



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

ROAD CHATTER



NORTHERN ILLINOIS REGIONAL GROUP #8 □ P.O. BOX 803 □ ARLINGTON HEIGHTS, ILLINOIS 60006
 WEB SITE: www.nirgv8.org □ Volume 53 Issue #5 □ May 2019

UP NEXT...

NIRG Meetings & Events

May

05-21-19 Members Meeting 7:30
 05-24-19 May 24-27 Spring Fling
 St. Joseph, Missouri

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
 07-28-19 NIRG Annual Picnic at
 Timmermann's Ranch


Remembering the people who died while serving

OTHER EVENTS

May 26th, 2019 8:00am-3:00pm
AACA Auto Show & SWAP
 Sandwich Fair Grounds
 1401 Suydam Road
 Sandwich, IL
 \$15.00 entry fee



Milestone Commemoration

1939 Mercury 80th Anniversary

This year marks the 80th anniversary of not only the 1939 Mercury but the Mercury line of cars itself. Edsel Ford's desire to offer a car that would be a step up from the Ford Deluxe and enter the lower medium price class came to fruition with the Mercury. The above 1939 Mercury Sport Convertible belongs to Roy Strom of Norman, OK and was photographed by Tom O'Donnell at our 2014 Central National Meet.

See full story on Page 8.

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2019 OFFICERS

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John Scheve

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Gary Osborne

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Ken Bounds

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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.

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

The month of May is upon us and spring is in full swing. Our Northern Illinois Regional Group has already had two great activities with our Rich Harvest Tour and recent Eggs and Eights breakfast. There was a good group of V-8ers out Friday April 12th to drive out to Sugar Grove to view Jerry's Rich's elegant car collection and all involved seemed to have a good time. It was interesting to learn the story behind Jerry Rich's success and how he established Rich Harvest Farms with it's excellent golf course and amenities. Eggs and Eights was also a great time as always, getting together for breakfast.

We had had some difficulty getting a May activity off the ground and it demonstrates that we really need more input from the membership in suggesting ideas for tours and events. We hope for nice weather for our May 21st meeting. Gary Osborne will be filling us in on his progress on his 1932 Ford V-8 Cabriolet project in a presentation during our "tech talk" segment.

A few others from the club and I got together recently to assist one of our longtime members Lin Stacy, who needed transmission work on his 1942 Ford. It is gratifying to see some of our membership come together and share their mechanical talent when a fellow member needs a hand. Glad that we were successful in getting Lin's Ford V-8 back on the road operating as it should.

Be sure to enjoy the spring weather as you drive your Ford V-8s and I look forward to seeing many of you and your cars at our May meeting.

Ron



Eggs & Eights

With rain and snow in the forecast a group of just seven hearty Northern Illinois Regional Group members got together for the annual Eggs & Eights Breakfast at Egg Harbor Café in Geneva, IL, on Saturday morning April 27. Gary & Dawn Osborne, John & Robin Emmering, Ken Bounds, Ron Steck, and Lin Stacy attended. Everyone kept their Ford V-8s home to keep them out of the inclement weather. Still participants enjoyed a great breakfast and talked about club activities coming up this summer.



**National Drive Your
FORD V-8 DAY
Saturday June 15th, 2019**



The Northern Illinois and Rockford
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.)

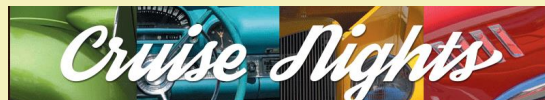
Depart 8:30 am 54 miles to Rockford

Arrive at the Midway Village at 10:00 am

Group tour costs \$7.00 adult \$6.00 children.

Dine at Thunder Bay Grill 3:00 pm

Sign up at the meeting or contact John Emmering at 331-425-1187 or shoeboxford.john@gmail.com



Mount Prospect Cruise Night:

Date: Saturday, June 1st

Time: 3:00— 9:00 p.m.

Location: Metra parking lot, near the intersection of Route 83 and Northwest Highway

Barrington Cruise Night :

Date: Thursday, July 18th

Time: 6:00—8:30 pm

Location: Cook and Station Streets in downtown Barrington

Join some of your fellow members for good times at these "Ford Night" cruise nights
Contact Scott Gilday for information on the events. Email: srgilday@msn.com



Rich Harvest Farms, the private estate and golf course of successful entrepreneur Jerry Rich was the destination of this year's Northern Illinois Regional Group Spring Tour held on Friday morning, April 12th. The tour was organized by this writer who contacted Jerry Rich's secretary a few months back about the possibility of allowing the NIRG to visit. Responding to the request Mr. Rich extended a warm welcome. The event became a joint tour when the Blackhawk Chapter of the Studebaker Driver's Club accepted our invitation for their members to join in.

With a great response from club members of both regional car club groups, sixty-one people signed up for the tour. On the cool but clear Friday morning participants from both groups checked in at the appointed meeting spot, the Warrenville McDonald's Restaurant. The lot was filled with some interesting Fords, Studebakers and even a Pierce Arrow.

Headling off down Route 59 over to Route 56 and through Aurora with the antique cars in the lead, the group began the thirty-five minute drive out to Sugar Grove. Passing Rich Harvest Farms' gate the group headed into St. Katharine Drexel Church to meetup with participants from west of the Fox River.

Seeing the unexpected traffic, the church Pastor Father Jones sent an aide outside to see what was going on. After hearing the explanation, the church staff was glad that there wasn't a funeral or other event that they may have forgotten about.

Falling in behind this writer in his 1949 Ford the procession entered the main gates of the spacious Rich Harvest Farms. The antique vehicles were directed to park in a prominent spot in front of the welcome center where Jerry Rich's Automobile Collection is housed. Entering the welcome center and checking their coats, tour members were directed to a refreshment area where coffee, water and soft drinks were offered. Upon settling in the group was pleased to learn that Jerry Rich himself had come out to greet our group and he would be leading the tour.

As tour goes moved into the automobile showroom, Jerry Rich took a microphone and welcomed the group to his private car collection. Mr. Rich explained his background, growing up in the Chicago suburb of Villa Park and how as a boy he developed a passion for golf. He further explained that he attended Northern Illinois University and as a proud alumnus has a strong kinship with NIU. Mr. Rich provides his highly rated golf course for use by the Northern Illinois Huskies' men's and women's golf teams. After college Mr. Rich started work at the new company begun by his father. Mr. Rich developed a method to incorporate several software programs used on the stock exchange into a single system which proved highly popular and became quite lucrative. He explained how Rich Harvest Farms came about after his financial success, as he sent an agent to purchase twelve Sugar Grove Township farms which comprise the 2,200-acre estate that exists today.



By John Emmering



Turned loose to examine the car collection on their own, the group was able to view in the pristine automobiles. Walking through the collection visitors saw a myriad of assorted motor vehicles. A 1932 Cadillac V-16 was prominently displayed as was a 1934

Duesenberg. Also from the Auburn Automobile Co. were two 1937 Cords.

Al Unser's 1992 Indy 500 winner was in the collection as was the "Mellow Yellow" NASCAR racer used in the movie "Days of Thunder". Seven quite valuable Lamborghini

Countaches were also lined up. Early Ford

V-8 fans were not disappointed as a shiny red and black 1949

Ford F-1 pickup

truck was part of the collection.

Two Model "T" Fords were also on display as well as a Thunderbird, a classic 1902 Oldsmobile and an early Cadillac among others. An old electric car was also part of the collection. Each car has a unique story and they are all maintained and kept running by Jerry Rich's personal auto mechanic.

Members of the NIRG enjoying the tour were Ken Bounds, Tom Buscaglia, Ed & Diane Crane, Terry Elliott, John & Robin Emmering, John Judge, Dick Livingston, Frank Madrigali, Pat Maroney, Ray McMahon, Joe & Millie Novak, Roger Obecny with Mary Partyka, Tom O'Donnell, Dan Pudelek, Ron Steck, Len Vinyard and George & Dawn Zulas accompanied by their son Tom. A good group of Studebaker Driver's Club members made it out as well as a couple members of the Naper A's Model "A" Ford Club. Three Early Ford V-8s were driven on the tour, this writer's 1949 Ford Custom Fordor, Ray McMahon's 1936 Ford Club Cabriolet and Ron Steck's 1941 Ford Super Deluxe Station Wagon.

After the tour about thirty members of the group stopped for lunch at the Fireside Restaurant in Sugar Grove where the Banquet room had been reserved and ate an enjoyable meal. All those attending appreciated the unique opportunity to visit Rich Harvest Farm, see the excellent automobile collection and meet Jerry Rich. Everyone along on the tour appreciated Mr. Rich's kindness in welcoming the car club members to his beautiful estate.





Ford V-8 Cars are the Stars in “The Highwaymen” The Story of Frank Hamer’s Hunt for Bonnie & Clyde

by John Emmering

Strains of a tune called “Ford V-8 Deluxe” by Thomas Newman echo in the background as a Coach Maroon 1934 Ford V-8 Deluxe Fordor drives into the viewer’s direction. With Clyde Barrow at wheel the Ford comes into focus as the Netflix drama “The Highwaymen” begins. March 29th was the film’s much anticipated streaming debut which had been awaited by those intrigued by the outlaws Bonnie and Clyde and doubtless by many fellow Early Ford V-8 fans. The production began streaming on Netflix after a theatrical opening in Austin, Texas and a limited showing in a few scattered theaters.

Offering a new take on the saga of outlaws Clyde Barrow and Bonnie Parker “The Highwaymen” tells the story of former Texas Ranger Captains Frank Hamer and Maney Gault as they join

forces to hunt down the infamous couple at the request of the Governor of Texas. Rather than glamorizing Bonnie and Clyde as was done in the 1967 Warner Brothers film, this account is sympathetic to Law Enforcement Officers Hamer and Gault.

Besides the Deluxe Fordor in the opening scene two other Ford V-8s are prominently featured in the story. Frank Hamer drives his wife’s black 1934 Ford V-8 Deluxe Fordor on his quest. The main characters spend most of their time in that Fordor on the manhunt. In later scenes in the movie the lawmen encounter Bonnie and Clyde driving a Cordoba Gray Deluxe Ford V-8 Fordor. That car, more tan than gray, is a dead ringer for the real Barrow “Death Car”, true to the actual history.





Wishing to portray Frank Hamer in the proper historical light after he was mischaracterized in the 1967 Arthur Penn directed Warner Brothers movie, screenwriter John Fusco developed the film's concept back in 2005. Originally the roles were offered to Paul Newman and Robert Redford. With Newman's death in 2008 the venture was shelved.

Finally Netflix picked up the project. "The Highwaymen" began shooting last year in March starring Kevin Costner and Woody Harrelson. Shot on location, a good number of scenes were filmed in Louisiana, Barrow's last place of refuge. The Louisiana Governor's Mansion in Baton Rouge doubled for the Texas Mansion of Governor "Ma" Ferguson. The downtown section of Covington, Louisiana was transformed back to the 1930's for a scene. Hammond, Louisiana's business district doubled for Coffeyville, Kansas and was also decked out like the 1930's. Many residents were engaged as extras and of course car collectors got a chance to hire out their antique autos as the streets were filled with Model "A" Fords, Ford V-8s and other old cars. With a budget of \$49,000,00 the film makers spread much of those funds into appreciative local communities.

So far the film, which this writer feels was top notch, has received mixed reviews. Critics claim that it lacks sufficient action scenes. Actually the nature of the manhunt was a long tedious process and the film gives justice to that reality. More than just action the story revolves around the relationship of the two longtime friends and how they deal with the realities of the violence they experience as lawmen.

Cinematic license was taken with the compelling story. In reality Frank Hamer was 50 year old, and Many Gault 48 years of age in 1934, younger than portrayed. Frank Hamer had stepped down from the Texas Rangers, but was still employed in security work. Maney Gault was not yet retired at the time but was an active member of the Texas Highway Patrol when assigned the case. Also it was more of a four man team with Deputies Bob Alcorn and Ted Hinton.

For devotees of Early Ford V-8s, especially 1934 Fords, "The Highwaymen" fills the bill as a great viewing experience. Anyone interested in the crime wave of the 1930's will find it provides a good insight into how law enforcement reacted to those violent lawless times. Hope many of our readers will have the opportunity to view "The Highwaymen" soon.





The 80th Anniversary of the 1939 Mercury 8

By John Emmering

Big news for Ford Motor Company was the introduction of a brand-new car line, the Mercury 8 which debuted on October 8th, 1938. Ford entered the lower-medium price class with its attractive new 1939 Mercury models which bridged the gap between the Deluxe Ford and the Lincoln-Zephyr introduced in 1936. The Mercury line up consisted of four attractive models. The Mercury Sedan was a two-door model selling for \$890. The Town-Sedan was a four-door model listed at \$930. Two flashier entries were the Mercury Sport Convertible, costing \$990, and a truly unique model, the Sedan-Coupe, precursor to the “hardtops” of the 1950’s, bringing a price of \$930.

The Mercury line began in the mind of Ford Motor Company President Edsel Ford in early 1937. Edsel, always trying to keep the Ford Motor Company competitive, saw that other makes, such as General Motors offered vehicles that allowed their customers to move up from their basic car to a little more substantial vehicle. Chevrolet owners could move up to a Pontiac Deluxe 8, Oldsmobile, or Buick. Likewise, the owners of a basic Plymouth could move up to a Dodge Deluxe. The Studebaker Commander, among others, was also seen as belonging to this lower medium price class. For a Ford owner to move up to the company’s next best car the Lincoln-Zephyr, he would need to pay at least an additional \$430, a substantial sum in those days. The Mercury would fill that gap costing only about \$165 more than the Deluxe Ford.

Welcoming the challenge of designing an all new model, Ford Motor Company chief designer E.T. “Bob” Gregory enthusiastically dove into the project. Gregory, who felt constrained by the Ford car’s 112” wheelbase was happy to expand it to 116” for the Mercury. Setting out to create a whole new car Gregory’s initial unique design sketches did not please Edsel Ford. Behind the scenes Edsel had to deal with his father Henry Ford who was not partial to the project. It has been suggested that Henry Ford hoped to discourage Edsel, insisting the new car be kept close in appearance and mechanical design to the basic Ford car.

Determined to follow the project through, Edsel guided Gregory in the design following the motif of the 1939 Ford, with a stouter and broader appearance. When the final design was approved Gregory felt the new car was a stylized Ford. Gregory said, “We added a little more bulk to the car, increased it’s hood length, and altered the rear end a little and it showed up on the road as a little more important looking.” The longer front end was significant to Gregory, as he felt the Ford models he had designed using Henry Ford’s parameters were a little stubby looking.

New innovations were incorporated into the Mercury, however. The windshield had more of a slant and the “banjo” steering wheel was replaced by a two spoke wheel, allowing the driver to have a better view of the speedometer and gages. The grill was given a different treatment with horizontal bars rather than vertical. Inside the Mercury featured a uniquely designed instrument panel, with dash lights that could be regulated, a locking glove box and an electric clock. Replacing the ammeter was a “battery condition indicator” or voltmeter which indicated if the battery charge was low, normal or high. The handbrake was redesigned to be operated through a new pistol grip handle.

The chassis remained pure Ford, with the riveted double drop frame with an X-type center member suspended on transverse leaf springs. Houdaille shock absorbers were featured as in the past and the Mercury started life with the new hydraulic brake system Ford Motor Company had introduced that year.





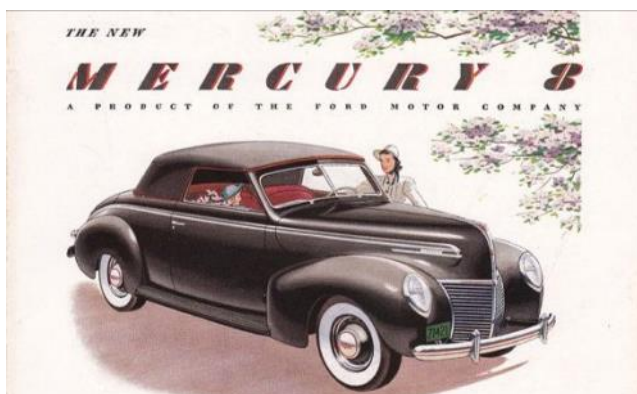
Under the hood there was an increased bore (3.1875 inch) version of the 90-degree flathead Ford V-8 engine, with increased displacement of 239.4 cubic inches and rated at an improved 95 horsepower. The six-volt electrical system was retained as was the three-speed floor shift transmission. Fuel capacity was 17 gallons. The standard Mercury differential offered a 3.54/1 ratio.

When the new automobile was still in preproduction Edsel choose the name "Mercury" from a list of over 100 possibilities drawn up by the Ford marketing department. Controversy erupted however when Edsel Ford initially branded the car a "Ford-Mercury". In preproduction the Mercury was coded as the "95 horsepower Ford". Designer Gregory argued that customers who wanted to move up to a more expensive car would want that automobile to be a unique make. The Ford-Mercury was shown as a concept car in the 1938 New York Auto Show. Dealers and district sales managers who viewed the car also took the view that it should be a stand-alone model. Edsel relented calling the car simply Mercury. The preproduction Ford-Mercury hubcaps were scrapped, and the car had it's own identity as a Mercury. The Mercury cars retained Ford scripted glass, battery and other Ford scripted components however.

The strategy of dividing deanships separately along the lines of Ford and Lincoln Mercury later emerged from this thinking allowing a more upscale environment for the Lincoln and Mercury models. Gregory and the design staff felt the Mercury came out well and that it was a real accomplishment getting it into the Ford line of automobiles which now was composed of five vehicles. For 1939 the Ford family of cars now consisted of the Lincoln, Lincoln-Zephyr, Mercury, Ford Deluxe and Ford V-8 Standard. With the introduction of the Mercury, Ford Motor Company now had a car in the \$1,000 price range.

Sales for the new 1939 Mercury were encouraging that first year after its fall 1938 unveiling. Almost 75,000 units were sold, a significant surge in the automaker's annual production. The big seller in the 1939 Mercury line was the four door Town Sedan accounting for nearly half of the Mercury cars sold.

The Mercury was a success story during most of it's 71 years of production. In a cost cutting measure Ford Motor Company ended production of the iconic Mercury on June 2, 2010. The classic 1939 -1953 models are still held in high esteem by EFV8 Club members as they treasure and preserve them.





MEETING MINUTES

TUESDAY APRIL 16, 2019

Submitted by Gary Osborne

President Ron Steck opened the Member Meeting promptly at 7:30 PM. He warmly greeted all those in attendance before the introduction of two visitors that were there to present the Tech Talk about Early Ford Front end alignment. They were; Dan Manola, and Larry Benischek from the Naper A's Model A Club.

Board of Director's Report

The Board met on April 11th. The discussion was primarily about the events of the next quarter. As you know the Board is only meeting quarterly now. The Club events have been put on the calendar, and more planning will take place as the events get closer. The Tech Talks have been assigned up through September. Take note that the Tech Talks for June, July, and August will be Tire Kicking in the parking lot after the Meeting. Those in attendance: Ron Steck, John Scheve, Gary Osborne, Pat Maroney, Scott Gilday, Tom O'Donnell, John Emmering, and George Zulas.

National Early Ford V-8 Club Report

Ken Bounds reported that 22 members of our Northern Illinois Regional Group will be attending the Central National Meet in Auburn this year. Registrations are going well for the meet.

Membership Report

Ken Bounds reported that Ken Macal has joined the Club. Please welcome Ken and Robin if you see them at one of our events. There are currently 86 members in the Club.

Treasurer's Report

The Club had income of \$745 for the 50/50 Raffle, Pizza Meeting revenue, and membership dues. Expenses: \$675.87 for Road Chatter, and the Pizza Meeting.

Health and Welfare Report

Phyllis Madrigali is in the hospital. Please keep her in your prayers. There were no other member's health concerns announced at the meeting, but I'm sure we all have some. Your friends in the Club are there to offer comfort to you.

Past Events

John Emmering gave a report on the Rich Harvest Collection Tour held on Friday April 12th. There were about 55 people that attended between several car clubs. Jerry Rich actually gave the tour, and everyone had a wonderful time.

Upcoming Events

Eggs and Eights- April 27 in Geneva at Egg Harbor
Spring Fling- May 24-27, St. Joseph, MO.
Mt. Prospect Cruise Night- June 1, see Scott Gilday
National Drive your Ford V-8 Day- June 15, Tour to Midway Village, Rockford, IL *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



Factors of Wheel Alignment Tech Talk by Dan Manola

After the business portion of the Meeting we went right into the Tech Talk. Dan Manola and his assistant Larry Benischek, presented a talk on factors of wheel alignment on early Ford front ends. Dan brought in an axle with measuring devices to help explain it all. There was also a slide show that gave information about caster, camber, king pin inclination, toe-in, wheel wobble, radial runout, dynamic balance, tracking, and much more. It was a very informative presentation that everyone enjoyed. He also offered CD's for purchase that had all the info on it. The last item was the 50/50 Raffle, in which Tom O'Donnell won \$30. Carolyn Bounds made several batches of her wonderful cookies for the members to enjoy as they talked "shop".

Attendance : Richard Anderson, Ron Blum, Ken Bounds, Ed Crane, Ron Dopke, John Emmering, Mike & Phyllis Gallichio, Scott Gilday, Jay Hinshaw, John Judge, Paul Levine, Pat Maroney, Joe Novak, Tom O'Donnell, Gary Osborne, John Scheve, Russ Shmerl, Stan Stack, Ron Steck, Ron Vaughan, George Zulas, and visitors Dan Manola, and Larry Benischek.



REMEMBERING ROY NACEWICZ

October 13, 1942 – April 18, 2019

The Early Ford V-8 Club suffered a great loss with the sudden and unexpected passing of a legend this month. Roy Nacewicz was known to many in our hobby as the source for authentic nuts and bolts, other fasteners, and several accessories for our Early Ford restorations. He was also much more to the Club however and a close friend to many.

Younger members may not know that Roy served as National Chief Judge from 1983 to 1988 and as Chairman of the Judging Standards Committee. Roy was a key member of the team that developed the judging system that we use to this day.

Roy's history with Ford Motor Company and his proximity to Greenfield Village made him a natural choice as the Club's liaison to the Benson Ford Research Center (BFRC). Roy was an expert at researching the archives and assisted countless members with their research efforts. Just last year, Roy was responsible for making the arrangements with the Meet Hotel for the Grand National Meet and for setting up all of the events at Greenfield Village, the BFRC, and the Motor Muster.

Roy's memorial service on Wednesday, April 24, was packed with family, friends, and fellow hobbyists. The Early Ford V-8 Club was well represented with the National President, National Vice President, National Chief Judge, National Chief Judge Secretary, and several Past National Directors in attendance. He will be sorely missed.

*Ford V-8
Snap shots
from the past*

DRIVE DOWN Memory Lane





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.

Two Stromberg 97 Rebuilt Carburetors
Call Joe Novak at 708-289-2092

Ford Parts: Many 1941 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.

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

1933 Ford Transmission: Looks good. Call George Zulas 630-582-2056

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.

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

1947 Ford Business Coupe, 100% Original Paul Levine, 847-962-2431

Items Wanted

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

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




"You can have it for fifteen quid, but he goes with it."

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Don't Miss our May Meeting
 Gary Osborne will talk about his
1932 Ford V-8 Cabriolet Restoration Project



Tuesday May 21st, 2019 7:30 pm
 1616 N. Arlington Heights Road, Arlington Heights, IL

Happy Birthday!

Stan Stack	(5/2)	Ray McMahon	(5/14)
Phyllis Madrigali	(5/4)	Caroline Mireles	(5/14)
Dick Livingston	(5/5)	John Bauer	(5/17)
Jim Taylor	(5/6)	Paul Lunecki	(5/17)
Dawn Zulas	(5/8)	Frank Koeder	(5/18)
John Ellis	(5/9)	Irene Vinyard	(5/18)
Grace Mohawk	(5/9)	Gary Osborne	(5/20)
Marilyn Krenger	(5/13)	Jeffrey Trilling	(5/22)
		Ginny Magnusson	(5/31)

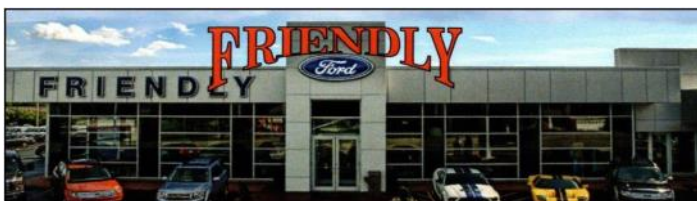
Happy Anniversary!

Scott & Nicole Gilday	(5/6)	Jeffery & Mondira Trilling	(5/30)
Neil & Julie McManus	(5/14)	Paul & Joanne Linzer	(5/31)
Mike & Susan Freund	(5/17)	John & Robin Emmering	(5/31)
Sam & Nina Van Bruggen	(5/24)		



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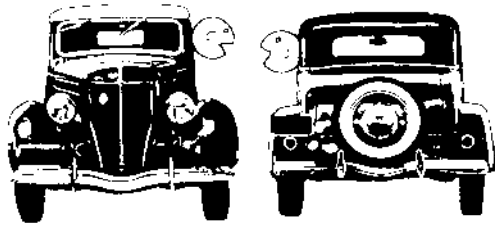


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Road Chatter

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PHOTO OF THE MONTH

Mission Accomplished! Pat Maroney, Ron Steck, John Scheve, George Zulas, Lin Stacy and Ken Bounds gather around Lin's 1942 Ford after successfully removing, repairing and reinstalling the transmission with a new clutch.