



ROAD CHATTER



NORTHERN ILLINOIS REGIONAL GROUP # P.O. BOX 803 ALEXANDRIA HEIGHTS, ILLINOIS 60006

WEB SITE: www.nirg8.org Volume 53 Issue #6 June 2019

UP NEXT...

NIRG Meetings & Events

June

- 06-15-19 Drive Your Ford V-8 Day;
Rockford Tour 8:00 am
06-18-19 Members Meeting 7:30

July

- 07-11-19 Board Meeting 7:30
07-15-19 Driftless National Tour
07-16-19 Members Meeting 7:30
07-18-19 Barrington Cruise Night
07-28-19 Picnic at Timmermann's
Ranch

August

- 08-03-19 Friendly Ford Car
Show 9:00 am
08-20-19 Members Meeting 7:30

Drive Your V-8 Day



Rockford, IL Midway Village June 15, 2019

OTHER EVENTS

June 9th, 2019 10:00am-4:00pm
Cars and Cops Car Show
2500 W. Bradley Place
Chicago, IL
\$30.00 entry fee



Refurbishing a 1949 Ford Custom

From the Barn to the Concourse

A couple months back fellow member Len Vinyard handed me a stack of Auto Restorer Magazines which I enjoyed reading. The accounts of antique automobile restorations I read made me think back to the time when I first purchased my 1949 Ford in 2005 and the uphill battle I faced in getting it running and refurbished. My 1949 Ford went from forty years in a barn to it's first shot at Concourse judging next August.

See full story on Page 6

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2019 OFFICERS

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Health & Welfare

Phyllis Madrigali

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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

or call

331-425-1187

Publishing deadline is the
25th of the month.

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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

As I write this month's message I am in St. Joseph, Missouri with the "Spring Fling". There are people from eight states that have been getting together since 1973 for this event. It started due to the gas shortage back then. We visited a nature center and the Pony Express Museums yesterday that were very interesting. The Missouri River is nearby and is 21 feet above flood stage currently. Today car games are being played. If you would be interested in going to this event next year it will be held in Omaha, Nebraska May 22-25.



With the arrival of June, Spring will soon pass into summer with plenty of opportunities to enjoy our Ford V-8s out on cruise nights, weekend car shows and our Northern Illinois Regional Group events. The mild weather also gives us a chance to make a few improvements on our cars in preparation for the Central National Meet coming up August 24th. With 22 of our members signed up it promises to be a big event for our Regional group. If you want to join us in Auburn, there is still time to register.

We are all eager for a great turnout Saturday, June 15th for our local celebration of National Drive Your Ford V-8 Day. We hope for a good group of members and Ford V-8s to gather up in Hanover Park for an enjoyable drive up to Rockford's Midway Village Museum Complex. The Rockford region will meet us up there and we will team up for a fun activity. Each participant will receive a dash plaque and some of us will be wearing our "Drive Your V-8 Day T-Shirts"

Speaking of National events our Midwest Director Steve Kroeger recently sent us a report on the Early Ford V-8 Club of America National Board Meeting which was held May 18th. The report was emailed to the membership. Important news was that candidates for positions on the National Board need to get their resumes in by June 15th if they would like to appear on the ballot. Ken Bounds, who ran successfully in the past can assist anyone who might desire to run for Midwest Director.

Finally, Steve related that National membership showed a slight decline, down to 7,795 members at the end of 2018. Lets do our part to grow the club by continuing our recruiting efforts here in our metropolitan Chicago area. It has been encouraging to see some new members added to our ranks in the last few weeks. Hope you will make our new members feel welcome and help them out if they need assistance with their cars.

Don't forget to bring your Ford V-8s to our Tuesday, June 18 meeting when we will have an extended session of "tire kicking". Hope everyone is doing well. Enjoy the last weeks of spring and stay safe!

Ron



Midway Village Museum
Rockford's
HISTORY MUSEUM

National Drive Your FORD V-8 DAY

Saturday June 15th, 2019

The Northern Illinois and Rockford Early Ford V-8 Club Regional Groups will celebrate with a joint tour to

MIDWAY VILLAGE HISTORICAL MUSEUM

6799 Guilford Road, Rockford, IL.

Meet at 8:00 am Saturday, June 15 at Hanover Park Train Station, 1975 W. Lake Street, Hanover Park, IL (Rt. 20 & Barrington Road.)

If you live up North you may join the convoy at the Black Hawk Springs Forrest Preserve Entrance, Mulford Road & Perryville Road, Rockford, IL (near town of Irene) by 9:30 am

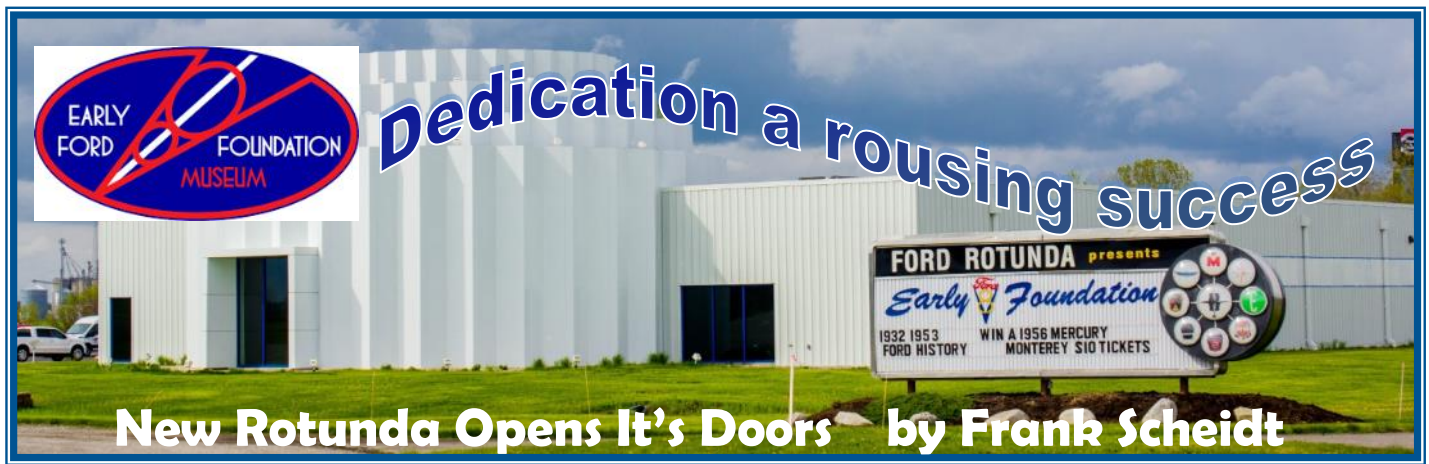
Or drive Directly to Midway Village by
10:00 am



Depart Hanover Park at 8:30 am (54 miles)
 Arrive at the Midway Village at 10:00 am
 Group tour costs \$7.00 adult \$6.00 children.
 Dine at Thunder Bay Grill 2:00 pm

If you did not sign up contact John Emmering at





New Rotunda Opens It's Doors by Frank Scheidt

Dedication/Re-Grand Opening ceremonies of the Early Ford V-8 Foundation Museum in Auburn, Indiana on Friday, May 10th, really put the museum on the map with the excitement the event generated. What began in 2009 as an 8,000 square foot museum, known as Phase I, is now a 27,000 square foot facility, thanks to the efforts of many Ford V-8 enthusiasts. It has truly become a “destination.” The Dedication event featured a ribbon cutting by Auburn Mayor Norm Yoder. Norm had performed many such ribbon cuttings in his five terms as Mayor, but this one was most impressive to him as he witnessed a much larger than usual turnout at noon on a weekday.

While some museums have consolidated their collections in smaller spaces, sold off some of their collections to raise funds, warned members of tough times ahead and some have closed completely, the Early Ford V-8 Museum took a different approach. You might say they followed Henry Ford’s declaration

to the county in 1936 when he stated, “The Great Depression is over!” and came out with an expanded lineup for 1936.

The facility now consists of three major areas: The original Phase I section now exhibits a new Flathead Speed equipment display, featuring dozens of popular speed accessories of the ’32-’53 era. Two vehicles are on display: a 1926 Ford Model T powered by a decked-out Ford V-8 60 and a 1935 Miller Ford race car on loan from the Indianapolis Speedway Museum. Also, in this section are displays of Ford V-8 powered industrial equipment; a Ford Farming display; many Flathead V-8 engines, transmissions, and rear axles, etc. Many are cut-a-way models. Also added is a “1940s Ford Garage” sponsored by Dennis Carpenter Ford Restoration Parts, the Research Library, Gift Shop and an incredible Ford Toy Truck display on loan.



Ribbon cutting ceremony



Sales office of Floyd Motors

Next is a section named the Frank Corey Gallery where a collection of '32-'53 vehicles are on display. The late Frank Corey of New Mexico donated the first car to the Museum back in 2009, an original 1946 Mercury Coupe. He also left the Museum eleven other cars and an incredible cash donation. A children's area will be added in the future.

The third section is "Floyd Motors." Joe Floyd of Harrisburg, South Dakota donated eighteen 1936 Fords to the museum and the funds to build a 10,000 square foot addition to house them. Joe Floyd had a successful career leading Midcontinent Media Inc. and was the architect of an advanced broadband telecommunications network. Years ago when he first began to think about his future retirement, Joe's wife Elaine asked him what he planned to do with his golden years. Joe responded that he might start working on old cars again. As a youth Joe worked in his father's Hudson dealership in the post war years and later worked for a Pontiac and Cadillac dealership. Joe's first car was a 1946 Ford but he had always admired the 1936 Fords driven by some of his friends. Joe set his sights on restoring a 1936 Ford.

Beginning with a 1936 Ford Cabriolet he purchased in Houston, Texas Joe's appreciation for 1936 Fords grew. Others were added to the collection until Joe's ambition was to collect every body style produced by Ford in the 1936 model year. Joe turned to Marty Anfinson owner of Straight Lines Custom Restorations for help with mechanical work and restorations of his 1936 Fords as he purchased them. Straight Lines completed eight full restorations for Joe and performed at least some work on most of his 1936 Fords. The collection was completed with eighteen cars representing every variety of 1936 Ford, including the stainless steel Tudor pictured. Joe, who had served as a trustee of the Early Ford V-8 Foundation decided that the best way to preserve his collection was to donate it to the Foundation's Ford V-8 Museum. **(continued on page 13)**

Photos by: Frank Scheidt and Tom O'Donnell



1949 "Shoebox" Ford Restoration Project

What I learned about the process of bringing back a 1949 Ford



By John Emmering

The idea of getting another 1949 Ford like the car I owned as a teenager came to me while working as a contractor for the U.S. Army Education Center in Kuwait back in 2005. Removed from family and friends and with little to occupy me in my free time I started to view pictures and information about everything I could find on 1949-51 Fords. After being introduced to eBay I suddenly had the possibility of buying one of those cars once again. Having delved into some old issues of Auto Restorer Magazine, and through experience I see that there might have been some more optimal procedures I could have taken.

First, I bought my 1949 Ford sight unseen. This of course is not the best way to go. Fortunately, my car, while rough in places had a good running engine and solid floors. Even for its shortcomings it was worth the purchase price. However, I really could have walked into a disaster and there are many horror stories out there. It's best to check out the car personally or at least have a trusted fellow Ford V-8 club member living nearby give an opinion.

Also important is the body style. It's always best to try to find the most desirable body style to make the most of your restoration investment. Had I known how much I was going to spend in restoration work I think I would have sought out a more desirable body style than a Fordor. It has grown on me and was the same body style as my earlier '49er but it has less

resale value. In considering a car to restore we are warned to try to find a vehicle needing as little bodywork as possible as body repair can be quite costly. Mechanical repair is often less costly than extensive body work.

When I went up to McFarland, Wisconsin to view my 1949 Ford while on leave from Kuwait, I learned that the seller bought it from a farmer from Winslow Illinois. The 1966 Illinois plates it bore belied the fact that it had sat idle for about 40 years. The man I bought it from had planned to fix it up but lost interest. So, I had sort of a barn find on my hands.

I arraigned for a restoration shop to get the car operational during my next term in Kuwait. The first thing I should have seen to was the gas tank. A car sitting so long is bound to have rust and debris there. Removing the tank and using a tank sealer kit would be a really good early step. In my case I purchased a new gas tank after trying to drive the car a while with a dirty gasoline tank which gave me plenty of trouble. The new tank has the drawback of needing a replacement sending unit, which in most cases are not accurate. Mine indicates "empty" when I am only two thirds down, so I never run out of gas. Also, my car had really bad motor mounts. It was a wonder the engine didn't fall out. A good early step would be installing a new set of quality motor mounts. New water pumps might be installed at this point also.



When I finally returned to Illinois after working overseas the 1949 Ford sat once again in storage for three years until work began in earnest in 2009. A glaring problem were the rusted-out rocker panels and rusted through places on the left front fender and left rear wheel well. Also the left front door was in poor shape. I was back on eBay where I located a pair of full rocker panels for a 1949 Ford. Dennis Carpenter Ford Parts supplied patch panels for the lower front left fender and rear wheel well. The body work and paint would have been out of my price class had I tried a professional shop but my brother's friend Rich, a temporarily unemployed body man, offered to do the body and paint work at a very affordable price.

While working overseas I had been buying trim pieces from eBay for my 1949 Ford project and having them sent home. I picked up all the NOS side stainless trim, a used hood ornament, trunk handle assembly, a complete NOS grill piece by piece and several NOS accessories, including the unusual vacuum rear window wiper. My best deal was an NOS driver's side front door for \$45.00. These all looked good when applied to the car after it was painted.

After the body was complete, I had some interior work done since the interior was a wreck. It might have been good to purchase a full interior kit, but I had the interior done piecemeal. First the door panels, then the headliner. My car is unique as I was able to locate a set of NOS FoMoCo original accessory seat covers which I installed rather than having my seats reupholstered. A set of new Coker Classic whitewall tires also improved the 1949 Ford's appearance

My 1949 Ford was looking good with its new body panels and shiny paint. Once again I

went on eBay and located a pair of re-chromed bumpers and NOS bumper guards which improved the car's appearance. Soon however mechanical troubles arose. The transmission wouldn't go into third gear at one point and turned out to be worn out. Some talented members of our regional group helped me out with obtaining and installing a new overdrive transmission. Overdrive is probably the best stock upgrade for a Shoebox Ford if it isn't already equipped with it. It has made a great difference in drivability on modern highways.

My '49 Ford came with a Custom radio and my friend Ralph did a great AM-FM solid state conversion. Ralph has been a great help with many aspects of the restoration. The last major work done on my 1949 Ford was the replacement of the engine. My car had a 1953 flathead V-8 installed, which ran well. The engine was a bit tired however and was burning some oil. When I saw a used 1949 Ford V-8 engine advertised in Road Chatter I purchased it and hauled it over to Bill Holtzman at Built-Rite engine rebuilders in Lombard. It took several months but soon I had a brightly painted blue rebuilt 1949 engine in my car with the distinctive four blade fan and wide fan belts unique to the 1949 models.

This summer there will be a few improvements made in preparation for the Central National Meet in Auburn Indiana this August. I bought a new steering wheel I plan to install and I will see what other enhancements I can make. Hopefully the judges will find fewer flaws than they found in my 1951 Ford last year in Dearborn.

It generally is less expensive to purchase a fully completed Ford V-8 but it is a good feeling to know that you have brought one back that probably would not be on the road without your work and investment.

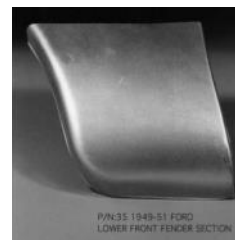
Engine mounts approx. \$32



Water Pump approx. \$79 each



Patch Panel approx. \$80



1949-51 Ford Part Suppliers

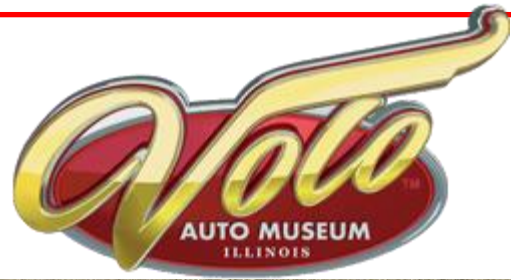
Shoebox Central
2201 N. Westminster Road
Oklahoma City, OH 73141
www.Shoebox-central.com

Dennis Carpenter Ford Restoration Parts
4140 Concord, NC 28027
www.Dennis-Carpenter.com

Mac's Auto Parts
6150 Donner Road
Lockport, NY 14094
www.macsautoparts.com



The Ford V-8s of



By John Emmering

With family visiting from out of state a few weeks ago last month, I wondered where I could find an interesting place to take my two young sons-in-law while my daughters and wife spent the day shopping. The Volo Auto Museum came to mind and the three of us headed up there. We spent several hours browsing the cars and exhibits. Of special interest to me were the original appearing 1932-53 Ford Motor Company vehicles recognized by the Early Ford V-8 Club of America on display, offered by their owners for consignment sale

Above a sharp 1935 Deluxe Coupe is pictured. We spotted it in the Pre-War Automobile Building. The coupe comes with an original working accessory AM radio and a rumble seat. It also has a rebuilt engine and is equipped with a Columbia rear axle. The Deluxe Coupe looks like a car that could bring joy to the heart of any Ford V-8 enthusiast. Pictured below is an outstanding 1949 Ford Custom Station Wagon we looked over. The wagon has the optional overdrive and looks like it would rule the concourse were it entered into judging at a National Meet.





Having seen an advertisement on the Volo web-site for a pristine 1949 Ford Custom Tudor (pictured above), I scanned each showroom seeking the car without success. Finally I asked one of the salesmen about the location of the Forty-niner but he was unsure. Later Sales Manager Bob Boesch led me off to a small barn where the '49 Ford was squirrelled away. The '49 Tudor has been restored to perfection. Out in the yard a newly arrived 1940 Mercury convertible (pictured below) caught our attention.

Many of our members are familiar with Bill Gram, proprietor of the Volo facility and his background. The Gram family purchased a farm in 1960 which became site of the Volo Museum and car

sales business. Bill and his brother Greg began their interest in cars when they were able to haul some cars home that local farmers had put out to pasture. They were able to sell some of these castoffs and the car sales business began. The Volo Auto Museum now sits on 35 acres. Volo's auto sales business majors on muscle cars of the 1960's and 70's these days. Antique Fords and other makes are represented but seem a bit fewer than in earlier years.

Some new displays of vintage RV's, military vehicles and an antique locomotive and caboose are also on exhibited. Most of the cars are listed for top dollar prices, but you may window shop for the price of admission and enjoy the ever growing museum exhibits even if your not in the market for a car.



Grandpa's 1938 Ford Standard V-8 60 Tudor

By John Emmering



Henry & Henriette Emmering



Grandpa's used 1938 Ford V-8 60 Tudor in Berwyn, 1940



Turning his 1929 Ford Model "A" Fordor right off Roosevelt Road onto Austin Boulevard, on a Sunday morning in 1940, Henry commented to his wife "Etta, the people in front of the Church can see us coming a block away in this old car. We can use a new one." "But this one is still good Henry", is what my grandmother Henrietta told me she replied, decades later when I asked her how they came to replace their Model "A" Ford I had heard stories about.

My grandfather Henry Emmering was serious however and the next Saturday in that spring of 1940 he headed over to Murphy Motors in his Model "A" with my 11-year-old father in tow. Entering the showroom, the pair viewed the brand-new Ford V-8, Deluxe and Mercury models. My father searched out the brochure display helping himself to

some of the new car literature which he collected. After browsing the new cars Grandpa Henry slid out into the used car lot outside the of showroom taking a look at the array of preowned cars recently traded in. It wasn't long until a shiny black 1938 Standard V-8 60 Tudor caught his eye.

After a test drive and some negotiations, the Model "A" was taken in trade for the two-year-old 1938 Ford V-8 60 Tudor. Having attained a management position at Crane Company in Chicago and being very frugal, Grandpa could have driven home in a new Ford Deluxe or Mercury. However, the depression was still on and my grandparents were helping several family members out financially, including a young niece and nephew they had taken in. It did not seem the time for any extravagance.

B SUPPLEMENTAL MILEAGE RATION	
UNITED STATES OF AMERICA OFFICE OF PRICE ADMINISTRATION	
471034 P	
NAME OF REGISTERED OWNER: Henry Emmering	VEHICLE LICENSE NO.: 82-057
COMPLETE ADDRESS: 1245 East Ave	STATE OF REGISTRATION: Ill
Berwyn	YEAR MODEL: 1938
VALID FROM DATE BELOW: 9/1	EARLIEST RENEWAL DATE: 12/1/43
MAKES: Ford	
FLEET IDENTIFICATION (IF ANY):	



THIS CERTIFIES

THAT YOU, H. Emmering ARE
(Name of employee)
HEREBY AUTHORIZED TO WEAR THE ARMY-NAVY
PRODUCTION AWARD EMBLEM in recognition of
meritorious work performed as an employee of the
CRANE company.
(Name of company)

Part of the battle of production is being won through
your efforts and this "E" emblem is visible proof of the
Army's and Navy's recognition of your accomplishment.
Wear it with pride.

(Signed) R. L. P. (Signed) James Forrestal
Under Secretary of War Under Secretary of the Navy

**MURPHY
MOTORS**



The used 1938 Standard Tudor was really an improvement over the Model "A", even with its small 60 hp engine. The car was used mainly for weekend excursions into the country and driving to church services at first. The White Pines and Rock Cut State Parks were favorite destinations. Grandpa snapped a photograph as the Ford V-8 60 sat in front of his home on East Avenue in Berwyn. Coincidentally it was learned that the Ford had previously been owned by a neighbor on the next street over.

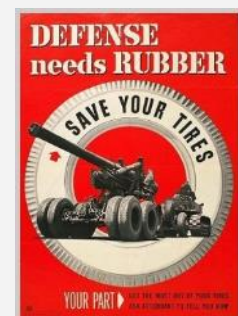
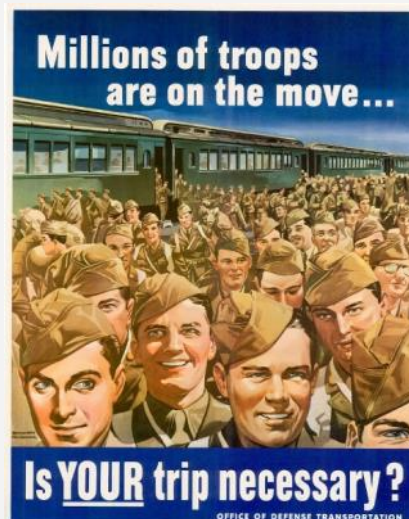
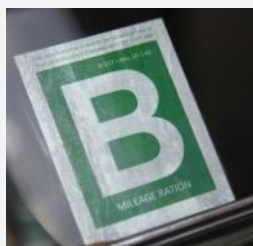
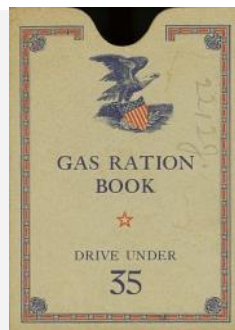
Frightful news of the Japanese attack on Pearl Harbor shocked Americans a year and a half later. My grandfather's employer, Crane Company, manufacturer of plumbing supplies needed to increase its output of valves four fold for contracts with the Navy. Each new Navy ship required many valves and Crane Company was important to the War effort, with its employees classified as defense workers.

Grandpa was issued a "B" gas ration sticker, allowing 8 gallons of gas a week, more than the standard "A" sticker permitted. Tires were also rationed and Grandpa obtained a certificate to buy a pair of them in 1944. Working longer and more irregular hours he appreciated the extra gasoline ration.

As my father grew into his teens, Grandpa taught him to drive on the 1938 Standard. He owned some empty lots out in Westchester and my father practiced driving the streets running through that undeveloped area. My father also gained an appreciation for Ford V-8s and after obtaining his driver's license in 1945 bought a used 1937 Ford V-8.

Toward the end of the war my grandfather received an Army-Navy Production Award issued by President Roosevelt for his service in wartime production. When the war ended new cars went up in price and were not easy to obtain. Grandpa waited until the new 1949 Ford models were available and finally traded in the worn 11 year old 1938 Ford for a new 1949 Ford Custom V-8 Tudor. This was Grandpa's first new car and served my grandparents well until they traded it in for a new 1956 Mercury.

I remember often viewing a small photo album my grandparents kept in a drawer in their living room and looking at a photo of that curious appearing 1938 Ford. I didn't realize then that ownership of that Ford V-8 began a strong appreciation of Ford V-8s in our family that would last into the 21st century.





MEETING MINUTES

TUESDAY MAY 21, 2019

Submitted by Gary Osborne

President Ron Steck opened the Membership Meeting promptly at 7:30 PM. He welcomed all those in attendance and asked about visitors. There was one visitor, Kevin Laughlin from Batavia. He was there because a friend who had spoken to John Emmering earlier in a chance meeting, had told him about the Club; so Kevin came to find out about us. Kevin recently obtained a beautiful 1932 Ford Model "B" Coupe. Ron proceeded right into the business portion of the meeting

Board of Directors Report

There was a Board Meeting brief meeting before the Membership Meeting to discuss the future of the Road Chatter printing process. It was agreed that there would need to be further discussion in the months ahead.

National Club Report

Ken Bounds reported that there have been 226 registrations for the Central National Meet in Auburn, Indiana. There are 22 members from NIRG that will be attending. Currently there are 111 Ford V-8 vehicles that are scheduled to be there.

Membership Report

Ken Bounds reported that when he walked into the meeting there were 86 members, but that he had just received the forms from new member Russell Medlin. Therefore; there are currently 87 members in the Northern Illinois Regional Group #8.

Treasurer's Report

Joe Serritella (welcome back, Joe!) gave the treasurer's report as follows: income of \$30 from the 50/50 raffle, and expense of \$180.95 for the Road Chatter.

Health and Welfare Report

Joe Kozmic has been released from the VA and is at home. Phyllis Madrigali is in rehab now. Please keep these people in your thoughts and prayers.

Future Tours/Events

Paul Levine asked if anyone was interested in participating in the Lincolnwood Memorial Day Parade. Please contact him if interested at 847-962-2431.

Spring Fling- May 24-27, St. Joseph, Missouri

Mt. Prospect Cruise Night- June 1, see Scott Gilday

National Drive your V-8 Day- June 15, (ours is a tour to Rockford, see John Emmering)

Barrington Cruise Night- July 18, see Scott Gilday

NIRG Annual Picnic- July 28 at Timmerman's Ranch

Friendly Ford Car Show- August 3

Geneva Concourse- August 25

Central National Meet- August 23-27, Auburn, IN

Lake Geneva Poker Run- September 27-29



Gary Osborne presented a Power Point presentation on his 1932 Ford V-8 Cabriolet. The presentation was about the history of the car, and where it's currently at in the restoration process. Next Tom O'Donnell narrated his photo presentation on the Dedication Ceremony of the new wing of the Ford V-8 Foundation Museum in Auburn, Indiana. The last item was the 50/50 raffle, which Joe Novak won, taking home \$25.


Attendance

Richard Anderson, Ron Blum, Ken Bounds, Ed Crane, Sam Dix, Terry Elliott, John Emmering, Mike Gallichio, Phyllis Gallichio, Jay Hinshaw, John Judge, Paul Levine, Pat Maroney, Russell Medlin, Joe Novak, Tom O'Donnell, Gary Osborne, John Scheve, Joe Serritella, Stan Stack, Ron Steck, Jim Taylor, Ron Vaughan, George Zulas, and visitor Kevin Laughlin.

Group Delphi designed and built the credible, period-accurate, 1936 Ford Dealership—Floyd Motors. It must be seen to be appreciated. This section also houses a rendition of the iconic Ford Rotunda. In the center of the Rotunda is the 1936 Ford Stainless Steel Sedan which Joe donated. It sits on a turntable and is visible from outside through the Rotunda's center window.

The Auburn area is alive with hotel renovations and new hotels and restaurants are under construction. The defunct Military Museum across from the V-8 facility has new owners and its 200,000 square foot building is leasing space to other companies and renovations are in progress. All is good and the Ford V-8 Museum sits proudly among the other outstanding museums in the Auburn area. Visit the Early Ford V-8 Foundation's website, www.fordv8foundation.org to learn more.

Special thanks to Frank Scheidt, Communications Director for the Early Ford V-8 Foundation, who attended the Museum Dedication Ceremony for sharing his report, and to Tom O'Donnell who also attended and contributed some great photos.

	<p>Ralph The Radio Guy Antique Car Radio Repair AM / FM , MP3 Player, AUX. , Bluetooth Conversions to your original radio. 4 Channels @ 45 watts Add FM, AUX to an existing AM Radio</p>
<p>Email: rc70@comcast.net Phone: 630.855.5292 Located in Bartlett, IL</p>	

	<p>Bill Holterman Owner</p> <p>Built-Rite Engine Rebuilders 958 N. DuPage Ave. Lombard, IL 60148</p> <p>(630) 629-4021</p>
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HAPPY BIRTHDAY TO
GAIL LEICHT (6/1), THOMAS MYERS (6/4), JOHN SLOBODNIK (6/4),
BOB MILLER (6/5), DELICE SERRITELLA (6/7), JUDY BUSCAGLIA (6/10),
RON STECK (6/10), MARISA CLAYBAUGH (6/19), SAM BARONE (6/27),
SAM DIX (6/28), JOHN KRENGER (6/29), ELAINE BRAUN (6/30)
& JANET LEVINE (6/30)

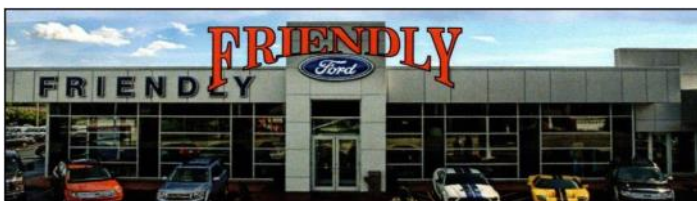
HAPPY ANNIVERSARY TO
PAUL & CARA LUNECKI (6/3), ROBERT & GINNY MAGNUSSON (6/5),
THOMAS & JUDY MYERS (6/8), DICK & LINDA LIVINGSTON (6/12),
LIN & PAT STACEY (6/14), RICK & MARISA CLAYBAUGH (6/15),
GERALD & JOAN KELLY (6/15), SAM & JANIS DIX (6/18),
PAUL & JANET LEVINE (6/22), THOMAS & FLORENCE PINN (6/22),
RON & COLLEEN STECK (6/24) & ALAN & LOIS WALL (6/27)

AND ALL THOSE CELEBRATING BIRTHDAYS AND
ANNIVERSARIES THIS MONTH.



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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.*

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

1939 Ford restored running boards, \$850, rebuilt transmission \$550, 1940 rebuilt transmission with 1960's Hurst shifter, \$875, Electrolite 2200 headlights, good shape \$2000. Call Frank Koeder at 847-840-7557.



1950 Ford Deluxe Tudor . Original paint and interior . Excellent condition . \$14,000
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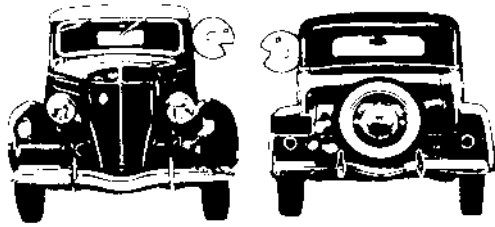
1936 Ford Club Cabriolet. Includes additional 36LB engine being rebuilt. \$43,000.
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1932 Ford Deluxe V-8 Roadster. Absolute top condition. Restored to original. \$102,000. Garry Kelly Jr., 847-679-5008.

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

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Road Chatter

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Photo of the Month

Gary Osborne poses with his 1932 Ford V-8 Model 18 Cabriolet. During the May Meeting Gary gave an interesting slide show detailing his many years of painstaking work bringing the car back to it's original glory. We all anticipate seeing the fully completed car.