



ROAD CHATTER



NORTHERN ILLINOIS REGIONAL GROUP #8 ☐ P.O. BOX 803 ☐ ARLINGTON HEIGHTS, ILLINOIS 60006
WEB SITE: www.nirgv8.org ☐ Volume 53 Issue #1 ☐ January 2019

UP NEXT...

Forthcoming NIRG Meetings & Events

January

01-10-19 Board Meeting
01-12-19 Installation Dinner
01-15-19 Members Meeting

February

02-02-19 Starved Rock Weekend.
02-15-19 Members meeting



Installation Dinner

Saturday, Jan. 12th 5:30pm
Bohemian Crystal Restaurant

If you haven't signed up
call John & Este Scheve at
630-420-0029 by Jan. 4th



639 Blackhawk Dr.
Westmont



Ron Steck's 4,846 mile Odyssey

Montana National Tour

Back in August our new president Ron Steck represented the NIRG as he and his friend John made the long journey out west to join the Montana National Tour. Ron made many stops along the way and saw some very interesting sights. Ron shares excerpts from his travel log with us in this issue.

See full story on Pages 6 - 9.

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2019 OFFICERS

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Ken Bounds

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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.

SHIFTING GEARS...

A Final Word From NIRG President John Emmering

"Learn from yesterday, live for today, hope for tomorrow" was a touching New Years' quote by Albert Einstein. I can see it apply to our Northern Illinois Regional Group as we enter 2019.

Moving into the New Year we can look back on a lot of the fun and successful activities we shared in the past, apply them to what we are doing currently and hope for future success in some new endeavors.

One thing I feel that has improved in the last couple years has been our recruitment outreach for new members and the way we have integrated new people into the life of the club. I hope that will continue in 2019.

We find our current situation good and we can hope for some new things for the future. One of the future goals this year is possible involvement in a Central National Meet. One of my goals personally is to arrange a special activity for "Drive your V-8 Day" in June. Of course, we will continue many of the traditional activities we all enjoy. There really is a lot to look forward to in 2019.

I'll be handing off the gavel to our new president, Ron Steck, as he will take office January 12th. I am confident that the membership will extend the same support to Ron as you have given me during my time as president. Over the last two years it has been an honor for me to serve as president of our regional group. It was a rewarding experience and a challenge to serve. I am grateful for the cooperation I received as I tried some new approaches to build attendance, recruiting and general participation. I also appreciate the great efforts made by many of our officers, directors, chairpersons and members in support of the club.

The latest example of a job well done was the wonderful Holiday Luncheon arraigned by Tom and Madeleine O'Donnell Sunday, December 16th at Chessie's Restaurant. Tom & Madeleine planned it so well and choose an excellent venue. Next, we look forward to the Installation Dinner Saturday, January 12, 2019 at the Bohemian Crystal Restaurant in Westmont. John and Estee Scheve have prepared this event and it promises to be a great night.

Hope you enjoy this month's Road Chatter. Be sure to read Ron Steck's account of the Montana National Tour. Tom O'Donnell has an interesting report on the Holiday Luncheon also those who like reading about Ford V-8s and gangsters will get a double dose with my V-8s in the Movies and Eddie Bentz articles.

Have a Happy New Year! Let's make 2019 a successful year for the Northern Illinois Regional Group.





Early Ford V-8's in Hollywood Movies



Tracked by two 1949 Mercuries, Fords & a Lincoln, Robber Cody Jarret Didn't Have a Chance.

By John Emmering

Ma Jarrett, mother of gangster Cody Jarrett had a close encounter with the FBI in a classic vehicle surveillance maneuver. A three car tag team consisting of FBI men driving a 1949 Mercury, a 1949 Ford and a 1949 Lincoln tailed her through the streets of Los Angeles. Fortunately for Ma the federal agents lost her in traffic in this scene from Warner Brother's 1949 film noir feature film "White Heat". Later Cody Jarret and his gang were tracked by agents in a 1949 four door Mercury sedan and several 1949 Ford Los Angeles Police Cars.



Warner Brothers, Cagney was approached for the project when the writers realized he was the only actor who could effectively fill the starring role of Cody Jarrett, a psychotic gangster with a mother complex.

As the film progresses Cody ends up in prison, but escapes after hearing of his mother's murder at the hands of one of his henchmen and disloyal wife Verna. Cody takes revenge and then commits a robbery that goes bad. Cornered by police after the robbery, Cody climbs a gas storage tank. Cody finally fires his gun into the huge tank as he shouts "Made it Ma! Top of the world" as the tank explodes. Besides being a film classic "White Heat" showcases Ford's line of 1949 automobiles in action.

James Cagney starred as criminal mastermind Cody Jarrett, reviving the gangster persona that had propelled him to fame in the 1930's. After a seven year hiatus from



2018 Holiday Luncheon

Story and photos by Tom O'Donnell

When I arraigned our Holiday Luncheon back in July, I was concerned that we may have bad weather in the middle of December. Ten days before our luncheon was scheduled, I checked the weather forecast and it looked like it would be an OK type of day with the temperature in the low 30's and cloudy. Each day the forecast improved until the day before and then the forecast was for a sunny day with temperatures close to 50 degrees. I should have bought a Powerball ticket on the day that I set the schedule for the lunch. The day turned out to have the best weather that we had seen in six weeks.

Madeleine and I planned to get to the restaurant around noon to check out the arrangements and get the envelopes with the lunch selections arranged in time for the 1:00 pm start. We were greeted by some early birds that thought the lunch was going to start the same time as the Bears-Packers game. We asked them to be patient and we would get the doors open as soon as the staff finished setting up the room. The ladies decided to check out the Ice House Mall and found an interesting antique store.

The room reserved for our use was originally the waiting room of the train station. At 12:30 the staff had the room set up and the bar was open. It was decorated for the holidays and there were four round tables set up for ten people at each table. This worked out very well for the 40 people that had signed up.

As Arlene & Ron Blum, Judy & Tom Buscaglia, Diane & Ed Crane, Bernice Short & Ron Dopke, Robin & John Emmering, Gladys Duzell, Kitty & Terry Freihage, Nicole & Scott Gilday, Gene & Earl Heintz, Peggy & Frank Koeder, Phyllis, Frank Madrigali & guest, Karen & John McCormack, Dawn & Gary Osborne, Diane & Dan Pudelek, Colleen & Ron Steck, Harriet & Jim Taylor, Irene & Len Vinyard, Virginia Burnquist & Larry Webb, and Dawn & George Zulas came into the room, their photos were taken with the train car as a background.

Lunch was served after everyone was seated. From the noise level in the room, everyone was having a good time. Our table had the honor of having the newest members, John and Karen McCormack, the member with the longest membership, Ron Dopke and three past presidents, Ron, Scott and myself.



Madeleine and Tom O'Donnell



John and Robin Emmering



Colleen and Ron Steck

While setting up the luncheon, I contacted several Ford dealers in the area to see if they would donate promotional items to use as prizes for the attendees. Club member Randy Yockey of Friendly Ford in Roselle donated \$100 to be distributed for prizes at the lunch. I divided it so that there would be a prize at each of the tables and asked the banquet manager to place a card on one chair at each table. The card was used to claim a prize. The winners of \$25 each were Tom Buscaglia, John Emmering, Kitty Freihage and Madeleine O'Donnell.

Just as we were leaving the Bears-Packers game was ending with the Bears clinching the NFL North Division Championship. This finished off a nice afternoon and with that victory secure everyone headed out for home. We thank everyone who came to enjoy the Holidays with us. Celebrating the Holiday Season with friends is what made this event a success.



Dawn and Gary Osborne



Earl and Gene Heintz



Nicole, John, Karen and Earl



Jim and Harriet Taylor



Diane and Dan Pudelek



Bernice, Ron Dopke & Scott Gilday



Terry, Jim, Ed and Diane



Ron, Arlene, Robin, John and Irene



Road Trip

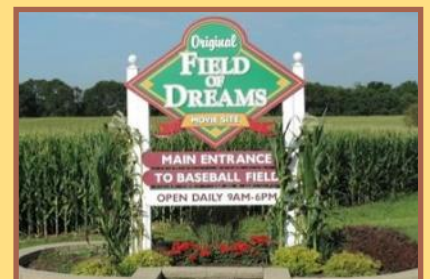
By: Ron Steck

Montana National Tour A Great Adventure

The open road seemed to be calling as I paged through an issue of the V-8 Times last spring. I was drawn to an announcement of the Montana Early Ford V-8 Club National Tour. The tour, sponsored by the Big Sky Regional Group, was scheduled for August 26-31. Having never been to Montana I thought this would be an interesting tour to take part in. Soon I contacted tour coordinator Norman Clark and I let him know that I planned to join in on the tour. Hoping to find a travel companion for the journey, I reached out to several friends to see if one of them might accompany me. As luck would have it my old friend from my Air Force days, John was available and agreed to travel with me out west. John and I were stationed in Massachusetts and Colorado together beginning in 1973 and it was great to see him again after he flew in from Atlanta.

As Wednesday August 22nd dawned John and I were ready to start our journey to Billings Montana, 1,250 miles away to join the Montana Tour. At 6:00 am we rolled out of my driveway in my 1941 Ford Woodie Wagon. The car has a rebuilt stock flathead V-8 engine, new clutch, recently rebuilt transmission and a 3:54 rear axle. When friends expressed concerns about my car breaking down on the trip, I assured them that with a few extra parts I was bringing along I could probably be able to fix the car. I contrasted the fact that if they had a breakdown involving their modern car's computer electronics they would be stuck.

Traveling west we got a feel for "small town America" as we traveled over country roads. When we reached the Mississippi River we crossed with a ferry as the bridge was out. Traveling west through Iowa we soon made a stop in the town of Anamosa to visit the National Motorcycle Museum. Continuing we reached Dyersville, where the movie "Field of Dreams" was filmed. As we stopped for gasoline, I opened the hood to add some oil and inadvertently bumped the rubber fuel line. A shot of gas came out. "That's not good", I thought. A mechanic tried a makeshift remedy that seemed to work, but the issue was finally solved when I used my national membership guide to get in touch with a local Early Ford V-8 Club member named Ed who sold me a new rubber fuel line that he had on hand.





After our first day of travel, we stopped for the night in western Iowa for a well-deserved night's sleep. Once again, we were back on the road early in the morning Thursday, August 23rd for our second day on the road. The day's drive brought us 3/4ths of the way through South Dakota. We traveled 540 miles before we got a hotel room for the night. Friday, the third day of our drive took through the Pine Ridge Indian Reservation. We stopped to view the Wounded Knee Battlefield, the sight of the 1890 Indian massacre. Heading up the highway 100 miles northwest our next stop was Custer State Park. During our stop at the park we saw buffalo and donkeys. The donkeys were tame, and we learned that their forbearers were once used by gold miners but were left behind when the miners departed. We also viewed a cave which was open to the public. After Custer State park our next destination was Mount Rushmore and we observed that impressive monument. After a full day of activity, we headed to Ellsworth Air Force Base to get a room at the Air Force Inn. I am eligible to stay at military installations as a military retiree.

When we checked into the Pine Tree Inn, Air Force lodging, we encountered some people interested in my car. They did not believe we were driving it so far. On the Air Force base John and I enjoyed eating together once again at the chow hall, something we had not done in 43 years. After the meal I stopped at the gas station and filled up with gas also topping off the radiator with a gallon of water, replacing what had boiled off. "Woodrow", my nickname for the station wagon, is not fond of altitude. We then drove around base and over to a hangar to see the B-1 bombers. John and I were both aircraft mechanics and the sight brought back memories of the past.

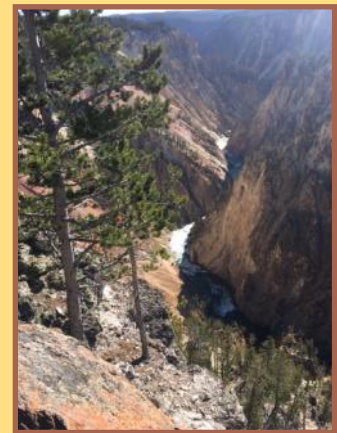
After a good night's sleep on the Air Force Base we left Saturday morning and headed to Deadwood South Dakota. We stopped at a car show we spotted in Deadwood and fit right in. I happened to meet someone I knew from home who drove his 1957 Oldsmobile there. Leaving Deadwood, we soon crossed over into Wyoming and drove to the Devil's Tower National Monument. We saw a couple climbing up the face of the tower. I walked around the base of the tower, which is about a mile and a half around. After spending the night in a local hotel, we headed off once again Sunday morning. Our travels brought us to Sheridan Wyoming. We continued into Montana and made a stop at the Little Big Horn Battlefield. At Little Big Horn we heard a presentation about the 1876 battle where General Custer and 242 soldiers were killed.

Now we were only an hour from Billings and the starting point of the Montana National Tour. We started to see other Early Ford V-8 automobiles that were also going to be part of the tour arriving in Billings Montana. We checked into the hotel designated for the tour and saw many more cars and people from the Early Ford V-8 Club. Checking in with Norm Clark we got our packets for the week and directions for where we were going for dinner that night. The dinner was a fondue and we enjoyed it. After dinner it was back to the hotel.

We awoke to rain, Monday morning August 27, not my favorite driving condition. Off we went touring together to Great Falls. It finally stopped raining and we had a lunch break. We had to drive up a pass and there it started to rain again and at the very top there were even snow flurries. It was only 37 degrees outside according to my phone. I was glad that there was a heater in the car. We stopped by the Lewis and Clark museum which was interesting. It was raining again when we finally arrived at the hotel for the night

Bright and early Tuesday we were off in a procession of Ford V-8s to Bigfork Montana. For the next two days we had to alter our route due to the fires at Glacier National Park. After driving most of the day, we finally arrived at the motel for the night. We went out for dinner and washed clothing. Later that night we discovered that one of the guys had hit a deer and it had done damage to his car. The plan for the next day was to go to a car collection and then another event. A few of us decided to go up to Glacier National Park instead.

Wednesday morning, we got an early start to go to Glacier National Park. Another couple followed us out there in their truck, but after breakfast I had them ride with us in the Woody. After some difficulty entering the park due to the fires they had experienced, we went to the East side entrance to the get into the park. Even with the smoke in the air it was a beautiful park and should be seen. After making it up to the top of the visitor center we spent some time up there to enjoy the view and again people started asking about the car. On the way down, we went past several old-time tour buses and the drivers pointed to the Woody. We talked to one of the drivers who told us that the buses had Flathead V-8 engines in them up until 1991. On our way back, we saw another area where fires were starting. Once we were back to the hotel, we had dinner at the local VFW. I had several other people come up to me and say that they had wished they had gone to the park as well. It turned out to be a long day but well worth it.

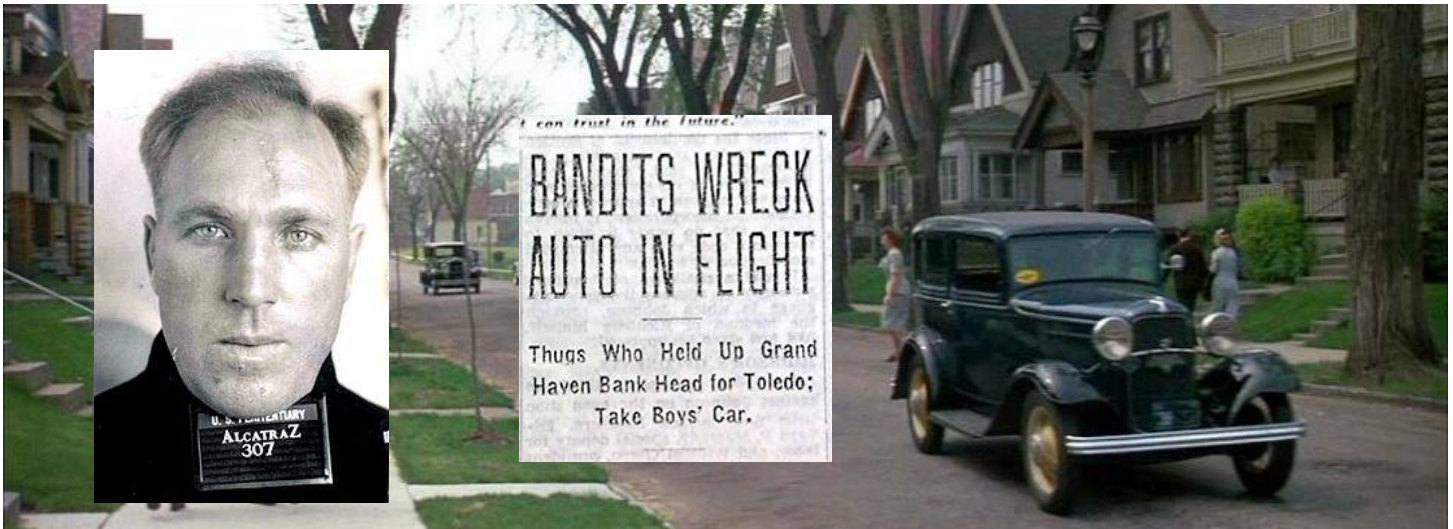




On August 30th as the tour continued and we drove around Flathead Lake which is about 35 miles long and 16 miles wide. It is the longest Lake in Montana. We cruised on to our next adventure where we stopped at an Indian museum and store. I saw some great pictures and sculptures. We had lunch next door and finished our drive in Helena the state capital.

The last day of the National Tour was Friday August 31st. We drove out to the Gates of the Mountains for a boat tour up the Missouri River. The guides gave us the history from as far back as 1500 years ago explaining a drawing of a Buffalo on one of the walls along what was a star. Many people have different ideas on what this was to represent. The River had several dams along its path. From our boat we could see Mann Gulch, the site of the raging forest fire that took the lives of 12 smokejumpers and an additional firefighter, August 5, 1949. The story of the Mann Gulch Fire is one of the more interesting stories told by the guide.

After the tour we had our final meal together. John and I said our goodbyes to our fellow tour participants as they began to head off in their Ford V-8s. We thanked Norm Clark for putting together such a great National Tour. For John and me the adventure was not over as we headed out to Yellowstone National Park to camp. We had another week of adventures on the way home. On Thursday September 6th, after driving for 16 days and 4846 miles our trip was completed as we arrived safely home. It was a great adventure and the car did an excellent job for all those days and miles. I look forward to the opportunity to experience another travel adventure such as this one sometime in the future.



Crime Mastermind Eddie Bentz's Ford V-8 Flight from Michigan Bank Robbery and Further Career

By John Emmering

The 1932 Ford V-8 Tudor sedan traveled south down Michigan Highway 127 late Friday evening August 18, 1933. The Ford's headlights illuminated a sign showing the town of Hudson was just a few miles ahead. On their way home to Fayette, Ohio from their day in Michigan the driver of the Ford V-8 and his two fellow college boys hoped to make it home by 10:30 pm. They trusted the three gallons of gasoline remaining in the Ford's tank would carry them twenty more miles to Fayette. Suddenly an unexpected sight greeted the boys as they observed a big Chrysler sedan just ahead traveling along at a healthy clip with a flat tire which the driver seemed to ignore.

As the right rear tire separated from the rim the Chrysler veered off the roadway out of control, colliding with a tree. Amazed at what had taken place the Ohio boy brought his Ford V-8 to a halt just behind the wreck. The boys watched four men exit the Chrysler in panic and distress. They would have sped past the accident had they known who they were about to encounter. Master bank robber Eddie Bentz, outlaw "Baby Face" Nelson along with henchmen Chuck Fisher & Tom Gannon stepped out of the car in the aftermath of a bank robbery they had pulled earlier that day in Grand Haven that had gone bad.

The plot for the ill-fated Grand Haven Bank robbery began three months earlier when George "Baby Face" Nelson ran into Eddie Bentz at the Inland Hotel in East Chicago, Indiana. Nelson, a recent escapee from Joliet Prison, had sought out Eddie for assistance in pulling a bank robbery. Eddie would later be called "The shrewdest, most resourceful, intelligent bank robber in existence" by none other than J. Edgar Hoover. At this time Eddie was acting as sort of a bank robbery consultant, planning the robberies for a cut of the take. Nelson had a bank in Gary, Indiana in mind, but Eddie advised him to choose a small town with a getaway route through the rural countryside rather than pulling the crime in a congested metropolitan area.

Eddie Bentz was older than many of the criminals of his day at 38. He had been born in rural Pipestone, Minnesota, to German immigrant parents. After his father was killed by a runaway horse when Eddie was 9, his mother moved with Eddie and his eight siblings to Tacoma, Washington. Eddie had a penchant for delinquency, committing thefts from a young age. He ended up detained at the State Training School for boys at age 16. After escaping from that institution Eddie was charged as an adult for auto theft and was sentenced to the Washington State Penitentiary at Walla Walla. After serving his time Eddie continued to get into trouble, however he often was able to evade the consequences by deceiving authorities or jumping bail.

Between 1916-1926 Eddie served a total of 7 years in the state prisons of Illinois, Wisconsin and Michigan, using his time behind bars to learn techniques of robbery and burglary. After his release Eddie chose to pursue bank robbery as his crime of choice as he felt bank robbers were the elites of the criminal world. He cautiously cased every detail of the banks he chose to rob, spending six weeks researching the bank and planning his escape route. Eddie researched the financial status of the bank and learned which employees had access to the vault. He evaluated the tellers and looked for those who might be predisposed to resist. Having robbed approximately 100 banks Eddie was semi-retired by 1933 and enjoyed the finer things of life, like collecting first edition books and antique firearms.

Impressed with "Baby Face" Nelson as someone who could pull a bank job, Eddie agreed to help him plan a robbery, suggesting The People's Saving Bank of Grand Haven, Michigan. Eddie had cased that bank a year earlier and suggested they use a six-man crew. He wanted an even cut of the proceeds for planning the crime. Nelson needed a place to stay so Eddie suggested that he move into a vacant cottage next door to the where he and his 20 year old wife Verna were living, in Long Beach, Indiana.

Spring turned into summer and Nelson recruited his crew among his underworld associates. On July 6th Eddie drove up to Grand Haven with Earl Doyle, one of the crew preparing for the robbery. After carefully casing the bank inside and out the pair of outlaws stayed the night in Grand Rapids and drove back the next day, traveling along Eddie's planned getaway route.

Back in Indiana Eddie schooled Nelson's crew in the fine points of bank robbery in preparation for the job and trained them in the use of the Thompson Submachine gun. As the training progressed Nelson admitted to Eddie that he and the boys needed him to go along on the robbery. Eddie was hesitant, pointing out that it wasn't part of the deal. He finally relented and agreed to go on the job as the getaway car driver.

Assembling early on the morning of Friday August 18th, 1933 the robbery crew consisting of Eddie Bentz, George "Baby Face" Nelson, Chuck Fisher, Tom Gannon, Earl Doyle and a newcomer Freddie Monahan shuffled into the black 1932 Buick sedan prepared for the heist. Nelson hit Eddie with one more last minute modification of the plan by announcing that he thought Monahan should drive and Eddie enter the bank and take care of the vault. Nelson reasoned that Monahan, who was missing fingers from one of his hands could be easily identified later. Eddie had not trusted Monahan from the start, but agreed.

The bandits got to Grand Haven at 2:40 pm. Monahan let two men off at Washington Street and three more on Third. Four of the men entered the bank with Gannon covering the front door. As the men entered the lobby a teller became apprehensive about the presence of the robbery crew and stepped on the silent alarm. The alarm sounded at both the police station and Sheriff's Office as well as in the furniture store next door owned by Ed Kinkema, cousin of the bank manager Ted Bolt. Kinkema grabbed his Remington repeating shotgun and exited his store. Spotting the getaway car, he aimed his shotgun at the Buick. Freddie Monahan panicked, speeding off leaving the robbers stranded.

Scoping up as much money as possible after getting the head teller to open the vault the five remaining bandits rounded up some employees and customers as hostages and headed for the rear entrance of the bank. As they exited the bank there was gunfire from the bandits as well as from Kinkema's shotgun. Gang member Earl Doyle's forehead was grazed by buckshot and Nelson's stray bullet hit a janitor across the street. Three other customers received minor gunshot injuries.

The hostages did not cooperate very well, and manager Ted Bolt fought Doyle for his gun. Doyle was shot in the hand during the struggle followed by receiving a hard blow to the head from the butt of Kinkema's shotgun. Doyle collapsed on the pavement breaking his leg in the fall. After the injuries he sustained Doyle was out of commission and could not escape with his fellow bank robbers.

Leaving Doyle behind as well as a trail of money as it spilled from their bag, the robbers ran onto the street, dismayed that Monahan and the getaway car were nowhere to be found. Eddie saw a Chevrolet heading toward them and flagged the car down. He then ordered the two woman in front and their children in the back seat out of the car. The four remaining outlaws piled into the car with Eddie at the wheel and took off.

Five miles out of Grand Haven the bandits realized that the Chevrolet's gas gauge indicated the tank was empty. Soon they noticed a big Chrysler sedan stopped by a farm stand. The bandits stopped, exiting the Chevrolet and ordered the passengers out of the Chrysler. Shortly they were heading off once again in the larger car. Eddie, who was again at the wheel headed south following his getaway route by memory.

The escape seemed clean until the flat tire and collision mentioned earlier, near Hudson Michigan. As the young driver exited his 1932 Ford to assist, he was greeted by Nelson's machine gun. The boys exited the Ford V-8 and the robbers climbed in driving off southbound. (cont. pg. 12)



The People's Saving Bank Grand Haven, Michigan



Caladonia National Bank in Danville, Vermont

Speeding down highway 127 with Gannon at the wheel the stolen Ford V-8 soon crossed into Ohio. The highway curved into Route 20 near Fayette, Ohio and it was another thirty miles to the Indiana boarder. The bandits found a late night gas station and filled up for the 130 mile journey back to Long Beach, Indiana. Arriving in Long Beach early Saturday morning the irritated and disheartened gang split up the \$2,568 proceeds from the robbery. Earl Doyle's wife Hazel wept after hearing that her husband was in custody and she was given his share. Gannon and Fisher took off to dispose of the stolen Ford V-8.

With Doyle in custody and Monahan missing, the outlaws quickly vacated the Long Beach cabins, lest they receive an unexpected visit from the authorities. No one knew if Doyle had talked when interrogated by the police. While Eddie snoozed, Verna packed the couple's belongings. After handshakes, goodbyes and some philosophizing about difficulties they had experienced in Grand Haven, the crew went their separate ways. Eddie and Verna took refuge in another lakeside cottage in Union Pier, Michigan. Soon the couple decided to take up residence in Portland, Maine where they were unknown.

Eddie bought a large home in Portland and tried his hand at legitimate business. He started a company called Ultra Products, manufacturing and selling small metal toys. Seeking an injection of cash to his business,

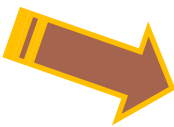
Eddie tried Bank Robbery once again. He took down the Caladonia National Bank in Danville, Vermont in June 1934 with two unknown accomplices. By this time the FBI had taken over most bank robbery investigations. The modus operandi fit Eddie completely and he was picked out as a perpetrator by witnesses viewing a mug book showing his photograph. He was now a wanted man.

The life of a fugitive was now all Eddie had. He and Verna tried to lose themselves in New York City. Verna got tired of moving every month and hiding out, and she split up with Eddie, returning home to her parents in Milwaukee. Verna was interviewed by the FBI and inadvertently dropped clues to Eddie's whereabouts. Information she revealed about a former landlady led agents to Eddie's location, a small apartment at 1492 Bushwick Ave. Brooklyn, New York. Eddie tried to escape down a dumb waiter but was captured in the March 13, 1936 raid.

The college boys Eddie carjacked for their Ford V-8 went on to finish their degrees, but Eddie Bentz faced Alcatraz Prison. He remained as prisoner #307 in Alcatraz until 1948. Facing state charges after his release Eddie finally saw freedom in 1967 at age 72. He lived out his days in Tacoma, Washington until his death in 1979. Little did Eddie know that upon his release, the 1932 Ford he stole for his getaway ironically would be worth more than the entire take from the Grand Haven Bank robbery,



Starved Rock Winter Getaway Weekend



New Option: One day Saturday, February 2nd 2019
Bald Eagle Trolley Tour and Lunch at Starved Rock

We will meet at Pheasant Run at 8:00 am and leave at 8:30 am sharp.
Arrive at Starved Rock and eat lunch at 11:00 am

We board a Trolley at 12:00 noon for a guided tour of Starved Rock
as we try to spot Bald Eagles in their natural habitat.

Dress Warmly and bring binoculars and cameras.

There will be a presentation about Eagles at the Illinois Waterway Visitor's Center
Cost is \$25.00 adults \$20.00 Children. Lunch included. There is minimal walking.

Sign up at the January 15th Meeting. Order tour tickets at 815-220-7386



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



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 Obecný at 708-772-1925

KR Wilson 1939 V-8 Industrial Engine, running on trailer \$5,000 . 1939 Ford new gas tank, Two Electrolite 2200 headlights \$2,500. Rebuilt Harmon Collins Distributor & coils \$500. Call Frank Koeder at 847-840-7557

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, restored, 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.



1946 Ford Super Deluxe Business Coupe New Canadian Ford engine (400-500 miles) plus extra Parts. Call Sam Barone at 708-614-6085.

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

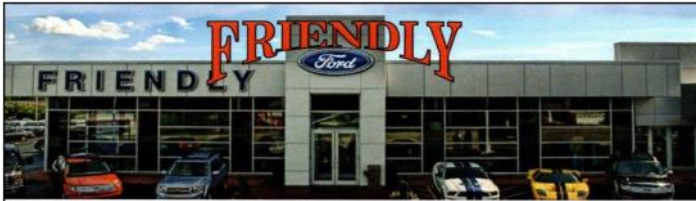


1936 Ford Club Cabriolet. Includes additional 36LB engine being rebuilt. \$43,000. Call Ray McMahon at 630-853-6832

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

PATRONIZE THESE QUALITY VENDORS WHO SUPPORT NIRG



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**Be sure to attend our membership meeting
Tuesday January 15th, 2019**



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Meet our new
President Ron
Steck



GENE HEINTZ (1/03)
THOMAS PINN (1/08)
JOE NOVAK (1/11)
RON DOPKE (1/14)
SUSAN FREUND (1/21)
JO ANNE STACK (1/23)

JACK FRANK (1//04)
JUDY BARONE (1/09)
GEORGE ZULAS (1/13)
DAWN OSBORNE (1/16)
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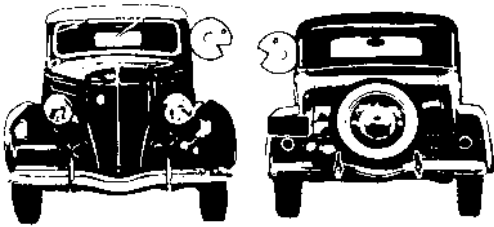
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Photo of the Month

John Emmering enjoys the Holiday Luncheon as he finishes up his two years as NIRG president. This month Ron Steck will start his term as the new president of our regional group.