

ROAD CHATTER

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

Volume 42 Issue 11

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

November 2008

UPCOMING NIRG EVENTS

November 8 Veteran's Day Luncheon - See Page 3.

November 13 Board of Directors Meeting, Wheeling Township Service Center, 7:30 pm.

November 18 Monthly Meeting Wheeling Township Service Center, 8:00 pm.



OTHER EVENTS OF INTEREST

November 2 Skip's Car Show & Swap Meet, Lake County Fairgrounds, Grayslake, IL, Admission \$7

November 15 - 16 Chicago-land Antique Advertising, Slot-Machine & Jukebox Show, Pheasant Run Resort, St. Charles, Admission \$7

November 22 - 23 27th Anniversary Chevy Vettefest, Donald E. Stephens Convention Center, Rosemont, IL, 9 am-6 pm, Admission \$14

In this Issue

Page 2 – In his November letter, our President, Dan Pudelek talks about the end of touring season and upcoming events.

Page 3 – Please plan to attend our annual V-8's and Veterans luncheon. Afterwards we will tour to the Arlington Heights Historical Museum. If you have not already signed up, call Earl or Ken right away.

Page 4 – Our feature story this month tells how your co-editor acquired his 1950 Crestliner and recounts some of the fun in the first 19 years of ownership.

Page 7 – Minutes of the October 21 meeting.

Page 8 – NIRG welcomes our newest members, Ben & Ginny Ashley.

Page 9 – As the Wheel Turns – Don Drews finds his dream car! But...

Page 10 – Tech corner – all about the Marmon-Herrington four-wheel drive conversions for early Fords.

Page 11 – Rearview Mirror – information about club events over the past 35 years – and a warning!

Page 12 – Our V-8 Gals page: Mmmm, chocolate.

Back Cover – Our Photo of the Month: Ken Bounds' 1950 Crestliner



Elections will be held at the November meeting. There will be another round of nominations to ensure that we have a full slate of officers for 2009. 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 two \$25 gift certificates! Plan to attend.

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.

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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 it's that time of year again. The leaves on the trees are just about all gone. The nights are almost too cold and the days are getting shorter. That can only mean one thing: it's time to get the old cars ready for, I hate to say it, winter. It seems like every year fall comes faster or the summers are shorter; I'm not sure which. I will say the weather this past touring season couldn't have been better.



At the October meeting we picked our nominees for the people we would like to be elected to run the club for the upcoming year. It didn't quite turn out the way I hoped it would but it did turn out the way I knew it would. I would like to thank all the people that accepted their nominations.

Also at the meeting the Christmas Brunch came up for conversation. I told the members that we need a volunteer to make the arrangements. Long Grove was talked about and I said that was fine but again I would need someone to make the phone calls and all the arrangements. I again asked for a volunteer. I told the members that if I make the arrangements that I preferred Drury Lane in Oakbrook over Long Grove. I think the food is great and the ambiance is wonderful for the price. So with no volunteers forthcoming, I would like to invite all members and friends to the Drury Lane for Christmas Brunch on Sunday December 7, 2008. Keep this date open for a good time with your friends. I will have a signup sheet at the November meeting so we can have a head count to make the reservations. The cost for brunch is \$25.95 + tax & tip per person.

I normally don't talk about politics unless it has something to do with the club, but I'm encouraging every member to get out and vote no matter who your candidate is - it's very important.

Thank You

President
Daniel Pudelek



Mark your calendars! The Christmas Brunch is coming up Sunday, December 7th at 10:30 a.m. at the Drury Lane in Oakbrook Terrace. The cost is \$29.95 plus tax & tip. As Dan mentions above, the food is out of this world. Please contact Dan at (630) 969-2459 or at the November meeting if you plan to attend. More information will be provided in the December Road Chatter.

UPCOMING TOURS AND EVENTS



V-8's and Veterans

**A LUNCHEON TO HONOR OUR MEMBERS WHO
HAVE SERVED IN THE ARMED FORCES**

November 8, 2008 – 12:00 noon

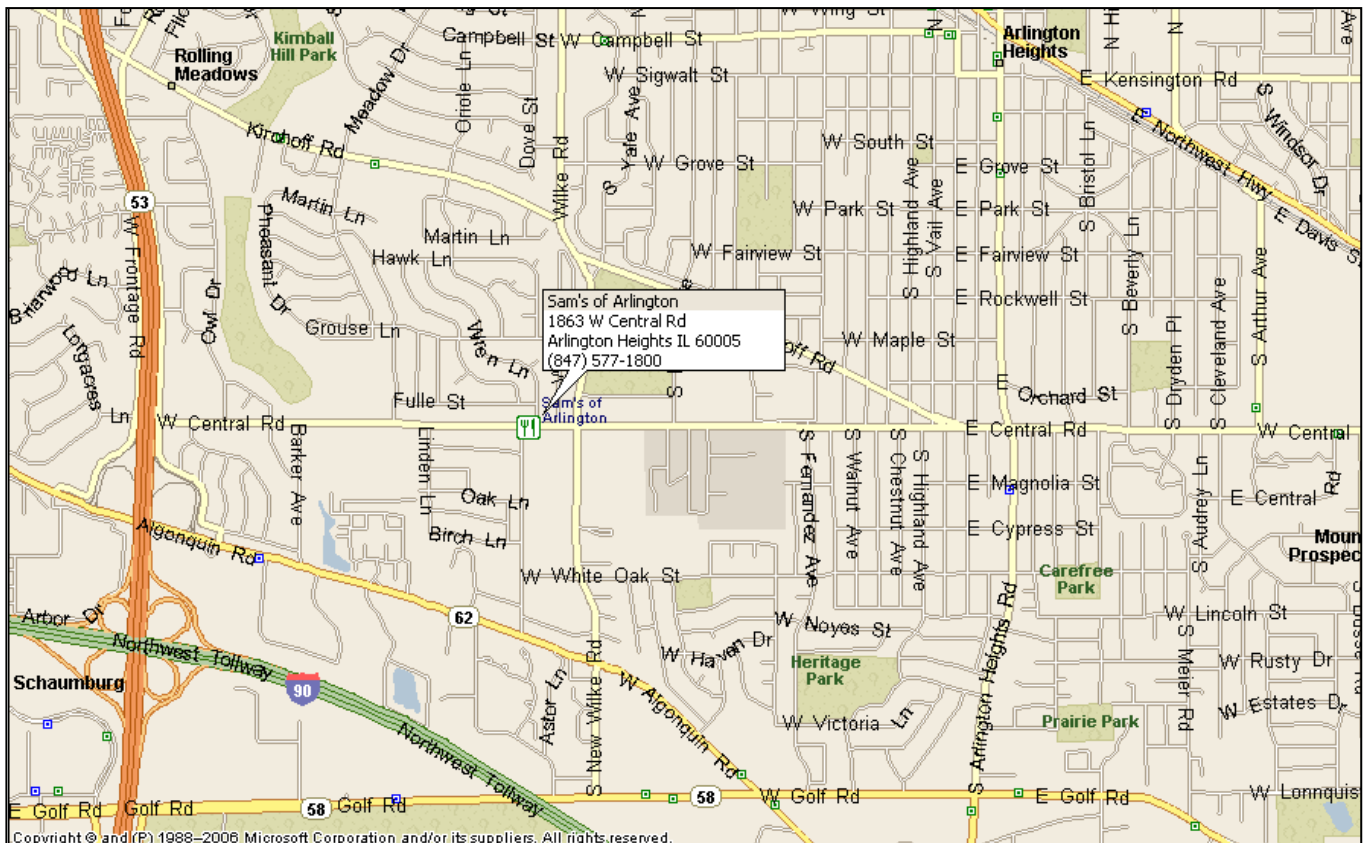
Sam's of Arlington

1863 W Central Rd, Arlington Heights



Everyone is invited to get together for lunch for Veterans Day on Saturday November 8 at 12:00 noon. Hosted by Earl & Gene Heintz and Ken & Carolyn Bounds. Please call Earl or Ken by November 5 if you plan to attend so we can provide a count to the restaurant. Modern iron is welcome, but if the weather is nice, why not bring out that V-8 one more time! Just an informal lunch to say "Thank You" to our Veterans.

After lunch we will take a tour of the Arlington Heights Historical Society museum in downtown Arlington Heights at 110 W Fremont Street, just 2 1/2 miles from the restaurant. The museum is currently featuring a gallery of the work of local artists. Museum tours are \$4.00. There is no admission fee for the Gallery, but a suggested donation of \$2.00 is recommended.



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Nettie Comes Home

By Ken Bounds

It was 1950. Chevy was beating Ford in sales, partially because of its stylish new hardtop. Ford planned to answer with a hardtop of its own, but the Victoria was more than a year away. To try to boost sagging sales, in May of 1950 Ford announced the Crestliner: "Presenting the newest, brightest star of the highways! It's the smart new Ford Crestliner!"

The Crestliner was quite an eye catcher. The exterior sported special spring colors with two-tone treatment – Coronation Red Metallic and black or Sportsman Green and black, (Hawaiian Bronze and brown came later) special side moldings creating what Ford called airfoils, full vinyl roof, abundant stainless trim, unique full wheel covers, gold anodized Crestliner fender insignia, stainless rocker moldings, dual

outside mirrors, and fender skirts. The interior featured special leather/vinyl/Bedford cord seats and side panel upholstery, vinyl headliner, full cut-pile carpeting, unique black 4-spoke steering wheel with full horn ring, and Crestliner dash trim with two-tone paint to match the exterior.

Even with all its unique, fancy appointments, the Crestliner was not a big seller. Not including optional whitewall tires, radio, or heater, the base price of \$1,711 was a good \$200 more expensive than the Custom Tudor – which may explain why only 17,601 were built that year. Apparently, 1950 buyers were hungry for true hardtops, not fancy sedans. In 1951 the Crestliner was discontinued after only 8,703 were built. The extremely low production numbers make the Ford Crestliner a collector's dream; the uniqueness of Crestliner-specific trim items can make them a restorer's nightmare.

Our story is about one Coronation Red & black 1950 Crestliner, Serial Number BOCH168373, which rolled off the Chicago assembly line on June 29, 1950.

In 1988, I went to visit my parents for Easter in my home town of Kirksville, MO. At the time, I had a 1950 Ford Business Coupe. While in Kirksville I was visiting an old friend I grew up



Crestliner illustrated in Coronation Red Metallic with black bucket-convert vinyl top and black airfoils accented by bright metal moldings. Four specially designed bright metal wheel covers and rear fender skirts add further distinction.



with, Richard Ball. Richard mentioned to me that he saw an old Ford for sale in town. He thought it was a 1950 but wasn't sure because it was a lot fancier than mine, had a vinyl roof, and different chrome trim. I was real surprised by this because it sure sounded like he was describing a Crestliner. We jumped in the car and went to have a look.

Sure enough, there it was: a red/black 1950 Ford Crestliner sitting on a used car lot. This car was a true "barn find". All you had to do was open a door and you could smell the barn! The price on the "for sale" sign seemed a little high for the condition of the car, but there was a phone number so I decided to follow up when I got back home. It turned out that a local dealer was selling the car for the original owner, a retired cattle rancher from nearby Green Castle, MO, named Nettie Eitel.

Nettie was well known in Northeast Missouri for raising prize-winning Angus cattle on her 700-acre ranch outside Green Castle. Born in 1897, Nettie never married and lived in the same place most of her life. On August 31, 1950, Nettie traded in a 1939 Chevrolet for her last car - a fancy new Ford Crestliner at the Kirksville Ford dealer. The original Missouri title showed that the odometer had 340 miles on it. I learned later that it was likely that the car would have been *driven* from the Chicago assembly plant to the dealership, thus accounting for the mileage.

The Crestliner did not have an easy life on the ranch. I learned from talking to her nephew, her ranch foreman and a long-time salesman from the Ford dealership that Nettie was pretty rough with the car and was even known to drive it in her pasture herding cattle! At some point she center-punched a tree or post, as evidenced by a long-ago repair to the front end. Nettie apparently liked pink cars long before Mary Kay did, as she had the red on the Crestliner repainted bright pink early on. As Nettie's driving days came to an end, the Crestliner was parked in a barn and was overtaken by various barn-dwellers, causing a lot of damage to the interior and rusting of the rear portions of the floor and trunk. The Crestliner had 55,718 miles on the odometer. Annual inspection certificates and service records show this to be the original miles.

The story goes that some smooth-talker came through town at one time and learned of the Crestliner. Sight-unseen, he convinced Nettie's family that the car could be worth \$10,000. The car was dragged out of the barn and the pink was re-coated with a color thought to be close to the original. It really wasn't. Nettie's foreman then tried to sell the car, but when it was learned that the car was worth nowhere near the alleged value, it was relegated back to the barn. We



Ken & Ray Bounds, June 1988



At Shoebox Meet in Macon, MO—June 1988—My Business Coupe on the left.



Nettie wins a Shoebox award - 1997

never learned why, but in the spring of 1988 the car was again put up for sale, this time at a much more realistic price. After some negotiating with Nettie's agent, I purchased the Crestliner on April 20, 1988, for \$2,500. There were those at the time who thought I got skinned. Looking back, I don't think so.

The car was not drivable, so my dad worked with a local service station mechanic who was experienced with these cars to go through it and get it ready for the road. The engine was very tired, but with a new battery and two water pumps it ran OK, if a little smoky. The brakes

were rusted to the drums, so those were rebuilt. In June 1988 I went to Missouri and spent a lot of time with my dad making the car presentable and cleaning up what the mice, bees, hornets, etc. had left behind. June 25 was "coming out day" when my dad drove the Crestliner, now affectionately called Old Nettie, to a shoebox meet in Macon, MO. The next day I drove Old Nettie from Missouri back home to Chicago where she had been built 38 years earlier.

The Crestliner was certainly not concourse quality, but it was a decent, quite original one-owner. I decided to basically drive the car and enjoy it. The wiring was a disaster; a patchwork of jumper wires had been added just attempting to make everything work. Early on I replaced the wiring in the car. The interior was completely original, but was a mess from its rough treatment and time in the barn, so I had some presentable seat covers installed. Finally, the tired old V-8 was just burning too much oil, so I had it rebuilt in 1992 by former NIRG member Don Roels.

Over the years I drove the Crestliner to several shoebox meets and on many V-8 tours and showed it in Touring Class at the 1993 Grand National in Dearborn and the 2001 Central National Meet in Branson, where it took a 2nd Place trophy in Touring Class. The car was always a lot of fun, but the years and rough treatment were taking their toll. The cheap paint that had been applied many years earlier was fading badly, not to mention being a long way from the correct Coronation Red metallic. The "bonded" hood, a trunk lid that didn't close properly, the wrong vinyl roof and the shot interior were always there as reminders that the car had seen better days. I often had thoughts of restoration, but the parts unique to the Crestliner are scarce and expensive and the interior and vinyl roof are not being reproduced. Nevertheless, over quite a few years I began accumulating the Crestliner parts that needed replacement: the hard to find horn ring, the unique stainless side trim, the rare full wheel covers, NOS stainless rocker moldings, etc.



Route 66 Tour in 1991

In 2006 I bought an engine for my 1950 Convertible from a gentleman in Lockport named Everett Plata.

When I visited his shop while he was installing my engine, Everett showed me the restoration work that he was doing on a 1951 Ford. After a lot of discussion and seeing the quality of Everett's work, I decided that it was time to talk about restoration of Old Nettie. We agreed on the work that needed to be done and in early February 2007 I delivered Nettie to Everett.

Next month I'll tell you about the restoration of Old Nettie and what has happened to her lately. The photo on the right is just a sneak preview.



OCTOBER 21 MEETING MINUTES

Submitted by Secretary Mike Heatherly

Our Prez, Dan Pudelek, called the meeting to order at 8:20 p.m.

Earl Heintz is still substituting for our out-of-town Treasurer, George Zulas. Earl gave the Treasurer's report, showing an ending balance of \$1,267.42.

Membership Chairman Ken Bounds reported that Ben & Ginny Ashley joined the club, bringing our membership up to 83. They have a 53 Ford Pickup - if you attended the picnic at Lloyd Duzell's house, you may have seen it sitting on a trailer in the corner of his backyard. Membership renewal forms for 2009 went out in the Road Chatter and dues have been rolling in. As of tonight 36 members have renewed.

Health and welfare Chairman Stan Stack reported that Sue Dopke is still ill, Lloyd Duzell is dealing with some ongoing medical issues, and that Joe Serritella's daughter is gravely ill. Your good wishes and prayers would be appreciated.

Dan discussed upcoming events:

- The Veterans Day Luncheon will be Saturday, November 8, at Sam's of Arlington. A signup sheet was passed around.
- The Christmas Brunch will be Sunday December 7 in Oak Brook at the Drury Lane.
- The Installation Dinner will be Saturday January 10 in Arlington Heights at the Wellington.

Look to the Road Chatter for details about each event.

Ken Bounds spent a few moments describing the Central National Meet which will be held in Auburn, Indiana next year. It is being jointly sponsored by the Western Ohio and Northern Indiana Groups and is scheduled for August 28 to September 1. It will be an especially enjoyable event since activities will include tours of the Early Ford V-8 Museum and Kruse museum properties. Ken passed out registration forms for the meet and invited members to join the Early Ford V-8 Foundation. A larger membership roster should aid in seeking corporate donations for the Foundation.

Continued on Page 8

MEETING MINUTES CONTINUED

Dan opened the floor for 2009 Officer and Board Nominations. The following agreed to place their names in nomination:

President: Dan Pudelek
Secretary: Don Drews and Mike Heatherly
Treasurer: George Zulas

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

Nominations are not closed - please attend the November meeting to vote.

Ken Bounds spent a few minutes describing the pleasant outing club members spent at the Lake Geneva Poker Run held September 26 - 28. A survey of participants revealed that members desire it remain a 3-day outing.

Dan Pudelek, Ron Blum and Ken Bounds showed a video slide presentation of the poker run and the recent Trolley Line tour at East Troy, WI.

Stan Stack won \$15.00 in the 50/50 Raffle

In Attendance:

Sam Barone, Ron Blum, Ken Bounds, George Cech, Gordon Colditz, Don Drews, Mike Heatherly, Earl Heintz, John Judge, Garry Kelly, Joe Kozmic, Frank Madrigali, Neal McManus, Tom O'Donnell, Bob Paladino, Dan Pudelek, Stan Stack, Len Vinyard, Alan Wall and Tom Young

Welcome New NIRG Member



The Northern Illinois Regional Group welcomes Ben & Ginny Ashley to the club. They own a 1953 Ford F100 pickup, shown here as a work in progress. You may remember their pickup on the trailer at the picnic this summer. Welcome! We hope to see you at upcoming club events.

This issue should contain a sticker showing the contact information for Ben & Ginny that you can attach to your 2008 roster.

- It is time once again to renew your membership for the upcoming year. Members should have received a renewal form in last month's issue. Please review the form and make any changes, correct any errors, or add any missing information. You can return the form with your \$35 dues to the membership chairman at the address shown on the form or bring them to the next meeting.
- Road Chatter ads renewals are due. It's easy to advertise in the Road Chatter. Just send \$25, plus a business card to Ken Bounds, 1N410 Forest Ave., Glen Ellyn, IL 60137. Please make checks payable to NIRG. Renewals must be received prior to December 22 to be in the January Road Chatter.





“As The Wheel Turns”

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

by Don Drews

Episode 5: Two cars in a week . . . and a surprising turn of events

As we pick up our story, the first part of the month was going great - I took a look at two promising cars in a single week. I’ll tell you about the second car first, for reasons that will become apparent. It was a maroon ’40 deluxe coupe at Volo. It sure hit all the boxes on the checklist, and Bill Grams (owner of the Volo Museum and NIRG member) gave an honest description over the phone. It was a solid 20-footer with a homemade floor but otherwise stock. A respectable driver, but it just didn’t sing to me.

The ’36 coupe in Connecticut was another story, though. I spotted it in Hemmings and decided that for the price of a pro appraisal I could make a day trip out to see it in person. Well gents, she was the real deal. Shiny Washington blue paint on an older frame off, bare-metal-up restoration. Rumble seat! Nice chrome. Original-style interior in fine shape. Solid running boards without wear spots. Fired right up, no smoke and it tracked straight down the road. I mean sweet, mighty sweet. This one whispered in my ear. Oh yeah. I had to run to catch the plane, but I told the seller I was *very* interested. All I had to do was tie up a few loose ends on the home front.

Faithful readers, I’ve told you that this would be a soap opera, but I never imagined what that might mean in terms of personal disclosure. Here goes: I’d been talking to a company for several weeks about a very good job. Everything went smoothly through several rounds, and I was the leading candidate (they didn’t really even have a #2 candidate). Since I’m self-employed now, that predictable corporate paycheck was going to make buying the ’36 coupe easy as pie. Except I didn’t make it to the finish line. And then the market tanked. Did I mention our daughter is heading to college next year? I’d found the car, and now I couldn’t pull the trigger financially. For now, I had to walk away.



So where does this soap opera go from here? I guess we’ll all have to stay tuned to find out. For the moment, I’m going back to window shopping - just to keep the flame alive. And I’ll keep sniffing for another corporate opportunity so I can have my toy and sleep at night. The good news is I know the car - or another one just as nice - is out there.

Thanks for keeping an eye out for me, and keep the faith.

Dream car in a dream garage (don’t wake me!):

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



TECH CORNER



Our Tech Corner this month gives some information about the Marmon-Herrington four-wheel drive conversions on Early Ford vehicles and how to decipher the VIN. The question and answer below appeared in the September 25 issue of *Old Cars Weekly*, published in Iola, WI. Our thanks to technical editor Ron Kowalke for permission to reprint the letter and to Q&A column author Kit Foster for this interesting information.

Q. Did Ford Motor Co. build any 1939 half-ton four-wheel-drive pickups? If it did, who supplied the add-ons? The vehicle in question is VIN LLD3479917. What accessories did it have, where was it sold and who was the original owner? I believe the original owner was National Grass Lands in western Kansas.

Ernie Ashley, Larned, Kan.

A. Ford did not offer a factory-built 4x4 until 1959. Prior to that time, most four-wheel-drive conversions were carried out by the Marmon-Herrington Co. of Indianapolis, a venture of Walter Marmon, son of Marmon Motor Car Co. founder Howard Marmon, and Arthur Herrington, a former Army officer with experience in off-road transportation. Herrington held a patent for a constant velocity universal joint, an essential part of the 4x4 drivetrain. From 1931, they built light and heavy all-wheel-drive vehicles, mostly for the armed forces. Beginning in 1937, Marmon-Herrington converted Ford cars and trucks at its factory; after World War II, it also supplied kits to dealers. To decipher your VIN, I consulted Don Chew, an authority on Marmon-Herrington. He explains that the first L and the D signify Light Duty (appropriate to a half-ton truck). The second L means you have the high-performance 95-hp engine (the 239-cid V-8 introduced for use in the Mercury and some commercial vehicles in '39). The 3 means third series (1937 was the first, so third series is '39), 4 is four-wheel-drive, and the last five digits come from the Ford engine/serial number. Marmon-Herrington replaced the Ford data plates with its own, and requested that installing dealers do the same, though not all of them did. The VIN has no information on options, nor do we know who the original owner was. Your information on National Grass Lands may well be correct. Your Marmon-Herrington is rarer than the regular Ford pickups, but Chew cautions that its low gearing limits speed to about 35 mph.



How rare is this? 1948 Mercury wagon with Marmon-Herrington conversion, seen at our tour to Don Adams' collection in Bull Valley



10 Years Ago This Month – November 1998

President Phyllis Witthoef was re-elected for a second term at the November 17 meeting, along with Secretary Ernie Herzog. Ernie was not even there to defend himself as he was home taking care of wife Terri after her triple-bypass surgery. New member John Ellis was welcomed at the meeting.

20 Years Ago This Month – November 1988

The November 8 meeting saw the election of Lloyd Duzell as President, John Witthoef as Vice-President, Earl Heintz as Treasurer, and Bob Paladino as Secretary. Before the vote there was an extended discussion of the duties of each office, of the need for a board of directors, of why we elect our officers instead of the board choosing among themselves, should we get rid of the coffee pot, etc. The more things change....

30 Years Ago This Month – November 1978

On November 11 Bill and Sue Simms hosted the Ladies Choice event at Drury Lane South. Ten V-8 couples and several guests attended dinner and saw Mickey Rooney in "Good Night, Ladies." Election night, November 14, saw the election of Chester Lawrence as President, Earl Heintz as Vice-President, and Jack Groot as Secretary/Treasurer. A surprise "turkey raffle" drawing was held for all present at the meeting (the birth of a tradition that continues today).

35 Years Ago This Month – November 1973

At the November meeting Len O'Connor was re-elected as President, Howie Bischoff was elected VP, and Jack Groot was chosen as Secretary/Treasurer. There were actually three candidates each for president and vice-president! New tour chairman Alan Wall was looking for volunteers for 1974 events.

OK. We like to check back issues of the V-8 Times for items relevant to our area. The photo on the right appeared in the November/December 1998 issue. Any connection between the '40 Woody and the sign is not known.



V-8 Gals

Oh the holidays are here again. You know they are upon you when you find yourself sitting on the couch munching away at leftover Halloween candy. Before you know it's Thanksgiving and we all know that the entire month of December is pretty much a food fest. There are so many delicious foods this time of year including lots of chocolate. I was reading my e-mail the other day and I came across this information about chocolate that I find quite valuable in my never ending rationalization that all things chocolate are good for you. Of course this came to me as part of a chain letter -- so I just had to pass it on. Enjoy!

Chocolate is derived from cocoa beans. Bean = vegetable.

Sugar is derived from either sugar cane or sugar BEETS. Both of them are plants, in the vegetable category. Thus, chocolate is a vegetable.

To go one step further, chocolate candy bars also contain milk, which is dairy. So, candy bars are a health food.

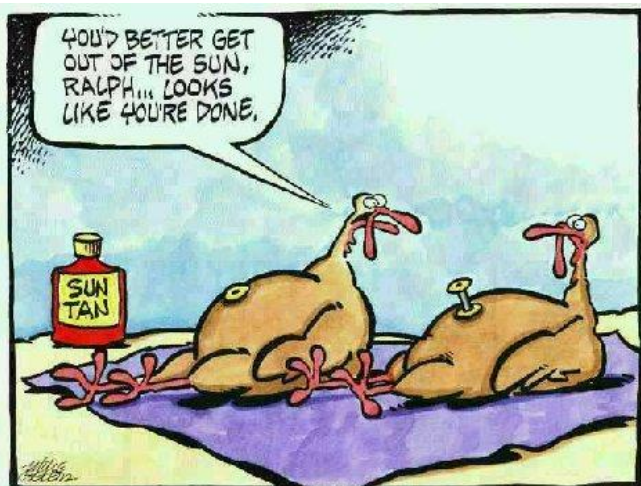
Chocolate-covered raisins, cherries, orange slices and strawberries all count as fruit, so eat as many as you want.

Remember - - - "STRESSED" spelled backward is "DESSERTS"

Share this to four people and you will lose 2 pounds.

Share this to all the people you know (or ever knew), and you will lose 10 pounds. If you ignore this message, you will gain 10 pounds immediately.

That's why I had to pass this on - - - I didn't want to risk it.



May your stuffing be tasty
 May your turkey be plump,
 May your potatoes and gravy
 Have nary a lump.
 May your yams be delicious
 And your pies take the prize,
 And may your Thanksgiving dinner
 Stay off your thighs!

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 7 - 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



Happy Thanksgiving



HAPPY BIRTHDAY TO

**BEN ASHLEY (11/2), TOM O'DONNELL (11/7), JERRY WEBB (11/7),
BETTY MENESS (11/12), ROGER HUNZ (11/14), BOB MAGNUSSON (11/17) &
SUE DOPKE (11/25)**

HAPPY ANNIVERSARY TO

**ROGER & BETTY MENESS (11/14), EARL & GENE HEINTZ (11/24) &
CLIFF & JOAN DIXON (11/26)**

**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 \$18,000 to \$21,000
- 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 \$12,500
- Headlights, 34 engine disassembled, firewall, bumpers, etc;
- Wanted a used 32-48 flathead engine for the restored chassis

Wanted

32 Louver Hood Panels (Henry Steel) - Contact Garry Kelly at 847-679-5008

36 Ford Clock Mirror - Contact George Cech at 847-395-5932

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



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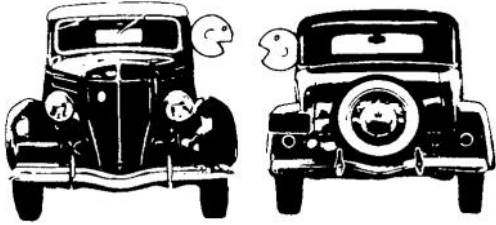
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Photo of the Month
Ken Bounds' 1950 Crestliner