



# ROAD CHATTER



NORTHERN ILLINOIS REGIONAL GROUP #8 ☐ P.O. BOX 803 ☐ ARLINGTON HEIGHTS, ILLINOIS 60006  
 WEB SITE: [www.nirgv8.org](http://www.nirgv8.org) ☐ Volume 53 Issue #2 ☐ February 2019

## UP NEXT...

### Forthcoming NIRG Meetings & Events

#### February

02-02-19 Starved Rock Tour  
 02-16-19 Valentine's Luncheon.  
 02-19-19 Member's Meeting 7:30

#### March

03-17-19 Friendly Ford Swap Meet  
 03-19-19 Pizza Meeting 7:00 at  
 Papa Passero's Westmont

*Happy  
Valentine's  
Day*

Other Events ...Feb. 9-18



McCormick Place, Chicago  
[Tickets.driveChicago.com](http://Tickets.driveChicago.com)



### Milestone Commemoration

## 1939 Ford 80th Year Anniversary

This year marks the 80th Anniversary one of the sharpest V-8s, the 1939 Ford. There were some interesting firsts that year and some older concepts saw their last appearance. The 1939 De Luxe Tudor is pictured above once belonged to Earl Heintz but now is owned by Jerry Gunderson, of Antioch, IL.

*See full story on Page 10.*

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## **2019 OFFICERS**

### **President**

Ron Steck

### **Vice President**

John Scheve

### **Secretary**

Gary Osborne

### **Treasurer**

Joe Serritella

### **Membership Chairman**

Ken Bounds

### **Health & Welfare**

Phyllis Madrigali

### **Tour Chairman**

Gary Osborne &  
Pat Maroney

### **Newsletter Publisher**

Ken Bounds

### **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](mailto: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

Hello, I would like to introduce myself to all of my fellow club members. My name is Ron Steck. I have been a member of the NIRG since 2011. The Early Ford V-8s that I own are a 1940 Ford pick up and a 1941 Ford Station Wagon. I would like to reach out to the members who belong to the club but haven't touched base with us for a while. If there is anything that I or the club could do or are not doing that you would like to see happen, please contact me by phone or email. I would be more than happy to talk to you. We value all our members and hope some of you that we have not seen for a while will make it out to a meeting or bring your V-8 out to an event. We will be glad to see you. I am making changes to the meetings that are held. We are no longer having coffee breaks in the middle of the meetings. My priorities are to get the business portion of the meetings taken care of. It's important to let the members have time or to talk to each other or ask questions of other members if they have concerns. As the weather gets warmer we can go outside and spend more time looking at cars.

We have several events prepared through June which we planned out at our first board meeting. Also we are now holding board meetings quarterly instead of every month. That's all I have for now and I hope to hear from some members. It's a privilege to be your club president. I look forward to seeing you at our events. Don't hesitate to reach out to me concerning any questions or suggestions.

*Ron*



## Your Invited to our **VALENTINE'S LUNCHEON**

Saturday February 16, 2019  
at 12:30



**Makray Golf Club**  
**Oak Terrace Grill**  
1010 S. Northwest Hwy  
Barrington, IL 60010



**\$15.50 per person includes soft drink & tip.**

Choice of entrees: Black Angus Hamburger,  
Chicken Boursin, Fish & Chips, or Chicken Breast Sandwich. Cash Bar.

**R.S.V.P. by Sunday February 10th, to Scott Gilday at 312-953-6855**





## Early Ford V-8's in Hollywood Movies



### Police search for the hit & run driver of a 1951 Ford in Columbia Pictures "Paula" By John Emmering

An exciting motion picture showcasing a 1951 Ford Custom Fordor is "Paula" a Columbia Pictures release starring Loretta Young. The film debuted in movie theaters in May of 1952. The picture also features young Tommy Rettig of Lassie TV series fame.

The drama begins as Paula Rogers (Loretta Young) experiences her second miscarriage and is told by her doctor that she can't have any more children. In this disturbed mental state she accidentally strikes a young boy, David (Tommy Rettig), while driving to an event in her 1951 Ford Custom Fordor. Although she immediately gets out of her car and rushes to the child's aid, an old man, Mr. Bascom driving a Ford Truck, who actually contributed to the accident, decides mistakenly that she is drunk and forbids her to accompany himself and the boy to the hospital.



As Paula's husband, John may lose a coveted academic position if there's a scandal, Paula hides the truth and decides to help the boy behind the scenes. She becomes a volunteer nurse's aid, befriending the orphan boy, who has lost his ability to speak due to the trauma. She eventually takes him into her home. Things get complicated when David recognizes Paula as the driver that hit him. Also old Mr. Bascom continues to accuse her.

While the police work around the clock to solve the hit & run case, they interview a Ford dealer examining paint schemes. A Detective checks every 1951 Ford Fordor he sees for damage. Loretta Young gives a great performance as did young Tommy Rettig. While this is more of a light drama than a suspense film, it definitely has an emotional cliff hanger finale. The prominence of the 1951 Ford in the film adds interest for the Ford V-8 enthusiasts.



# Installation Dinner at Bohemian Crystal Restaurant

## 2019 Leadership Team takes Office

Beautiful images of Prague, former capitol of the Kingdom of Bohemia in paintings and photographs surrounded 35 Northern Illinois Regional Group members and friends as they gathered for a long-standing tradition, the officers and director's Installation Banquet. The evening began at 5:30 pm Saturday January 12, 2019 as those attending the event filed into a private dining room at the Bohemian Crystal Restaurant in Westmont. The group of Ford V-8 enthusiasts, spouses and friends checked their coats and brushed the snow off their shoes, finding their seats in the spacious private dinning room.



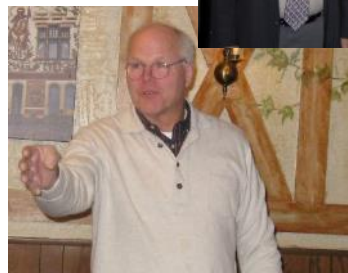
With the bar open several members grabbed a drink and greeted their friends and fellow club members. The key board artistry of Ron Vaughn was appreciated by the group as he rendered some familiar musical numbers in the background. The group was glad to have Ron and his music back this year. Everyone also appreciated the work of vice president John Scheve and Este Scheve in planning and making the arrangements for the event.

Dinner began as the server staff brought out delicious Bohemian cuisine served family style. There was plenty of chicken, beef and pork tenderloin with sauerkraut, dumplings, and mashed potatoes on the side. Everyone enjoyed the meal and certainly had plenty to eat. Dessert and coffee followed the main meal. With tables of six the groups had a great opportunity for dinner conversation.

As 7:30 rolled around out going president John Emmering gave an announcement that the swearing in ceremony would commence shortly. Soon the officers and directors for 2019 lined up for the protocol. New president Ron Steck stood with returning vice president John Scheve, secretary Gary Osborne, and returning directors Scott Gilday, Tom O'Donnell and Pat Maroney. New directors George Zulas and John Emmering also joined them. Outgoing director Ron Blum gave the group the oath of office and as the group uttered the final phrase "So help me Henry" the new slate of club leaders assumed office.

Topping off the event our hosts John & Este Scheve held a drawing for assorted mystery gift cards and bottles of wine. During the remainder of the event Ron Vaughn returned to his keyboard and participants enjoyed the evening until things wrapped up and attendees said their goodbyes.

Participating in the yearly event were Ron & Arlene Blum, John & Robin Emmering, Scott Gilday, John Judge & Yolanda Rojas, Frank & Phyllis Madrigali with friend Louise Engert, Pat & Dee Maroney, Joe & Millie Novak, Tom & Madeleine O'Donnell, Gary & Dawn Osborne, Dan & Diane Pudelek, John & Este Scheve, John & Barbara Slobodnik, Ron & Colleen Steck with friends Larry & Michele Hunkele, Ron Vaughn, Len & Irene Vinyard, Larry Webb & Virgie Burnquist and George & Dawn Zulas.









## *How I found my Ford V-8:*

### California Dream 1951 Ford Custom Fordor

By John Emmering



By John Emmering

**I**t was a clear but cool morning in February 2006 as I arrived at my desk at the Education Center on U.S. Army Forward Operating Base Salerno, Afghanistan. With no soldiers coming by to inquire about their education yet, I surfed my favorite internet web sites on my desk computer before work began. Checking out eBay Motors for 1949-51 Ford vehicles for sale, I was stricken by the photo of a 1951 Hawaiian Bronze Custom Fordor sedan. The price was reasonable and it looked like it was ready to drive. For some reason I was really attracted to the car.

**A** year earlier while working in Kuwait I had come upon a 1949 Ford in much rougher condition located in Wisconsin. I bid on that car and won it for a very low price. On a trip back to the U.S.A. for leave I had picked up the car and dropped it at an

auto restoration shop for mechanical work. The shop had gotten the car drivable, but costs were mounting. It seemed that perhaps it would be best to buy the 1951 Ford, which had nice paint and seemed complete and cut my losses with the 1949 Ford. As it worked out I did keep and restore the 1949 Ford.

**T**aking a deep breath, I went ahead and made a bid on the 1951 Custom Fordor. It seemed impractical to buy another shoebox Ford, but I wanted something fun I could drive after I got back home. When the bidding ended, I turned out to be the winner. I contacted the seller who was a lady named Mrs. Greenway in Camarillo, California. She was the widow of the man who had bought the car a few years back. The gentleman had left 18 collector cars behind, most of them sporty Chrysler products.



The eBay photos of my '51 Ford



The former owner had seen the car at a used car lot on California's Pacific Highway and stopped to look at it. He impulsively made the purchase and added the 1951 Ford to his collection. I sent a check off to Mrs. Greenway and she agreed to hold onto the car until I got back to the States in July.

Excited about my purchase I considered picking up the car in Camarillo, California and driving it home to Illinois. Mrs. Greenway informed me that the car had overheated at times, so it was best to have it shipped by an auto transport firm rather than attempting a 2,000-mile drive. Later I found the overheating had resulted from an ill fitting radiator cap that did not seal properly. I made the arrangements from Afghanistan and had the car shipped from Camarillo to an auto storage facility in Hinkley Illinois.



Before I left Afghanistan, Mrs. Greenway told me that she had a new interior put into the car by an interior company she had used before, at no extra charge. As a career Navy Civilian, she empathized with my service in a combat zone.

When I got back to Illinois, I was anxious to see the 1951 Ford that I had bought. My brother drove me out to Hinkley to pick it up. When I saw the car I was happy with my purchase. The Hawaiian Bronze Metallic paint looked good and the new interior was exceptional. It had been done authentically with original pattern material. It was a thrill to start her up and pull onto the street. My first trip was out to Villa Park to show off



the car to my father and then down to Oak Forest where I was staying. For two months during that summer of 2006 the 1951 Ford was my only transportation. I used it during my search for employment and any other driving I did.

For a couple of years I drove the '51 Ford just as I had received it. The first work it needed was replacing a leaky water pump. After regaining my job at the DuPage Co. Sheriff's Office and getting married to Robin I started to do some improvements. I found an NOS turn signal kit and back-up lights which I installed. The center windshield divider was missing so I replaced that. The chrome on the tail light housings was pitted so I replaced those with re-plated housings. I installed some new chrome "wind splints" which flow out of the tail lights as the old ones were dented.

Turning again to eBay I found four NOS bumper guards, a re-plated rear bumper, new side stainless strips, and two NOS scuff plates. I had the broken driver's vent window replaced and installed a driver's side outside rear view mirror. Also I added accessory front fender shields, large wheel trim rings and side window shades.

When the brakes began to act up I got together with a coworker who was a good mechanic and we replaced the wheel cylinders working in his garage. A new muffler and tail pipe were added. A road side break down revealed I needed a new distributor and I

found an NOS replacement unit. When the car became hard to start and was dying I purchased and installed a rebuilt carburetor which improved the Ford's performance.

Joining the Early Ford V-8 Club and our Northern Illinois Regional Group helped introduce me to some people who really helped me with the 1951 Ford. When the '51 needed a new transmission, fellow member Jack Frank rebuilt a used overdrive transmission I had purchased and installed it for me.

After the new transmission it soon became clear that the flathead 8BA V-8 engine was tired and needed a rebuild. Taking the car to Built-Rite Engine Rebuilders in Lombard, I learned that the block was cracked and needed replacement. After I located another engine in rebuildable condition, Bill Holteman of Built-Rite did a nice rebuild and the '51 ran like new.



My last wave of improvements came in preparation for the 2018 EFV-8 Grand National Meet when I installed a new front bumper and rear window chrome seal molding. My 1951 Ford performed well on the trip to Dearborn and back. Although I never considered my 1951 Ford concourse material, I had the car judged at the Meet and won a second place award.

That's the story of how I got my 1951 Ford Custom Fordor. It's a fun car and has become very reliable for touring. I look forward to getting it back on the road this spring and taking part in more tours and NIRG activities.



# Montana National Tour Part II. The Way Home

By Ron Steck

The Montana National Tour which my friend John and I had enjoyed after our long journey west, had ended Friday August 31, 2018. The first part of our adventure, which you read about last month was completed, but there was more to come before we arrived back home. After parting from our fellow Montana National V-8 Tour participants we headed out southbound in my 1941 Ford Woodie Station Wagon toward Yellowstone National Park. We entered the park near the town of West Yellowstone located in southwest Montana by the Wyoming border.

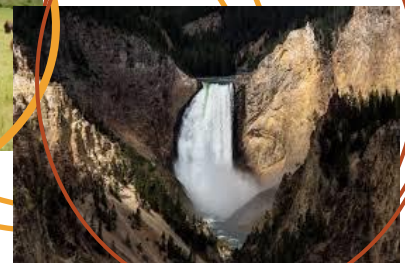
Pulling into to Yellowstone we were looking forward to doing some glamorous camping or what is known as glamping, having made prior arraignments. We had been led to believe we would have a tent with a nice bathroom and shower included but our tent lacked these amenities. We were a little disappointed since we could have had a really nice hotel room for the price of camping in the tent, but we made the best of our two days of camping. Since my travel mate John had never experienced Yellowstone, I wanted to be sure he saw some of the unique sights. We decided to explore the North circle that day, driving the Woodie. We were able to see herds of Buffalo roaming the park, the hot pools and mud pots were also an interesting sight as were the erupting steam geysers.

Some of the passes were quite challenging to drive. Ford flathead V-8s are not found of 10,000-foot hills. The views were fantastic at the top and we spent

some time up there taking in the sights and letting the Woodie's engine cool down. On the way back to the camp we had to wait for a female elk to cross the road. Somehow the elk must have known that she was the center of attention. After our tour we grabbed a couple of sandwiches and got back and cleaned up.

The entertainment that night was a local musician who sang some familiar songs. We talked in between songs and when he found out that I was from a suburb of Chicago he played "Sweet Home Chicago." On the way back to our homestead we spotted a herd of horses in the field behind the tent. One horse came over to the fence sniffed to see if we had brought him any treats.

It was cold that night and I was up four times putting firewood in the stove to keep it warm in the tent. By morning the temperature was a chilly 28 degrees outside. Unprepared for frost glazing the windshield we scraped it off with a credit card. Needing a warm breakfast, we headed over to a nearby diner. Our second day of touring brought us to the lower part of Yellowstone. We saw the Yellowstone River at its best. The dazzling sights of Yellowstone's upper and lower falls were a real visual experience for both of us. At 308 feet, the Lower Falls is the tallest waterfall in the park. In terms of height alone, it's more than twice the size of Niagara Falls.





We stopped for lunch at Yellowstone Lake. It is in the center of a caldera for the Yellowstone's super volcano. The volcano last erupted 664,000 years ago. The volcano lies beneath this caldera and it is said that if the volcano ever erupts it will be a catastrophe.

Leaving Yellowstone, we traveled south to Jackson, Wyoming for the night and had a rafting trip planned for the next day. As Monday morning September 3<sup>rd</sup> dawned, we got going to the rafting store where we met a few of the workers and headed to the river. There was a couple from California that went along with us on the raft. With our guide, Sandy we did a 13-mile float trip. Along the way we observed two bald Eagles and an osprey get a fish out of the river. It was a very relaxing morning.

The afternoon trip was white-water rafting through rapids. Eight people went along on the trip and we found out how cold the water really was. I did happen to get a mouthful of river water on one of the rapids. Mackenzie, our guide was from out east. Our guides were young men with college degrees who were enjoying working outdoors before settling into their careers. After our trip we took the bus back to town, changed our clothes and were on the road again in the Woodie Wagon. Driving through Wyoming we really saw some nice scenery. We drove along the Big Horn River and what a sight we were treated to with the Canyon walls on both sides of us. As the sun began to set, we pulled into the small town of Thermopolis to spend the night.

Early Tuesday September 4th we awoke and departed our hotel. Interestingly enough we saw a giant hot spring as we left town. After traveling east bound over 350

miles of roadway we found ourselves back at Ellsworth Air Force Base outside Rapid City, SD, and once again checked into Air Force lodging. While on the Air Force Base we were treated to the sight of a B-1 bomber taking off once during the day and later at night.

Bright and early Wednesday we pulled out of Ellsworth Air Force Base anticipating a day of riding motorcycles in the Black Hills. The best laid plans don't always work out as we learned the rental agency mistakenly marked our motorcycle reservations for October 5<sup>th</sup> instead of our desired September 5<sup>th</sup> and they had no bikes.

Considering that misunderstanding we decided to hit the road again. I told John that we will drive the Woodie home on interstates as I was tired of all the turning in up and down hills. Soon we saw signs for Wall Drugs. Opening its doors in 1931 as a small drug store Wall Drugs offered free ice water to travelers. It has grown into a very popular tourist attraction.

The next stopover, as we traversed South Dakota was another popular tourist destination, the famous Corn Palace in Mitchell. After that brief stop it was back on the road again east bound toward Iowa where we found a hotel.

On our last day, Thursday September 6th, we got up in the morning and headed home with a full day's drive ahead of us. That afternoon we pulled into my driveway in Naperville having added 4,846 miles to the Woodie's odometer. As I stated last month I am still up for another Ford V-8 travel adventure in the future.



The  
End



## The 80th Anniversary of the 1939 Ford

by John Emmering

Curious potential Ford customers jammed Ford dealer showrooms Friday, November 4, 1938 as the new 1939 models were unveiled. This year the 1939 Fords mark their 80<sup>th</sup> anniversary. We well remember 1939 models were the honored car at our Central National Meet in Springfield back in 2014 when we commemorated their 75th anniversary.

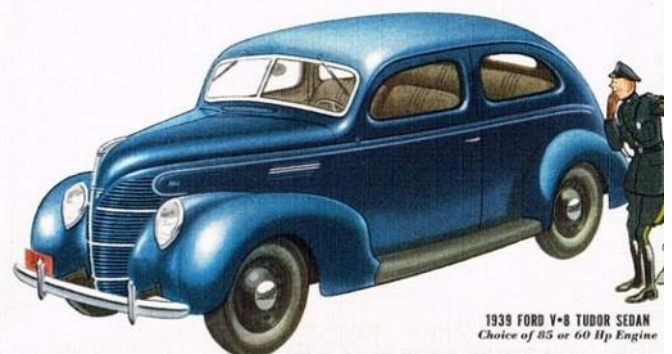
The beautiful 1939 Ford automobiles came in both the De Luxe and standard models. The standards were officially just known as "Ford V-8s" and the higher end cars were referred to as "Ford De Luxes". The 1939 standard models bore a strong resemblance to the Ford De Luxe models of 1938. Ford produced somewhat different appearing Standard and De Luxe models with the standards resembling the earlier year's models from 1938-1940.

The less expensive standard models were outfitted with only one tail light and had an interior sun visor only on the driver's side. They also lacked the "banjo" steering wheel, dash clock and plastic dipped inside door handles of the De Luxe models. The upholstery on the standard models was also a little less luxurious. A standard Tudor was priced at \$664.00, \$60.00 cheaper than it's De Luxe counterpart. This would be about \$1,000.00 in today's dollars.

The 1939 De Luxe shorter streamlined grill and repositioned headlights gave a whole new look to the Ford which actually saw only minor changes to it's body. E.T. "Bob" Gregorie, Ford chief designer learned to alter the look of the car through these subtle changes. The standard line retained a grill similar in appearance to the 1938 grill and offered a choice of the full size 85 hp V-8 engine or the 60 hp smaller V-8.

Four Standard model body styles offered were the Coupe, Tudor, Fordor and Station Wagon. The Deluxe line offered six models consisting of the De Luxe Coupe, Tudor, Fordor, Station Wagon, Convertible Coupe and Convertible Sedan. 1939 was the last year Ford offered the De Luxe Convertible Sedan. Also the rumble seat was offered for the last time in the De Luxe Convertible Coupe model.

The De Luxe Tudor sold the most units at 144,333 followed by the Standard Tudor at 124,866. Fewest sales were experienced by the Standard Station Wagon at 3,227 and the De Luxe Convertible Sedan at 3,561 which make both cars a rarity today. All cars featured a floor mounted gearshift and bulb headlights for the last time. The biggest change was that hydraulic brakes became standard equipment on all 1939 passenger cars. They were a welcome advancement.





# 1939 Ford Fast Facts



Last year for the Convertible Sedan



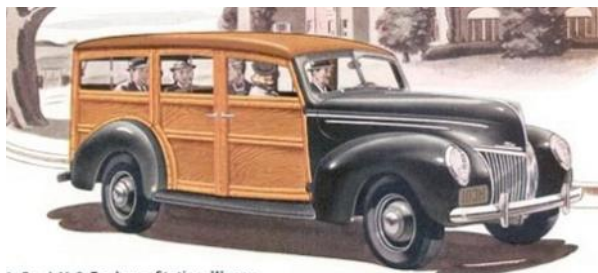
Last year to offer a rumble seat



#1 Best Seller De Luxe Tudor



#2 Best Seller Standard Tudor



● Ford V-8 De Luxe Station Wagon



● Ford V-8 Station Wagon

Both De Luxe and Standard Station Wagons were offered for 1939

## BIG, POWERFUL HYDRAULIC BRAKES

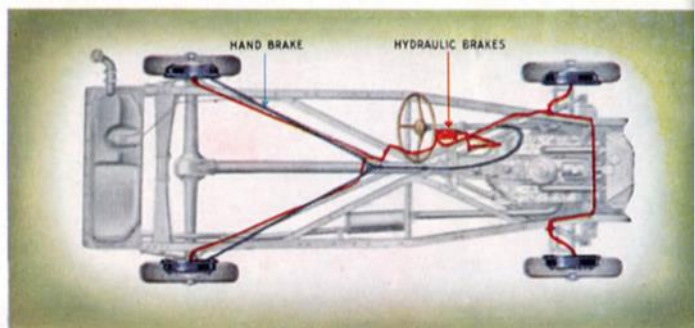
- 12-inch brake drums and 162 square inches of brake lining for quick stopping and long life



Pistons in double hydraulic cylinder move two independently-anchored brake shoes into smooth, firm contact with each brake drum.



The master hydraulic cylinder is bolted to a rigid pedal bracket. A floor board inspection plate makes it easy to check the quantity of fluid.



The 1939 Ford cars are equipped with big hydraulic brakes—precision-built to meet strict Ford standards of safety.

These new brakes add to the comfort and pleasure of owning a Ford. Pedal action is exceptionally easy, a feature that will be appreciated by women drivers. Brake action is always under full control of your foot, and in exact proportion to the pressure you exert on the pedal. Braking pressure is equalized for smooth straight-line stopping from any speed.

The handbrake lever, located just under the instrument panel, mechanically operates the brakes on the two rear wheels by means of steel cables.



# MEETING MINUTES

## TUESDAY JANUARY 15, 2018

Submitted by Gary Osborne

Our new President Ron Steck opened our first meeting of 2019 right on time as he greeted all those in attendance. There was a good crowd for the evening including two visitors: Ron Dopke's daughter Cheryl and first time visitor Richard Kuentsler.

Ron shared with the group some of the exciting events that are planned for the upcoming year. He also talked about a new format that will allow more time for the members to share about their cars with one another. Ron received support when he announced our goal of running a Central National Meet in 2021. Several volunteered to work at the meet should we hold it. Ron then announced who the Officers and Board are for this year. He congratulated member Rick Claybaugh on his election to the National Board of Directors.

### Board of Director's Report

The Board met on Thursday, January 10 to lay out the plans for the next quarter. It was noted that the Board will only meet quarterly this year, with special called meetings if needed. There was discussion concerning the feasibility of running a Central National Meet in 2021. The Board was very enthusiastic about this possibility. John Scheve reported on the progress of the Installation Dinner. The Tech Talks were lined up for several months. However, we are always looking for more members to help with these. The activities were decided on through June. Those in attendance were: Ron Steck, John Scheve, Gary Osborne, Ken Bounds, John Emmering, Pat Maroney, Scott Gilday, Tom O'Donnell, George Zulas, and Ron Blum.

Ken Bounds reported that as of the Meeting, the Club has 85 members. He also noted that 11 have not paid their dues for this year. If you are one of those people, please send Ken a check for your yearly dues.

Ken further reported to the board that Rick Claybaugh, Connie Hall, Dave Collette, and Joe Reger won elections as National Directors for their respective districts. He also reported that the Central National Meet in Auburn this year is coming along fine. The full registration package was sent out last week. There are 175 registrations with 21 being from our NIRG.

### Health and Welfare Report

Phyllis Madrigali reported Ken Bounds had a bout with vertigo and is also having surgery for a hernia. Joe Kozmic is having cardiac issues and is now in Lexington Healthcare in Lombard. Frank Koeder fell and injured his back. Please keep these men in your thoughts and prayers as they go through these health difficulties.

### Past Events

- Tom O'Donnell reported that the Christmas Brunch was very well attended at Chessie's. Everyone had a wonderful time visiting and enjoying the food.
- John Scheve reported that the Installation Dinner was a huge success.

### Upcoming Events

- Starved Rock- Feb 2-3 (only on the 2<sup>nd</sup> if you are just doing the lunch and eagle tour)
- MARC Swap Meet at Friendly Ford- March 17
- Pizza Meeting- 7:00 March 19 (Papa Passero's)
- Eggs and Eights- April 27 (Geneva)

Gary Osborne showed a film about the 1932 Fords showing how the Ford Model 18 V8 automobiles came to be introduced, beginning the era of the Flathead Ford V-8s. The last event of the evening was the 50/50 drawing. Jay Hinshaw won and took home \$31. The meeting was adjourned for the members to enjoy some snacks, prepared by Robin Emmering and some time chatting with each other.

### Attendance

Ron Blum, Tom Buscaglia, Ed Crane, Sam Dix, Ron Dopke, John Emmering, Terry Freihage, Mike & Phyllis Gallichio, Scott Gilday, Jay Hinshaw, Paul Jensen, John Judge, Paul Linzer, Frank & Phyllis Madrigali, Pat Maroney, Joe Novak, Tom O'Donnell, Gary Osborne, Dan Pudelek, John Scheve, Ron Steck, Jeff Trilling, Sam Van Bruggen, Len Vinyard, Tom White, and George Zulas.





**1953 Ford Customline Tudor.** No rust, total mechanical rebuild. A real coast-to-coast driver. Rated #3. Price reduced to \$22,000. *Contact Stan Stack at 847-382-4223.*

**46-48 Ford radiator,** good condition, cleaned and checked, \$250. *Contact Roger Obecny at 708-772-1925*

**Ford Parts:** Many 41 parts & others, tools, rear drum puller, valve tools, compressor, lower hose drill bit. Ford Signs, NIRG V-8 Clock - *Contact: Bob Paladino 630-918-7804*

**Set of 1939 Original Ford fender skirts,** re-stored, one lock assembly missing, Complete rebuilt 1949-51 Ford differential assembly, 4:10 gears. *Call Jack Frank at 630-918-8880.*

**1937-48 Ford Water pump cores** (may leak) FREE. Original Ford Shop Notes. 1932-1944 in original binder. Notes good condition, binder fair. \$50.00 plus shipping. Call Tom O'Donnell at 847-991-6976 or email: [taodonnell@yahoo.com](mailto:taodonnell@yahoo.com).

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

**1933 Ford Transmission:** Condition not known. Call George Zulas 630-582-2056



**1963 Ford Galaxie 500XL Convertible,** 81,000 miles, 390 T-Bird engine, auto trans, power steering, like new radial tires, electric fuel pump. Rose Beige with white top. \$41,000. *Call Earl Heintz at 847-650-6214.*



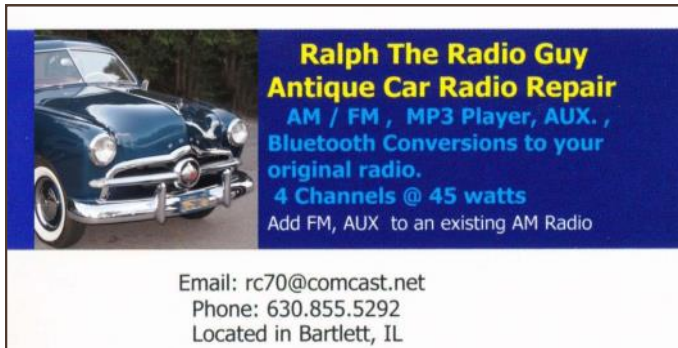
**1936 Ford Club Cabriolet.** Includes additional 36LB engine being rebuilt. \$43,000. *Call Ray McMahon at 630-853-6832*



**1939 Ford De Luxe Tudor Sedan:** Outstanding restoration. Car located in Antioch, Illinois. Call Jerry Gunderson 847-395-2370, or email: [jessegun1@att.net](mailto:jessegun1@att.net)

**Wanted: Trunk handle for 1941 Ford** *call Ed Crane at 773-318-9357.*

**Wanted: Gauges for 1952 F1 Truck** *call Jim Morris at 630-377-9903*



**Ralph The Radio Guy**  
**Antique Car Radio Repair**  
AM / FM , MP3 Player, AUX. ,  
Bluetooth Conversions to your  
original radio.  
4 Channels @ 45 watts  
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Be sure to attend our membership meeting  
**Tuesday February 19th, 2019 7:30 pm**



Presentation  
on the Ford  
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Our Presi-  
dent Ron  
Steck will  
preside .

• H • A • P • P • Y •  
*Birthday*

ED KARCH (02/02)  
NELL KOZMIC (02/08)  
PAT STACEY (02/12)  
FRANK MADRIGALI (02/21)  
PAUL JENSEN (02/26)

MAURICE ADAM (02/08)  
PAULA BAUGHN (02/11)  
LEN VINYARD (02/14)  
ROBERT PALADINO (02/26)  
CHERYL KOZMIC (02/28)

*Happy Anniversary!*

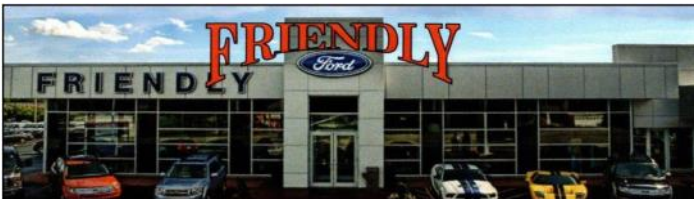
ED & GAIL KARCH (02/10)  
STAN & JO ANNE STACK (02/14)





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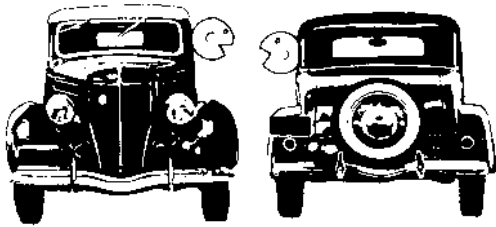
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## **Road Chatter**

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### **Photo of the Month**

**Gathered to receive their oaths of office are (l to r) Vice President John Scheve, President Ron Steck, Director Scott Gilday, Secretary Gary Osborne, Directors Tom O'Donnell, Pat Maroney, John Emmering & George Zulas. Ron Blum administered the oath. (Center) Phyllis Madrigali, health & welfare chairperson.**