O'Donnell, Joe Novak, Alan Wall.

Dan announced that Frank Madrigali will continue as Vice-President for another year and Ron Blum agreed to be the Tour Chairman.

Tours: George Cech asked the club consider joint tours with other clubs. It will be looked into. Ken Bounds brought up the idea of tours to Cantigny and Fermi Lab.

Frank Koeder left \$20 richer as the winner of the 50/50 raffle, but promptly dropped it at a local establishment. One of our \$25 "turkey gift certificates" was won by new member Ben Ashley. Not sure who won the other one.

In Attendance:

Ben Ashley, Ron Blum, Ken Bounds, George Cech, Don Drews, Mike Heatherly, Earl Heintz, Roger Hunz, John Judge, Frank Koeder, Joe Kozmic, Paul Linzer, Frank Madrigali, Roger Mensess, Joe Novak, Tom O'Donnell, Dan Pudelek, Joe Serritella, Len Vinyard, Alan Wall and George Zulas

NIRG EVENTS CALENDAR

| September | October | November | December |
|---|---|--|--------------------------------------|
| 11 Board Meeting 16 Member Meeting 20 Tour to collection in Downers Grove - Hosted by Ernie Herzog 26 - 28 Lake Geneva Poker Run | 9 Board Meeting 12 Tour to East Troy, WI - Hosted by Ron Blum 21 Member Meeting - Officer Nominations | 8 Veteran's Day Lunch 13 Board Meeting 18 Member Meeting - Officer Elections | No Meetings 21 - Christmas Brunch |
| January | February | March | April |
| 8 Board Meeting 10 Installation Dinner 20 Member Meeting | 12 Board Meeting 17 Member Meeting | 12 Board Meeting 17 Member Meeting | 9 Board Meeting 21 Member Meeting |

Seasons Greetings



HAPPY BIRTHDAY TO
KATHY SPRAU (12/2), FRANK NAGODE (12/3), MARY ANDERSON (12/4),
LEAH DULING (12/10), DAN PUDELEK (12/10), GERALD KELLY (12/11),
JANIS DIX (12/15), DICK ALFINI (12/21), CAROLYN GRAMS (12/23),
MARGARET KOEDER (12/24), KEN BOUNDS (12/26), DON BRAUN (12/26),
& RICH ANDERSON (12/31)

HAPPY ANNIVERSARY TO
KEN & CAROLYN BOUNDS (12/6), BOB & ANGIE PALADINO (12/11),
GORDON & CHRIS COLDITZ (12/13), MARTY & LEAH DULING (12/21),
JERRY & ALEXANDRIA GUNDERSEN (12/22) &
TOM & MADELEINE O'DONNELL (12/27)

AND ALL THOSE CELEBRATING BIRTHDAYS AND
ANNIVERSARIES THIS MONTH.



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Contact Alan Wall 847-869-4181 or 847-927-1932

- 32 Ford Frame cross member, also other years
- 1962 Pontiac Bonneville 2Dr Hardtop /Sport Coupe 389 4bbl, PS, PB, Power Antenna, AC, Power Windows, New Bamboo Paint, Wheel Rings. Asking \$20,000 to \$22,000
- 32 Ford restored rolling chassis - V8, transmission, fender brackets, headlight bar, 40 backing plates or 32 backing plates with drums, low serial number vehicle with title \$10,000
- Headlights, 34 engine disassembled, firewall, bumpers, etc;
- Wanted a used 32-48 flathead engine for the restored chassis

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



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**Photo of the Month
Ken Receiving Dearborn Award**