



Northern Illinois
THE EARLY Ford V-8 CLUB
 OF AMERICA
Regional Group

ROAD CHATTER



NORTHERN ILLINOIS REGIONAL GROUP #8 □ P.O. BOX 803 □ ARLINGTON HEIGHTS, ILLINOIS 60006
 WEB SITE: www.nirgv8.org □ Volume 53 Issue #12 □ December 2019

UP NEXT...

NIRG Meetings & Events

December

12-15-19 **Holiday Luncheon** 1:00pm
 Chessie's Restaurant

January

01-09-20 **Board Meeting** 7:30pm
 01-11-20 **Installation Banquet**
 01-21-20 **Members Meeting** 7:30pm



A Tale of Two '41 Fords *Part 2*

Ed Crane's 1941 Ford Convertible
See story on page 8



Milestone Commemoration ...

70th Anniversary of the 1949 Mercury

All new and attractively designed, the 1949 Mercury started a new era for the Mercury brand. No more just an upgraded Ford the 1949 Mercury was an entry level luxury car sharing more in common with the top of the line Lincoln. As 2019 closes we honor this 70th Anniversary.

See full story on Page 6

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Back cover - Ron Blum named Life Time Club Member	

2019 OFFICERS

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Newsletter Printing by Solid Impressions

Newsletter Editors

John & Robin Emmering

Board of Directors

John Emmering
Scott Gilday
Pat Maroney
Tom O'Donnell
George Zulas

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, 3890 Woodlake
Drive, Hanover Park, IL
60133

or e-mail

editor@nirgv8.org

or call

331-425-1187

Publishing deadline is the
25th of the month.

Road Chatter is published
monthly by NIRG. Other Early
Ford V-8 Regional newsletters
are welcome to use material
from the Road Chatter,
provided that
Road Chatter is credited as
the source.

President's Message

A Word From NIRG President Ron Steck

Well we've had a couple of snows now so I'm sure everybody's cars are all put away for the winter. As I penned these lines Thanksgiving was fast approaching. I hope everyone had a happy Thanksgiving. I myself drove to southwest Kansas to be with family for the holiday.



Several of us have put our cars into the Fargo TV show that is being filmed here in Chicago. We are happy to see that they are being used for the show. Those of us who lent our cars for the production are looking forward to seeing all those Northern Illinois Regional Group Ford V-8s on television early next year when Fargo Season Four airs.

I hope that many of you will be able to make it to the Annual Holiday Luncheon at Chessie's Restaurant in Barrington on Sunday December 15, at 1:00. Scott and Nicole Gilday have been working hard preparing the event. If you have not reserved your place, please contact Scott Gilday by December 4th at 312-953-6855 and let him know you would like to attend.

Anyone with any suggestions for next year as we begin to plan activities, tours and tech talks, please give me a call or email me with your ideas. We can discuss scheduling them at our January board meeting. Christmas is right around the corner as well and a busy time of year. I want to wish you all a Merry Christmas. Have a safe holiday season and I will see you next year. Until then take care.

Ron





Holiday Nights

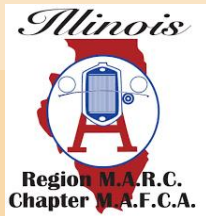
in Greenfield Village

A winter wonderland awaits visitors to Greenfield Village this month as the entire Village will be decked out for the Christmas Season as part their 20th Annual “Holiday Nights” celebration. Our Northern Illinois Regional Group has enjoyed visits to the Henry Ford Complex as part of regional and national events in recent years, and we can only imagine how the Village will look decorated for the holidays. This year should be special as Greenfield Village celebrates the 90th Anniversary of it’s opening in 1929.

The Henry Ford invites visitors to “Mingle with merrymakers amid the smells of roasting chestnuts and warming bonfires and the sounds of carolers, fiddlers, sleigh bells and bustling yuletide activity during the 20th anniversary of Holiday Nights in Greenfield Village. Every lantern-lit path leads you to discover a new winter wonder. Strap on a pair of ice skates, shout out to Santa and his magnificent reindeer, find your reflection in a handcrafted ornament, and nestle into a horse-drawn wagon for a sing-along. Our 80 acres of living traditions etch America’s most heartwarming holiday experiences into your memories. Main Street brims with holiday goods, food and warm beverages. Historic home tours open the doors to centuries of favorite family traditions. From the finest tinseled detail to the fireworks-filled sky that marks each evening’s finale, make our holiday story a cherished part of your own.” (from the Henry Ford Website)

Holiday Nights could offer a fun December weekend getaway. The event runs **December 5-8, 12-15, 17-23, and 26-28**. Details can be found on The Henry Ford Website www.thehenryford.org





Thanksgiving Comes Early

at the

6TH ANNUAL M.A.R.C. TURKEY DINNER



Eighteen vintage automobiles representing four decades carried their owners out to the Elburn, Illinois Lions Club to enjoy a sumptuous meal of Turkey and all the trimmings on Sunday November, 3. The occasion was the Sixth Annual Turkey Dinner sponsored by the Illinois Region of the Model "A" Restorers Club. Nine antique car clubs were represented with some of their members driving everything from Model "A" Fords, to Studebakers and Thunderbirds dating from the 1950's.

Parked among the collector cars was John & Robin Emmering's 1951 Ford Custom Fordor and George & Dawn Zulas' s 1940 Ford Tudor. The mild fall weather made it inviting to take the Ford V-8s out for one last activity for the year. Event sponsor Dan Prichard was glad to see some Ford V-8s in the mix for the first time. Other NIRG members and guests in attendance were Ron Dopke & Bernice Short, Frank & Phyllis Madrigali with guest Louise Engert, Pat Maroney, and Len & Irene Vinyard.

With the cash bar open for business many attendees ordered a drink and greeted their acquaintances representing some of the other car clubs. Settling into tables the 147 participants waited for their table numbers to be called and the chance fill their plates with Turkey, stuffing, potatoes and other offerings. After finishing their ample portions attendees got a chance to partake of dessert. Coffee, iced tea and lemonade were available.

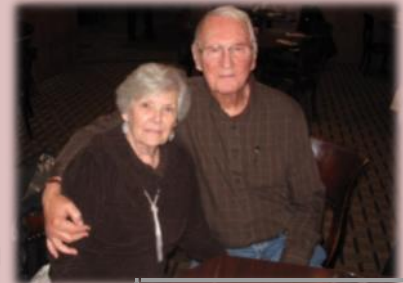
Dan Pritchard and his wife Melinda addressed the group and thanked them for participating in the event. A lucky winner of the 50/50 drawing was announced. Profits from the drawing went to the Model "A" Youth College Scholarship Fund. Dan announced that next year's Turkey Dinner would be held on Sunday November 15, 2020. Once again, the Annual Turkey Dinner proved to be a great opportunity to gather with the Chicago area antique car club community and enjoy a great meal.

by John Emmering





Honoring those who served at the V-8s & VETERANS LUNCHEON



The club tradition of a luncheon honoring those who have served in the United States Armed Forces continued with our 14th Annual V-8s & Veterans luncheon at Sam's of Arlington on Saturday, November 9th.

A group of 26 members, family, and friends turned out for some V-8 camaraderie and a delicious lunch. We were very happy that Dick Livingston was able to join us just a couple of weeks after the passing of wife Linda's dad, Korea War Veteran Joe Van Cura who had attended this luncheon with us two years ago.

Our thanks to all the members who attended and made this an enjoyable event. Those who took part in this year's Veterans Luncheon were: Ken & Carolyn Bounds, Ron & Arlene Blum, Tom & Judy Buscaglia, Ron Dopke & Bernice Short, Gladys Duzell, Terry & Kitty Freihage, John Krenger, Dick Livingston, Frank & Phyllis Madrigali, Pat Maroney, Joe & Millie Novak, Tom O'Donnell, Stan Stack, Jim & Harriet Taylor, and George & Dawn Zulas with son Tom and his girlfriend Denise.



By Ken Bounds



By John Emmering

'49 Mercury



Classic 1949 Mercury A Standout Automobile for 70 years

All new and innovative in its styling the 1949 Mercury line of cars caught the public's attention when they were unveiled on April 29, 1948. One of the earliest post-war automobiles unveiled by a "Big Three" auto manufacturer, the 1949 Mercury created quite a sensation. The new 1949 model began the third generation of Mercurys, preceded by the first-generation models of 1939-40 and the second generation 1941-1948 models. The 1949 Mercury was clearly an upgrade of the line, heavier and costing about 20% more than its predecessor.

Years earlier as the Second World War raged, Ford designer E.T. "Bob" Gregorie and his staff used stolen moments from war planning and production work to formulate a design for the Ford car that would be produced after the conflict was resolved. Given carte blanche to design a new car that would attract the fancy of the motoring public Gregorie went with a sleek design.

With the passing of Ford Motor Company President Edsel Ford, Gregorie left the company for ten months but was brought back by Henry Ford II when he took over the reins of the Ford Motor Company. When the Ford organization went with an outside stylist's design concept for the 1949 Ford Automobile, Gregorie's earlier design for the Ford was modified into the 1949 Mercury and small Lincoln models. These represent the designer's last contribution to Ford Automotive styling.

An exceptional design element of the 1949 Mercury is the accent line that begins on the front fender, and curves down to a lower body trim line on the rear quarter panel. In an interview shortly before his death in 2002, Gregorie harkened back to his first love, designing yachts as he spoke of the Mercury. "Imagine the bow of a mighty ship cutting through the glassy smooth water of a lake." Gregorie said, "That line represents the churning wake that is brought up as the vessel moves forward."



Four outstanding body styles comprised the Mercury line for 1949. The best seller was the four door Sport Sedan, selling 155,000 units. Next came the Six Passenger Coupe selling 120,000 units. The Mercury Convertible was purchased by 16,765 buyers and rarest of all was the Station Wagon selling 8,044 units. The station wagon shared the Ford Wagon's body shell and was a two door as compared to the 1948 edition that incorporated four passenger doors.

Prices for the 1949 Mercury automobiles began at \$1,979 for the six passenger Coupe, \$2,031 for the four door Sport Sedan, \$2,409 for the Convertible and more expensive was the Station Wagon, at \$2,715.

Sales took off in 1949 and approximately 300,000 were sold. This number represents sales of 80,000 more units than were sold in all of the 1946-1948 model years production combined.

The sharp Mercury cars came in a wide variety of colors. Two Tone combinations of Banff Green upper body combined with Berwick Green on the lower body and Lima Tan upper and Haiti Beige lower were offered. The Mercury also came in black, three shades of blue, shades of grey, green, cream, tan and red, totaling ten color combinations.

An improved power train was a draw for buyers. The 1949 Mercury offered a 110 horsepower engine. The ten horsepower increase from the engine utilized by Ford cars was the result of increased stroke and reshaped cylinder heads that increased displacement to 255 cu. A new concentric bowl Holly carburetor was featured as well as the new conventional type distributor. A Mercury equipped with overdrive might easily have a top end of slightly over 90 mph.

While highly popular in it's day, the 1949 Mercury held the attention of automobile enthusiasts as it aged. When a 1949 Mercury was driven by James Dean's character in the 1955 film "Rebel Without A Cause" the Mercury's popularity soared. A great many of "Third Generation" (1949-1951) Mercury cars were customized and received chopped tops and other modifications. As a result original condition Coupe models are hard to find. Today 1949 Mercurys are highly prized among Ford V-8 enthusiasts, many of whom believe the 1949 Mercury is a great car that needs no modification.



Ford Flatheads Over the Years

1941 FORD

SUPER DELUXE CONVERTIBLE

by Gary Osborne & Ed Crane



The beautiful Super Deluxe Convertible owned by Ed and Diane Crane is the subject of this, the second article about 1941 Fords owned by members of our Northern Illinois Regional Group. After examining Joe Serritella's 1941 Ford Super Deluxe Coupe last month, we will take a look at Ed's Convertible. The photographs accompanying this article will show readers the difference in lines that Ford designed to accommodate the use of a convertible top. Look closely at the pictures from both articles if you are able.



During this model run Ford still had a strong customer base that desired convertibles. This bears out by the fact that there were 31,589 convertibles produced, almost 8,000 more than the previous year. The "open air feeling" that these cars provided was obviously a big selling point.

Of course Ford had to make some changes to the car in order to stiffen the frame because there is some rigidity lost when the top half of the car is missing. On these models Ford also incorporated metal spacers in the body mounts instead of rubber. This prevented the body from flexing too much.

The interior appointments that were improved for this year were also in the convertibles with the addition that they came with genuine tan leather seats. Also for the convertibles, the top was now operated by an electric motor. In previous years the top was controlled by engine vacuum. This was a huge improvement since the

top could now be lowered even when the engine was not running. While we are addressing the top, take a look at the photos and notice how Ford was able to blend the styling of the car whether the top was up or down. There is even an ample sized rear window as compared to the other models.



Let's talk about Ed's car. Ed shared that he has always been a "car guy", and has owned many cars from most of the modern American manufacturers. His last antique auto was a DeSoto Adventurer. When he sold the DeSoto he began to look for another unique car. Nothing specific, just something that caught his eye. Well, he happened to spot this 1941 Super Deluxe Convertible in Wisconsin. He traveled there and the car was just what he was looking for. It was owned by a woman who had it for 40 years, and she

had purchased it from a man who had owned it for 25 years. Ed believes that he is the fourth owner.



After a price was agreed upon, he drove it home to Chicago. During the trip he realized that the brakes didn't work too well, so that would be the first thing to be repaired. After the brakes were taken care of, he replaced the distributor, and had the coil repaired by Skip Haney. The car ran great after these repairs and Ed has had a wonderful time driving this car around the area, and to numerous car shows. He gets quite a few "thumbs up" by those who see the car. Future plans include cleaning up the engine compartment and painting the engine.

Ed joined the early Ford V-8 Club and our Northern Illinois Regional Group last year. He and his wife Diane have become quite active participants in club events. In

the last two driving seasons Ed and Diane have attended our Annual Lake Geneva Poker Rally. Ed said the cards have been stacked against him, because the car failed to make the entire tour both times. Last year he didn't even make it out of the starting area, and this year he

only completed part of the first leg of the tour. He was very grateful to the guys who tried to get the car going again, but it just wasn't meant to be. During the time that he has owned the car it has broken down only two times; both times on the Poker Rally! Well, there's always next year to make another run at it. When the Touring season starts up next year, I'm sure the Crane's will have this beautiful Ford out driving around town. Make sure you take the opportunity to check it out and chat with them about it.



When you buy a Ford car...what happens?

You see over 2000 men so many pounds of steel and glass and rubber when you buy a car.

What you do buy is the ability of men and machines to convert these materials into one vehicle to run on the road.

We point this out because when you buy a Ford car this job is done differently by you from the way that it is done by anybody else in the car-building business.

The 1200-acre Ford Rouge Plant is not just the largest industrial plant in the world, but it is also unusual in its basic idea.

In addition to making finished motor cars, it has its own steel mills, its own tire and glass plants, its own modern plastic division. It is so complete that car men can buy the turned into parts of a finished car within an hour or so.

Yet at only one price for the whole Ford plant do we take a profit on the things we make. That is one of the reasons why the Ford profit share is small. In every case, the Ford-produced materials that go into Ford cars are put into them at cost.

That is how it happens that the buyer of a Ford today gets a low-car engine, more quality throughout the car, and costly design and construction found in no other car at the price level. These things come to you as your dividend in the Ford way of doing business.

Some Ford Advantages for 1941:

NEW AUTOMATIC. You can change and adjust this unit, adding so much as three inches to steering wheel.

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POWER WITH ECONOMY. The Ford engine has the new 16-valve V-8, 160-horsepower, built more rugged for economy as well as for performance.

NEW SHOCKS. Wheelbase and axle drive increased 40 percent, to give more control and safety.

SAFETY WITH A FORD. The Ford car is built with more safety, longer wheelbase, more.

GET THE FACTS AND YOU'LL GET A FORD!

It's a Big New Car!

1941 FORD

Johnson's Auto Literature

Early Ford V-8 Law Enforcement Legacy



IOWA STATE PATROL

CELEBRATES ITS 80TH ANNIVERSARY IN 2015

COURTESY ~ SERVICE ~ PROTECTION

A relic of the long past founding of Iowa's State Law Enforcement agency, a 1935 Ford Tudor Iowa Highway Patrol car sat neglected for decades, collecting dust in storage on the lower level of the Iowa Historical Museum in Des Moines.

The old forgotten Ford V-8 had made history on July 29, 1935 when one of the 50 newly commissioned Iowa State Highway Patrolmen fired up her engine and headed off on patrol as the new agency began it's first working shift.

In an effort to curb traffic injuries and fatalities Iowa Secretary of State Ola B. Miller, had formed a small group of uniformed traffic inspectors to promote traffic safety in 1932. By 1935 the need for a formally organized highway patrol was recognized and Governor Clyde Herring signed an act calling for the establishment of the Iowa Highway Patrol, later renamed the Iowa State Patrol.

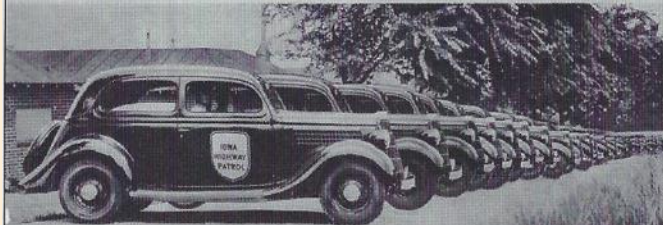
Recruitment began and from 3,000 applicants 100 were chosen to attend a seven week military style police training academy. Recruits studied traffic law, self defense and were trained to ride the department's Indian Model "74" motorcycles. Only 75 men graduated from the course and just 50 were chosen as fulltime Highway Patrolmen. The others acted as reserves and some were hired later. Patrolmen were scheduled to work 12 hour shifts, six days a week as they began their new career.

About 30 patrol vehicles had been purchased for use by the Highway Patrol, 19 of them 1935 Ford V-8s and the remainder Chevrolets and Pontiacs. 12 motorcycles supplemented the fleet. The initial patrolmen, known as the "First Fifty" took to the highways in the summer of 1935 and immediately had an impact. As Iowa motorists noticed the new Highway Patrol on the roads they began to improve their adherence to rules of vehicle code.



by John Emmering

State Highway Patrol Chooses 19 Ford V-8's



... for Safety, Speed, Economy

The goal of the new Highway Patrol was not heavy handed enforcement but increased highway safety. Speaking at the first recruit graduation, Highway Patrol Chief John Hattery, a former Sheriff, told the class that they would not be judged by the number of arrests they made but by the increased safety on Iowa Highways. Patrolmen were expected to display courtesy and tact when dealing with the public.

One hard core criminal tragically did not respond to this approach. While on patrol on Thursday April 30, 1936 near Fairport, Iowa, south of the quad cities, Patrolman Oran Pape stopped a stolen Chevrolet. Taken hostage by the armed driver, a parolee from Leavenworth prison, Pape was forced into the offender's car. In a struggle to disarm the criminal Patrolman Pape was fatally shot.

Responding to the tragedy the Highway Patrol instituted officer safety training. No other patrolman was killed in the line of duty until May 18, 1949. On that date, Patrolman Harold Klinkfuss was killed after his 1949 Ford V-8 patrol car was struck from behind by a semi truck. Since then eight other Iowa Highway Patrolmen have died in the line of duty in vehicle and aircraft accidents.



When World War II broke out the Iowa Highway Patrol began escorting secret convoys of large trucks hauling war materials on highways. Although the patrolmen were exempt from military service, 60 officers of the expanded force took leave to join the Armed Forces during the conflict. The decade of the 1970's brought changes as the agency's name became the Iowa State Patrol. State Patrol members were then designated as "Troopers" and issued "Smokey Bear" campaign hats.

With the approach of the Iowa State Patrol's 80th Anniversary in 2015, it was decided that the 1935 Ford should be towed from storage and delivered to the Automotive Technology Department of the Des Moines Career and Technical Institute for refurbishing. Under the direction of Jim Nelson, program head, high school students worked on the 1935 Ford, getting it back to running condition. After detailing the body and installation of a new interior the Ford V-8 was ready to show.

Neglected no more, the 1935 Ford V-8 patrol car is back on the road. Paraded and displayed throughout the State of Iowa and admired by the public, the 1935 Ford is a proud reminder of the State Patrol's long heritage of service.



C.T.I. students gave the V-8 an overhaul



Sen. Chuck Grassley with the V-8



An admirer examines the old patrol car



PIZZA MEETING MINUTES

TUESDAY NOVEMBER 19, 2019

SUBMITTED BY GARY OSBORNE



I always find it hard to write the minutes for our Pizza Meetings. It's because at these meetings we tend to leave out most of the business portion of the meeting and just enjoy the food and fellowship. Therefore; I won't bore you with our business agenda, but write about the good time we all had.

When most of us arrived at Papa Passero's, we found the parking lot to be quite full. Parking was at a premium because of a football game that was being shown on TV. Once we all had gotten drinks and found our seats, President Ron Steck began with a welcome to all members and visitors. He then honored a few members with an award. Ron Blum was awarded Life Time Membership and presented with a certificate because of his long service in the many activities that he has organized, and for his countless years on the Board. George and Dawn Zulas received an award for Member Recruitment. We are grateful for members who are willing to bring out new people to our club.

Then it was time for the pizza! Papa Passero's staff brought out plenty of food and drink, and kept it coming. From the looks of it everyone had plenty to eat as they conversed around their tables. I think we all enjoy the relaxed atmosphere that the Pizza Meetings always seem to promote. Looking forward to another next Spring!

You probably want to know who was there, so here you go: Ron and Arlene Blum, Ken Bounds, Gladys Duzell, John and Robin Emmering, Terry and Kitty Freihage, Scott Gilday, Frank Koeder, Ken and Robin Macal, Frank and Phyllis Madrigali, Joe and Millie Novak, Gary and Dawn Osborne, Dan Pudelek, John and Este Scheve, Stan and Jo Anne Stack, Ron and Colleen Steck, Jim and Harriet Taylor, George and Dawn Zulas, and our visitors; Tom Zulas, Denise Bruessel, Larry Hunkele, Louise Engert, Audrey Rohlinger

Upcoming Early Ford V-8 Club of America National Events



Face to Face National Board Meeting - Fort Myers Florida

The Early Ford V-8 Club Board of Directors will be holding their annual Face to Face Meeting at the Homewood Suites by Hilton Airport on Tuesday February 11 & 12, 2020.

All Early Ford V-8 Club members are welcome to attend. **Location:** Homewood Suites by Hilton Airport, 16450 Corporate Commerce Way, Fort Myers, Florida 33913

2020 Eastern National Meet - Morgantown, Pennsylvania June 15-18.

The 2020 Eastern National Meet is sponsored by the National Capital Regional Group #36, who will be celebrating their 50th Anniversary in 2020. Registration and event information is now available on the Early Ford V-8 Club of America Website, www.earlyfordv8.org

National Drive Your V-8 Day - June 20

What better way to celebrate your enjoyment of your Early Ford V-8 than to drive it on National Drive Your V-8 Day. Whether you drive alone or with a group, enjoy the day, have fun, take pictures to send in, and don't forget to bring along some membership forms for those that show interest in your vehicle.

2020 Western National Meet - Alamosa Colorado, September 21-24.

This is the one that you will remember! Plan to spend a lovely and exciting mid-September of 2020 in beautiful and colorful Colorado. The HI-Country Regional Group (#28) is hosting the Western National Meet in Alamosa, Colorado, and you will want to be there. Registration and event information is now available on the Early Ford V-8 Club of America website, www.earlyfordv8.org



BOHEMIAN
Crystal
RESTAURANT



Installation Dinner

Bohemian Crystal Restaurant
639 Blackhawk Dr.
Westmont, IL

Jan. 11th

5:30 pm

\$24.00 per person Food Served Family Style

See insert in this issue

It's Road Chatter Ad Renewal Time

Do you have an ad in the Road Chatter? Would you like to have an ad in the Road Chatter?

The annual cost is only \$25.00 for a black & white ad or
for \$35.00 you can have your business card shown in full color

Just send your payment with a business card to:

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Please make checks payable to: Northern Illinois Regional Group

Renewals must be received prior to December 22 to be in the January Road Chatter

Happy Birthday

Mary Anderson	(12/4)
Dan Pudelek	(12/10)
Leah Duling	(12/10)
Gerald Kelly, Jr.	(12/11)
Janis Dix	(12/15)
Margaret Koeder	(12/25)
Ken Bounds	(12/26)
Florence Pinn	(12/28)
Millie Novak	(12/29)
Gail Karch	(12/29)

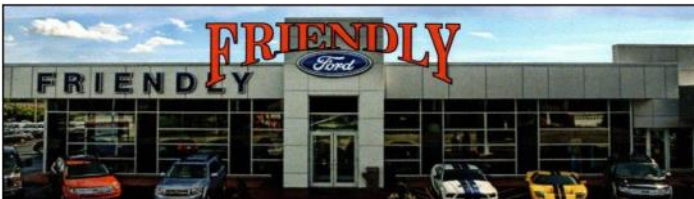
Happy Anniversary

Michael & Grace Mohawk	(12/03)
Ken & Carolyn Bounds	(12/06)
John & Marilyn Krenger	(12/12)
Terry & Kitty Freihage	(12/19)
Tom & Madeleine O'Donnell	(12/27)



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Call Joe Novak at 708-289-2092

1936 Ford Fordor Sedan Hot Rod For more information, call Mike Gallichio at 630-858-8066.

1937 Ford Brakes—Shoes, Backing Plates & Cables call John Zero at 708-423-4259.



1950 Ford Deluxe Tudor . Original paint and interior . Excellent condition . \$14,000
Call Rich Anderson 847-871-7324



1936 Ford Club Cabriolet. Excellent restoration. Rare Body Style. \$42,000 Call Ray McMahon at 630-853-6832.

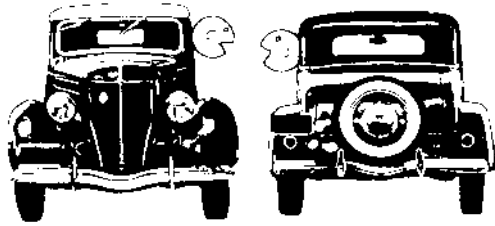


1936 Deluxe Ford Fordor Sedan. 56,000 original miles. New White Wall Radial Tires, Rebuilt Distributor, Carburetor and Fuel Pump, New Water Pumps, Complete Tool Kit, Original Rear Window Shade. Paint and body in excellent condition, no rust. \$24,000. Call Pat Maroney 224-489-3196



1946 Pontiac: Runs & drives good. Very solid, inline 8, more photos if needed. \$5,500 Call Mat Heldt 815-499-4959 (works with Gary Osborne)

FOR SALE: Set of 1939 Ford brake drums and spindles along with backer plates, \$100. Set of (4) 42-48 bumper wing tips. Re-chromed and never on a car, they're very nice \$400. Contact Marshal Adams, 309-453-5164 or email him at adamsford40@frontier.com.



Road Chatter
PO Box 803
Arlington Heights, IL 60006



Photo of the Month

Ron Blum, a longtime active member of our Northern Illinois Regional Group, recently elected once again to the board of directors, was honored at the November 19th Pizza Meeting when he was awarded a Lifetime Membership in the NIRG. Our regional group President Ron Steck (left) made the presentation, awarding Ron with his Lifetime Club Member Certificate.