

# ROAD CHATTER

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

Volume 49 Issue 1

P.O. Box 803

Arlington Heights, IL 60006-0803

January 2015

[www.nirgv8.org](http://www.nirgv8.org)

## UPCOMING NIRG EVENTS

**January 8** Board of Directors Meeting, Wheeling Township Service Center, 7:30 pm

**January 10** Installation Dinner. See Page 3 for details.

**January 20** Monthly Meeting, Wheeling Township Service Center, 7:30 pm



## OTHER EVENTS OF INTEREST

**January 11** 38th Annual Illinois Region AACA Auto Parts Swap Meet, Don McCue Chevrolet, St. Charles, IL, 8am-1pm, \$5 donation

**January 18** 42nd Annual Swap Meet, Great Lakes Vintage Chevy Club, Bill Jacobs Chevrolet, Joliet, IL, 8am-1pm, \$5 donation

## In this Issue

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**Page 2** – We sadly report the passing of a long-time NIRG member.

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**Page 4** – John & Este Scheve hosted our Annual Christmas Luncheon December 7. Read about it here.

**Page 5** – Our feature story this month comes from Ron Steck and tells the story of how he acquired and restored his beautiful 1940 Pickup.

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**Page 10** – This month's Tech Corner gives you some interesting facts about the iconic 1940 Ford as we begin its 75th Anniversary year.

**Page 11** – Rearview Mirror – information about club events over the past 40 years, plus a Flathead Flashback.

**Page 12** – Make plans now to attend Motorfest 6 at the end of August, hosted by our good friends Jerry & Connie Vincentini.

**Page 14** – Your editors have included a want ad with a special request.

**Back Cover** – Photo of the Month: Ron Steck's freshly-restored 1940 Ford Pickup.



If your dues have not been received by the end of January, this will be your last issue of the Road Chatter and your name will be omitted from the 2015 Roster.

If we have not received your dues, there will be a red notice on the back cover of your Road Chatter saying "Last issue if dues are not paid." There will also be another membership renewal form inside your Road Chatter.

Please review the form, make any corrections or additions, and return it to the Membership Chairman at the address shown on the form.



**2015 OFFICERS****President**

Scott Gilday

**Vice President**

Frank Madrigali

**Secretary**

John Emmering

**Treasurer**

Joe Serritella

**Membership Chairman**

Ken Bounds

**Health & Welfare**

Phyllis Madrigali

**Tour Chairman**

Open

**Newsletter**

Ken and Carolyn Bounds

**Board of Directors**

Ron Blum

Ken Bounds

Joe Dispensa

Gary Osborne

Stan Stack

**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](mailto: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**

Hello again,

Welcome to 2015. I hope you and your families had a wonderful holiday season and are looking forward to the year ahead. So far, we've been fortunate enough to have mild weather, so it's been a bit easier to finish up those end-of-year car projects and possibly even get your V-8 out on the road a couple more times.



I would like to once again congratulate our newly elected 2015 officers and would also like to announce that Frank Madrigali, Ken Bounds and Phyllis Madrigali have agreed to stay on in their respective roles as Vice President, Membership Chairman & Newsletter Editor, and Health and Welfare Chairman. I thank all of our officers and chairmen for committing their time to serving the club and I look forward to working with you this year.

Next, I would like to thank Este and John Scheve for all their hard work planning our annual Christmas Luncheon. We had mild weather and a great turnout, and the food at Jameson's Original Charhouse was really good. What a great way to kick off the holidays!

Our activities for this year will start with our annual Installation Dinner planned by Frank Madrigali and located again at the Rockwood Tap House in Downers Grove, where we get to meet our new officers and honor those who served the club last year; all while enjoying some wonderful music on the piano by Ron Vaughan.

I look forward to another great year and hope to see you at our upcoming activities.

Scott Gilday,  
NIRG President

**Frank T. Nagode • December 3, 1929 - December 21, 2014**

We sadly report to you the passing of long-time member Frank T. Nagode. Frank and his wife, Carolyn, were married for nearly 50 years.



Frank lived his entire life in the northern suburbs. He served in the U.S. Army and had a 40-year career with Outboard Marine Corporation. Frank was the proud owner of a 1936 Ford Cabriolet since 1947! He joined the Early Ford V-8 Club and the Northern Illinois Regional Group in November 1995.

Our condolences and best wishes go out to Carolyn and their daughters Deborah and Denise and their son Frank Jr.

## UPCOMING TOURS AND EVENTS

## *2015 Installation Dinner*

### *January 10, 2015*



Place: Rockwood Tap House  
3131 Finley Road  
Downers Grove, IL  
630-964-3131



Time: 6:00 - 7:00 PM Social Hour, Open Bar  
7:00 - 8:00 PM Dinner & Cash Bar  
8:00 - ????? Program, Awards

Cost: \$35.00 per person includes dinner, 1 hour open bar and gratuity.

**Come and spend a fun evening with your V-8 Club friends.**

- ♦ Entertainment by our own Ron Vaughan!
- ♦ Swearing In of NIRG Officers for 2014!
- ♦ Recognition of Service to the NIRG!
- ♦ Door Prizes!



**RSVP date was January 1st, but if you want to attend and did not make your reservation, call Frank Madrigali at 708-344-8063 today to see if he can get you in.**

Note: Door prizes are back this year! All attending are welcome to donate items for door prizes to add to those received from various vendors and friends of the NIRG.



## Christmas Luncheon

By Este Scheve, Photos by Joey Novak

On December 7, 2014, a lovely Sunday afternoon, 22 members and friends met for our annual Christmas lunch at Jameson's Charhouse in Woodridge. We had a private area of the restaurant and began with drinks. Coffee, tea and soft drinks were included with the meal.

The restaurant surprised us with a complimentary appetizer of baked potato skins; that was followed by our cream of chicken soup and fresh salad. Everyone had pre-ordered their choice of Chicken Breast, Medallions of Beef or Tilapia. Portions were very generous and food was served hot and delicious. For dessert, we had a cake which the restaurant allowed us to bring and they cut up and served to us.

Those attending were: Ron and Arlene Blum, Tom and Judy Buscaglia, Joe and Marie Dispensa, Scott Gilday, John Judge and friend Yolanda, Joe and Nell Kozmic, Joe Novak and Millie Olds, Dan Pudelek (Diane was ill and could not attend), John and Este Scheve, John and Barb Slobodnik, Ron and Colleen Steck, and George and Dawn Zulas.



## My 1940 Ford Pickup Story

By Ron Steck

Here is a little story of how I came about getting and restoring my 1940 Ford Pickup. I was retiring in 2011 and was looking to do a Pickup project. I had been looking at different web sites and one day I was on eBay. I had been looking at 46-47 Ford pickups and then took a liking to the 40-41 pickups. Well, in April of 2010 there was a 1940 out in Rockford, IL and I was able to take a ride out to look at it. Seeing it for the first time and not knowing what all to look for was a little confusing. I took it for a drive and was surprised how much different an old truck drove.

My first car was a 55 Ford a long time ago but kind of the same feeling. The body was in decent shape, no big rust issues or big dents. The truck had been owned by a man in Rockford for 5 years and he had never gotten around to do a restoration on it and wanted to sell it. I bought the truck about a week later and to my surprise the title he had was from Oregon; great news - they don't use salt on their highways. After getting the truck home I started to do some work on it.



My '40 Pickup - before restoration

Here is a good tip if you're going to do a car or a truck: learn about where you want to go with the restoration. Saves \$\$\$\$ and time. I jumped in and started to do some restoration work: wire brushing the frame, painting different areas, changing some parts and then finding out more info on the truck. I found I had a 1950 Mercury engine, still a flathead, which I had rebuilt, along with a Columbia two-speed rear end that was not working but drivable. By the fall of 2011 there was too much noise in the rear end and it was time for a rebuild - again \$\$\$\$\$. I found John Connelly in California who rebuilds Columbias. He put me in contact with Scott Gilday who had a Columbia and knew how to put them back together. Talking with Scott he had asked me if I had heard of the Early Ford V-8 Club and I had not. Again, research. I went to one of their meetings and joined the next month. These car clubs are a deep well of knowledge and one should join if you don't have all the knowledge of doing these vehicles.

My father and brother were car mechanics and I had picked up some things from them in my younger years; having older cars some time ago, you have to go back in the memory banks. Summer of 2012 - by now new tires, new exhaust system, new rear end and all associated parts, more new parts, rebuilt starter, generator, distributor. Again \$\$\$\$\$. I drove the pickup to car shows and took a trip up the Mississippi River with the car club. In Galena the truck breaks down. Make a call, get some advice to change the coil with the spare that you brought with you and you're back on the road again. We don't have a computer that you have to plug into to find out what is wrong. That's the wealth of knowledge.



Troubleshooting in Galena



This club that I belong to has been around for 50 years and includes 1932 -1953 cars and trucks with the flathead engines as its mainstay. Into the winter of 2012 and the throw out bearing is making noise; drop the rear end again. NOTE TO SELF: when having the engine or the rear end rebuilt, redo the clutch assembly at the same time. That's the time thing and some \$\$\$\$. Smarter now, I had known a man who was a transmission mechanic when I was young and he was a friend of my parents. What are the chances of running into him at a car show after not seeing him for 34 years? He helped me rebuild the transmission. Here we go putting the clutch and transmission in, little problem with a scrape, a little filing and we're good to go. Put the rear end back in with all new brake lines. Oh, by the way, when I got the truck I checked the brakes somewhat, found out later only 2 of the 8 shoes were working - found out when a vehicle has sat that long the wheel cylinders were shot and rusted so they were not pushing out the shoes to slow down. Now we're talking a new drive train from the engine to the rear end, new tires, bearings, other parts - \$\$\$.



**On the Mississippi River tour, Photo by Tom O'Donnell**

Now it is spring of 2013; I've been retired for almost 2 years and had the time to learn and do a lot of work on the truck. Time for more car shows and a trip with the club to Dearborn, MI. You haven't lived until you take a 6' -2" man and put him in a 1940 Ford Pickup doing 62 MPH for a couple of hours. Reminded me of when I was in the Army flying helicopters that we could go for 2 hours and then had to refuel; it was good to get out and stretch. I have a 2011 F150 and it sure is a pleasure to drive, more room and bigger cab too. Now the fall of 2013 and here we go starting the final restoration. The guys who are doing the metal work and the painting have been chosen.



**At The Henry Ford in Dearborn, MI**

I started to take the truck apart - that all happened in about 4 days. Take pictures of everything as it will save you time in putting things back, but remember those parts can only go in one place. Now is when you start to see all the parts you should replace knowing you don't want to take them apart again. I wasn't going to take the cab off to be media blasted like the fenders and bed but I was told it would be a better job. So we took the cab off and had it blasted. Also, funny thing I could put the cab in the bed of my F150 with no problem. When I got it back I knew the floors had been patched but was not going to have them redone. One of the guys in the club gave me the company that makes new panels and so I got new ones along with running boards. Here's the thing I said earlier, know where you are going with your restoration. I can't say that enough. I was lucky in the fact that I had great people to work with on mine and so I was walked through the steps we were to take.

Sometimes it is less costly to buy a new part than to fix the old; labor costs will eat you up. As we went along a little rust in the cab corners was an easy fix. Along with the new floor panels, the roof had a lot of little dents that were hammered out along with a couple of dings in the fenders. Remember this is a 74 year old truck with a lot of history, most likely from a farm, so it was a work truck. I took the frame home to do clean up and touch up and thought I was doing a good job. Once you see the work these guys

were doing to the other parts of the body you start to see what you're giving them back and it's not the same quality - you need to ask for help and I received it. You can't have a great looking top and the undercarriage is not the same. So I took off that rear end again; one of the guys in the club had an engine puller, out it came, and then the front end was removed.

I had never gone this far with doing this kind of work so it was all new to me. The frame was blasted - good thing because it had some cracks. Weak spots were fixed and it was off to be powder coated. In January 2014 it was time to start putting the frame and drive train back together with all new parts. That's the \$\$\$\$ part of it. Now, with the front end off, I could install all new rubber parts, shocks, king pin bushings, drag links, and rebuild the steering box. This is the time to do it correctly as it is much easier now than later. This is now a good looking under carriage. With the body work continuing the frame waits to be mated up once again.

The paint was picked and come May the cab is painted - we now see that it was worth all that extra work. The chassis is brought back, the cab is mounted, and work begins to start reassembly. Next the bed, then the doors, fenders, running boards, hood, and all new hardware to bolt it all together. That's where the research comes in on all of these things.

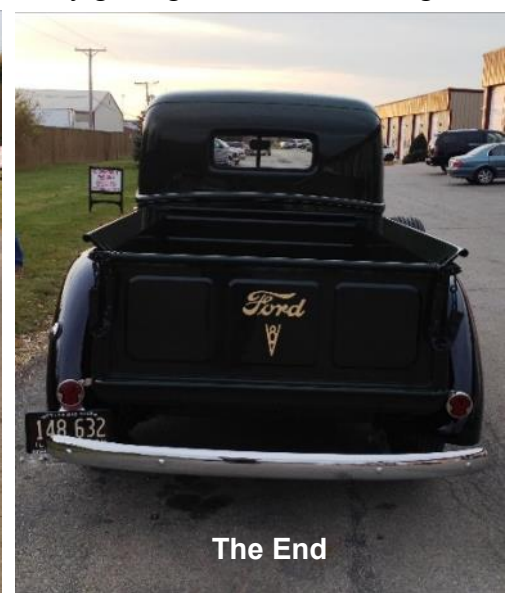
Then there you are one day and it's time to start it up for the first time. It didn't. Now you start to search for why not and call on some of your knowledge or rely on others with a lot more to come to the rescue. My friend Frank helped by getting the timing corrected - then you hit the starter button and life starts again in that 64 year old engine with the looks of a new truck.

Now it is 2015 and this truck is 75 years old. It's been a lot of fun (and sometimes not), but the end result is in the eye of the beholder. I cannot stress enough to know where you are going with doing one of these projects; it is not cheap by any means, even if you can do it all. My many thanks to Frank who I met at a car show, who helped early on with my wiring and more recently getting the truck started again.

He had introduced me to Fred who did the metal work and body work and assembly. Also to Mike who owns the shop where the truck was painted for his great painting and body work. I consider these friends now and was lucky to have met them. I also want to thank Scott, John, Lloyd, Joe, Tom, Ken who are members of the Northern Illinois Regional Group for their assistance in helping me with this project.



**The project is complete!**



**The End**



## The Early Ford Club of America

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December 20, 2014

### **Summary of the November 8 Conference Call Meeting of the Board of Directors**

#### National Director Election

Thank you to all members who sent in your ballots. Northeast Director Gene Napoliello has been re-elected to a full three-year term. We are pleased to welcome Reuben Doggett of California as our new California/Southwest Director, replacing Tom Johnston, Michael Driskell of Tennessee as our new Central Director, replacing Lynn Stringer, and former long-time Board Member Bruce Nelson of Minnesota, back as our North Central Director, replacing Lou Mraz.

#### National Officers

At our Board meeting the new officer team for 2014 was announced. Steve Lemmons was re-elected for a second year as National President; Mark Strohecker of California was elected to the position of Vice President and Joyce Parsons of Texas returns for another year as Secretary. Congratulations to all.

#### Technical Books

Progress continues on the '40 Ford book, the '49-'51 Mercury book, and the Flathead Engine book. At the meeting, the Board approved plans to begin selling the Club's technical books on Amazon.com in the near future.

#### National Meets

I am pleased to report that the Club will have two National Meets in 2015. You are probably already aware of the 2015 Eastern National Meet in Charlotte/Concord, NC, June 8-11, 2015. At our meeting, we approved an application from the Twin Cities group to host the 2015 Central National Meet in Brainerd, MN, July 12-16, 2015. We also approved an application from the Tulsa group to host the 2016 Central National Meet in Tulsa in June 2016. We hope to see many of you at the upcoming National Meets.

#### National Tour Program

The National Tour of the Upper Peninsula held in September was a big success; everyone reported having a great time. Watch for a report in an upcoming issue of the *V-8 Times*.



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There is some interest being shown for a Black Hills Tour in 2016. National Tours are a great way to get our Early V-8s out on the road and exposed to the public. Please contact me if you would like more information about conducting a National Tour.

#### 75th Anniversary Program

The 75<sup>th</sup> Anniversary Program will continue next year, celebrating the 75<sup>th</sup> Anniversary of the 1940 Ford and Mercury. Collectible license plate tabs have been created and will be presented to members showing these vehicles at a National Meet or driving them on a National Tour in 2015.

#### New Technical Adviser

National Chief Judge John McBurney has advised that well-known engine builder Joe Abbin of New Mexico has agreed to become the Club's technical advisor. Watch for his information and answers to members' questions in upcoming issues of the V-8 Times.

#### General Counsel

After several years of outstanding service, Mark Jones of Texas has decided to step down as the Club's General Counsel. The Board is actively searching for a new attorney, preferably a Club member, to serve as Counsel. If you are aware of a qualified candidate, please let me know.

#### 2014 Face-to-Face Board Meeting

Next year's face-to-face meeting will be held February 3-4 in San Antonio. This meeting is open to all members. Please let me know if you would like to attend the meeting.

#### Officer Updates

As soon as your group has selected officers for 2015, please complete the annual update form and return it to me, but no later than January 31. This information is important to make sure we have correct contact information for your group in the annual roster and on the National website. A fill-in form is available at [www.earlyfordv8.org](http://www.earlyfordv8.org). I am also including the form with this letter. You can fill out the form on your computer, save it, and e-mail it to me. You can also print it out and fill it in the old fashioned way, if you prefer.

Please share the information in this letter with your membership. If you have any questions, please feel free to contact me using the information at the top of this letter.



Ken Bounds  
Midwest Director



## TECH CORNER



**2015 is the 75<sup>th</sup> Anniversary of the 1940 Ford. We hope you like the following interesting technical information and historical facts about this iconic model and contemporary world events.**

### Firsts

- First Fords with sealed beam headlamps
- First year for steering-column mounted gearshift
- New two-spoke steering wheel
- First automatically operated top on convertibles

### Lasts

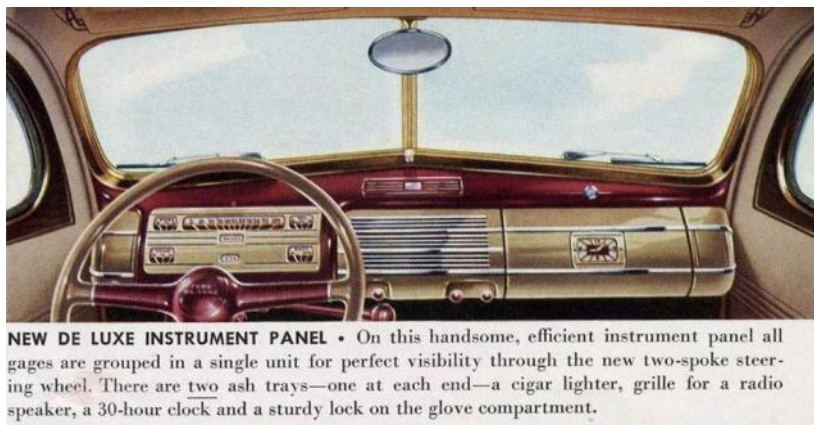
- Last year for 60-hp V-8 ("Standard" models only)
- Last year for full exposed running boards
- Last year for center cowl vent

### Technical Specifications

- Price – from \$619 for the 60 hp Ford V-8 Coupe to \$950 for the De Luxe 4-dr Station Wagon
- Wheelbase 112", overall length 188.25", height 68"
- Weight – ranged from 2,519 lbs for the 60 hp Ford V-8 Coupe to 3,262 lbs for the De Luxe wagon
- Engines – 221 cubic inch Flathead V-8 rated at 85 horsepower and 136 ci 60-hp Flathead V-8
- Production totals – 599,175; Fewest - Ford V-8 Station Wagon, 4,469; Most - De Luxe Tudor Sedan, 171,368
- Serial numbers – 85 hp: Beginning – 18-5,210,701 End – 18-5,896,294

### Notable

- Ford introduced the new models in October 1939
- Ford continued to use the term *Ford V-8* for "Standard" models, and *De Luxe Ford V-8* for upscale models, although the term "Standard" is commonly used today
- The 28,000,000th Ford was a De Luxe Fordor assembled April 8 at the Edgewater, NJ, plant
- On February 7 RKO released Walt Disney's second full-length animated film, *Pinocchio*
- Ron Santo was born February 25
- On May 15, women's stockings made of nylon go on sale for the first time
- On June 16, the first Sturgis Motorcycle Rally is held in SD
- On September 16, the first peacetime draft in US history began
- On November 7, the Tacoma Narrows bridge collapsed just four months after opening
- On December 8 the Chicago Bears won the NFL championship, defeating the Washington Redskins **73-0**



**NEW DE LUXE INSTRUMENT PANEL** • On this handsome, efficient instrument panel all gages are grouped in a single unit for perfect visibility through the new two-spoke steering wheel. There are two ash trays—one at each end—a cigar lighter, grille for a radio speaker, a 30-hour clock and a sturdy lock on the glove compartment.



### 10 Years Ago This Month – January 2005

On January 15, Earl & Gene Heintz hosted the Annual Installation Dinner at the Wellington in Arlington Heights. The large crowd enjoyed a great meal and the piano stylings of Ron Vaughan. The January Road Chatter included a flyer for the Auburn Motorfest to be held in July. At the January 18 monthly meeting, new President Ron Dopke discussed the history of the Club and the upcoming calendar of events.

### 20 Years Ago This Month – January 1995

The January Road Chatter welcomed new member Frank Madrigali. On January 14, Dick & Dot Alfini hosted the installation dinner at Café 59 in Warrenville. It was very cold outside, but everyone had a good time. On January 17, new President Dick Alfini presided over the monthly meeting with Marty Duling traveling all the way from Kentucky to attend. One item on the agenda was a lot of interest in attending the Central National Meet in Nashville in July.

### 30 Years Ago This Month – January 1985

On a cold and snowy January 12, Bob & Angie Paladino hosted the Annual Installation Dinner at Mr. Dukes in Wooddale. Sixty-two members and guests enjoyed a delicious family-style meal and drinks and danced to the tunes of the Ralph Goray combo. The ladies were given carnation corsages and many door prizes were awarded. At the January 14 monthly meeting, Chester Lawrence presented a tech talk on steering wheel restoration.

### 40 Years Ago This Month – January 1975

The January newsletter featured an interesting and humorous article from Jack Groot about how he had acquired his 1941 Sedan Delivery, which he restored as a 1940. New members Earl & Gene Heintz were introduced at the January 14 monthly meeting. Despite harsh weather, the meeting was well attended by 24 members.

### Flathead Flashback

Original cartoon by NIRG member Bob "Blackie" Blackmore that appeared in the January 1985 Road Chatter.







## MotorFest 6

**August 26-29 • Auburn, Indiana**

*Hosted by the  
Early Ford V-8 Foundation & Museum*

### TENTATIVE SCHEDULE

- Tours to Fort Wayne:  
Fort Wayne Firefighters Museum  
Fort Wayne Railroad Historical Society Excursion  
Nickel Plate Road Steam Locomotive, Railroad Depot
- Welcome Party
- All day tour to Air Zoo Air Museum:  
Guided tour of Main Exhibit Hall  
East Campus Restoration Center • See how planes are restored
- Car Show around the Auburn Town Square
- Banquet - Bridgewater Country Club

### MotorFest 6

#### Accommodations

##### Mention

**"Early Ford V-8 Foundation"**

Hampton Inn  
260•925•1100  
\$89 plus 12%

Comfort Suites  
260•920•7600  
\$79 plus 12%

LaQuinta Inns and Suites  
260-920-1900  
\$83.00 plus 12%

Holiday Inn  
260•925•1900  
\$83 plus 12%

Quality Inn (Auburn Inn)  
260•925•6363  
\$83 plus 12%

#### Information/Registration

**Pat Fenner, Registration Chairman**

**EFV-8F MotorFest 6**

**880 Mitchell Road • Wilmington, OH 45177**

**pfenner@cinci.rr.com • 937-382-1678**

**Or visit [www.fordv8foundation.org](http://www.fordv8foundation.org)**

**NIRG EVENTS CALENDAR**

<b>January</b> 8 Board Meeting 10 Installation Dinner 20 Member Meeting	<b>February</b> 12 Board Meeting 17 Member Meeting	<b>March</b> 12 Board Meeting 17 Member Meeting	<b>April</b> 9 Board Meeting 21 Member Meeting
<b>May</b> 14 Board Meeting 19 Member Meeting 22-25 Spring Fling, Wichita	<b>June</b> 11 Board Meeting 16 Member Meeting	<b>July</b> 9 Board Meeting 21 Member Meeting 30-31 Joint Tour to Day- ton, OH with NORG	<b>August</b> 1-2 Joint Tour to Day- ton, OH with NORG 13 Board Meeting 18 Member Meeting 26-29 Motorfest 6
<b>September</b> 10 Board Meeting 15 Member Meeting 25-27 Lake Geneva Poker Rally	<b>October</b> 8 Board Meeting 20 Member Meeting	<b>November</b> 7 Veterans Day Lunch, Sam's of Arlington 12 Board Meeting 17 Member Meeting	<b>December</b> No Meetings

**HAPPY BIRTHDAY TO**

**GENE HEINTZ (1/3), JACK FRANK (1/4), JOANNE MCMANUS (1/4),  
JUDY BARONE (1/9), JOE NOVAK (1/11), GEORGE ZULAS (1/13),  
RON DOPKE (1/14), DAWN OSBORNE (1/16), RON BLUM (1/23),  
JO ANNE STACK (1/23), EARL HEINTZ (1/28) & LARRY WEBB (1/31)**

**HAPPY ANNIVERSARY TO**

**MARK HUME & DIANE BEZICK (1/6), RON & ARLENE HAYDEN (1/9)  
& JOE & MARIE DISPENSA (1/27)**



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





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## For Sale

**Pair Teardrop skirts**, fit 37-40 Ford \$300, **Vintage Buell air horns** with vacuum compressor - \$300, **'39 Radio** \$300, **Five 600-16 tires**, decent shape, \$5 each. **'39 intake, cooling fan, generator**, make offer. **Triple intake** for '55 & up, \$150. Contact Jack Nikolich at 847-537-6069.

**Snap-on 12 volt/6 volt charger** and jump start good condition, \$50.00. Tom O'Donnell, 847-991-6976.

**Rear seat for a 1949 Ford Fordor**, front seat for 1950 Ford Fordor; set of original NOS Ford seat covers for Fordor. Contact John Emmering 331-425-1187.

**Pair E&J Headlights**, \$2,700.00; **Rebuilt S. C. O. T. Blower**, \$11,500.00; **1939 NOS trunk handle** \$175.00. Contact Frank Koeder, 847-840-7557.

**1940 ford gas tank**, clean, needs tank pick-up repair. Free to good home, must pick up. Call Roger Obecny at 798-772-1925.

**Jim Beam Car Bottles**—many bottles all cars, Police Tow Truck, full aged liquor, (except one) 21 in factory boxes, (7 or 8 duplicates). Porcelain signs; original and repro globes, \$100 - \$2,000. Call Alan Wall 847-927-1932.

## Wanted

Your stories and photos about your Early V-8s! We thank Ron Steck for kicking off the 75th Anniversary of the 1940 Ford by sending us the article about his freshly-restored Pickup. Coincidentally, the feature story in the very first issue of the Road Chatter that we edited (nine years ago in January 2006) was about Joey Novak's '40 Pickup.

For 43 years, the *Road Chatter* and its predecessor "newsletter" have been featuring articles about members' vehicles. These have always been very popular with our readers. We know that you, our fellow NIRG members, own well over 125 Early V-8 Fords, Lincolns, and Mercury cars and trucks. If you have a vehicle that has not been featured in the *Road Chatter*, maybe this is the year!

Putting together an article is not that difficult - just tell us a story. How did you acquire your car? What have you done with it since you owned it? Have you restored it? Trips and tours, meets and shows, your favorite memories. As always, you can provide us the complete article or we will be more than happy to help you put it together. Photos help make the story. We can use digital photos or we can scan your existing photos - whether they were taken with a Brownie or an iPhone.

We would love to see a few more 75th-Anniversary articles about your 1940 vehicle, but will be glad to receive one from any year.



Ken & Carolyn





## L-V INDUSTRIES, INC.

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**Jeff Vinyard**

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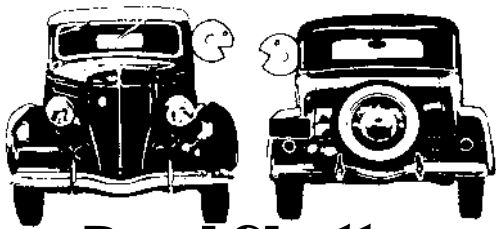
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**Photo of the Month**  
**Ron Steck's Restored 1940 Ford Pickup**