

NORTHERN ILLINOIS REGIONAL GROUP #8 P.O. BOX 803 ARLINGTON HEIGHTS, ILLINOIS 60006 WEB SITE: www.nirgv8.org Volume 53 Issue #10 October 2019

UP NEXT...

NIRG Meetings & Events

<u>October</u>

10-10-19Board Meeting 7:3010-12-19Jim Manz Collection 9:3010-15-19Members Meeting 7:30

<u>November</u>

11-09-19Veterans Day Lunch 12:0011-19-19Pizza Meeting 7:00



OTHER EVENTS

T Woods Great Pumpkin CAR SHOW 1051 N. Wood Dale Rd. Wood Dale, IL Sun. October 20, 9:00am-2:30pm Entry \$10.00 Free Pumpkins to first 40 cars



2019 Central National Meet ...

Stainless Steel '36 Centerpiece of Museum

Displayed in the new rotunda building among the 16 other 1936 Fords donated to the Early Ford V-8 Foundation Museum by retired businessman Joe Floyd , this Stainless Steel 1936 Ford Tudor attracted plenty of attention during the Central National meet held in Auburn, IN August 23-27.

See full story on Page 4

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2019 OFFICERS President Ron Steck Vice President John Scheve Secretary Gary Osborne Treasurer Joe Serritella Membership Chairman Ken Bounds Health & Welfare Phyllis Madrigali Tour Chair Persons

Gary Osborne & Pat Maroney

Newsletter Printing by Solid Impressions Newsletter Editors

John & Robin Emmering

Board of Directors

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

MEETINGS

7:30 pm on the third Tuesday of the month at the Wheeling Township Service Center, 1616 N. Arlington Heights Road, Arlington Heights, IL

NEWSLETTER

Send submissions to Editor, 3890 Woodlake Drive, Hanover Park, IL 60133 or e-mail <u>editor@nirgv8.org</u> 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

C ooler evenings and trees beginning change to yellow and orange are the signs I have noticed showing us fall is here. Our active Ford V-8 driving season is ending, but we still have a couple of events happening in October and November that will allow us to get out the old Fords for some enjoyment. We had nominations at the last meeting for new officers and board members. The nominees are listed in the minutes on page 12 of this issue. The only new board member that was nominated at this time is Ron Blum. If there is anybody else that you feel would want to be hold a position, please come to the next meeting make a nomination.



We had a pretty good turnout at the September meeting but it would be nice to see a few more faces this month. We are having a pizza meeting Tuesday, November 19 at Papa Passero's in Westmont and there will be no meetings in December. Don't forget to send in your dues for 2020 soon.

preliminary vote was taken for our Northern Illinois Regional Group to sponsor a Central National Meet for 2021 in Bowling Green Kentucky. We would like to see if there are other members who would be interested in helping with that meet. There's a lot of work that needs to be done coordinating, but Ken and Carolyn Bounds will be handling a good portion of that. If you were interested in helping with the proposed 2021 Central National Meet, please contact Ken Bounds and let him know how you would like to contribute. Ken will start to make a list of jobs for people to do. Enjoy the mild Fall weather while you can. Hope to see you at the next meeting.

Ron

From the Editors

Well here it is, our special Fall Edition with emphasis on the wonderful experiences many of us shared at the 2019 Central National Meet in Auburn, Indiana August 23-27. We hope it will bring back memories of the event for those who participated and offer a window on the meet for those who were unable to attend this time personally.

This issue is really a team effort as members got together and submitted some great articles. Este Scheve reported on an early event at the Central National Meet, the Portland Tractor and Steam Show Tour. Pat and Dee Maroney contributed an excellent article on their experiences at the meet along with some great photos. Tom O'Donnell sent in plenty of his excellent photographs and contributed an article on "Duals Night". Ken Bounds sent in the judging results. Somehow, we still got a true crime story in on the 1935 kidnapping of young George Weyerhaeuser and how Ford V-8s figured into the crime.

njoy this October edition and hope to see more members' contributions in upcoming Road Chatter issues. **John & Robin**

Tour to Portland Tractor and Steam Show

Sponsored by the Tri-State Gas Engine & Tractor Association



Many, many Flathead Ford V-8s gathered in the Walmart parking lot in Auburn, Indiana on the morning of Saturday August 24 to meet for the drive to Portland for the Tractor and Steam show. This was the first planned activity of the 2019 Central National Meet. We were led in groups by knowledgeable drivers to our destination at the Jay County Fair Grounds and our own special parking area. The routes lead us through some interesting small towns and through Amish/Mennonite farm areas about 75 miles away. We later found out that we were part of the show!

The show consisted of many hit and miss engines, old garden tractors and large farm tractors in all stages of rust, repair or restoration. I think the stars of the show were the steam engine tractors and accessories. They gave demonstrations of blacksmithing and sawmilling and there was a tractor pull going on in the stadium. Included in this was what you might call a swap/flea market with items for sale. You could find things like old garden and farm tools along with household items for collectors and booths with old tractor repair manuals and some parts. Plus there were new things being sold to tempt every purse. The show started on Wednesday August 21st with the last day being the day we came which was Saturday. People were there from all over the country to display their tractors.

There was plenty to eat! I think every service group and church in town had a booth selling something to eat along with some commercial stands. My favorites were an elephant ear from a local church at the bargain price of \$3.50 and ice cream being sold by a sorority, that was very tasty. As the day wore on, the sun became very hot and some went back to their cars, parked in the shade, to talk to people there who were admiring our cars. It was a long, tiring day, but very worthwhile and interesting.



(Event photos courtesy of rw3dog YouTube Channel, used by permission)



Our Impressions of the 2019 Central National Meet

Traveling to an Early Ford V-8 Club National Meet with the Northern Illinois Regional Group means starting your engine and getting ready to take a peaceful ride back in time down some of the backroads of the Midwestern USA. For the 2019 Central National Meet, this meant that the members from the NIRG would meet up early on Saturday August 24th and ride together on routes from the Lincoln Oasis in South Holland, Illinois to the meet destination of Auburn, Indiana. Riding in your early Ford V-8 on this trip meant cruising along with a flathead engine anywhere from 66 to 83 years old, so when some members spotted liquid under the engine of a 1940 Mercury, belonging to Tom O'Donnell, car engines turned off as the hood of the Sedan Coupe went up and multiple members surrounded the car with varying opinions until the final diagnosis of a loose heater hose clamp was discovered. With much relief and a simple fix, the clamp was tightened, and the trail of seven cars began the parade to Auburn.

I n and out of the backroads and highways of Indiana, stopping briefly for gas in Plymouth, Indiana the group filled gas tanks and grabbed a snack. As commonly practiced on tours, members patiently lined up along the edge of the gas station waiting for all to join in the tour continuing to Auburn. Suddenly the loud sound of metal hitting metal hit the ears of everyone at Speedway Gas Station. Engines were turned off and everyone jumped out, shocked to see that a large Ford Pickup Truck had backed out of a parking spot in front of the station and right into the front bumper of Tom O'Donnell's 1940 Mercury. The damage to Tom's car was confined to the bumper, the fender and the head light on the right side. With half the trip still in front of us, the parade of Ford V-8s got back on rout. Soon we witnessed a lead car, Joe Serritella's 1941 Super Deluxe Coupe pull off to the side of US Highway 6 as cars and semi's zoomed past. Again, multiple members jumped out and under the hood the heads peered. Within minutes, problem solved, and all retreated to proceed onto Auburn.





A ll members checked into to their host hotel, thanks to the countless hours of organization and registration of many members, but primarily, Carolyn and Ken Bounds. We then all grabbed a bite to eat and headed to the Auburn Town Square Cruise -In. The entire historic town square was the perfect setting to fill with dozens of early Ford V-8 cars. It was a beautiful evening to walk and talk about cars from an era gone by.

Solution of the Early Ford V-8 Museum. We had the honor of meeting Joe Floyd who donated his 1936 Ford car collection and the entire wing he built to house it. Joe explained how his professional success came from being a pioneer in the cable television industry in the 1960's in the Midwest that led to his and his wife's love and purchase of old cars. Joe explained how he was honoring his wife's wish to donate the entire 1936 Ford automobile collection to one donor and not break up the group. Joe explained that his son will always keep a large collection of other year cars on hand to drive and enjoy. That evening we got together to enjoy a meal at the Welcome Party.

While some of the ladies prepared for a tour of Shipshewana, planned for the following day, many of the guys from multiple regional groups stayed up most of the night preparing an indoor judging concourse inside the Kruse Auction House as heavy rains approached. Thankfully, it was a brilliant decision, facilitated by Early Ford Foundation Executive director Josh Conrad and the generosity of the Kruse Auction Institute. Everyone showed up Monday morning August 26th to witness the judging event and enjoy these unique, restored and original vehicles in a comfortable dry area. The Touring, Display and Dearborn Emeritus cars were exhibited outside and did get a little wet. Tuesday evening's Awards Banquet was held in the ballroom of the Auburn-Cord-Duesenberg Museum. Some of the most valuable, magnificent cars in in automotive history are showcased in this gorgeous, historic museum.

It was a vacation filled with oohs and aww, car hoods often propped up, multiple heads peering at one engine, folding chairs proudly displayed next to prized possessions, and even witnessing a three man attempt to push start a stalled car. It seems the draw of this club is the proud ownership of an early Ford V-8 but something even more valuable is evident on these club trips. These old Fords come with proud owners who bring along a loved one or two. It's often a spouse, but sometimes a daughter or a son. And this is where you witness what this club is truly about, as those who ride along say, "I love to watch how happy this club and those cars make them feel." Yes, the car club is about antique cars, but even more so about the loving relationship belonging to the driver behind the wheel, and that's more valuable than the price of the car.







Photos by Tom O'Donnell























Photos by John Emmering







Photos by Tom O'Donnell



M ichael Driskell, Early Ford V-8 Club of America National President handed out the awards earned by members' cars entered into various categories of judging and competition at the Awards Banquet held on Tuesday evening, August 27th. President Driskell was especially busy when it came to presenting awards to members of our Northern Illinois Regional Group. The following NIRG members received awards for their entered cars:

Pictured above left to right: Ken and Carolyn Bounds, Dearborn Emeritus for their 1951 Mercury Sport Coupe, (1949-53 Mercury Closed), Dan Pudelek, Dearborn Medallion for his 1950 Ford Crestliner, (1949-53 Ford Closed), Tom O'Donnell, Dearborn Emeritus for his 1940 Mercury Sedan Coupe, (1939-48 Mercury Closed) Ron Steck, First Place Concourse for his 1941 Ford Station Wagon, (1941-48 Station Wagon) Delice Serritella, accepting a First Place Concourse Award for husband Joe's 1941 Ford Super Deluxe Coupe, (1941-42 Ford Closed), Joey Novak, First Place Touring A for his 1953 Mercury Coupe, (1949-53 Mercury), Richard Livingston, Rouge Medallion for his 1938 Ford Coupe, (1932-42 Rouge) John Scheve, First Place Touring A Award for his 1947 Ford Super Deluxe Coupe, (1941-48 Closed) John Emmering, Third Place Touring Award for his 1951 Ford Custom Fordor, (1949-1953 Closed) Pat Maroney, Second Place Touring Award for his 1938 Ford Poluxe Fordor, (1935-36 Closed), and Rick Claybaugh, Third Place Concourse Award for his 1939 Ford Deluxe Fordor, (1939 Ford Closed).

Iso honored, but not pictured was Scott Gilday, Dearborn Medallion for his 1947 Ford Station Wagon, (1941-48 Station Wagon), Sam Van Bruggen, Dearborn Emeritus for his 1940 Ford Five Window Coupe, (1940 Ford Closed), and Marshal Adams, Second Place Touring Award for his 1940 Ford Pickup Truck, (1932 -1953 Commercial).



Ford V-8s Seized in III Fated 1935 Abduction of George Weyerhaeuser Son of Timber Baron by John Emmering

s he drove slowly through the streets of Ogden, Utah in his brand new 1935 Ford Deluxe Tudor on Saturday evening June 8, 1935, ex-convict William Dainard felt he was on top of the world. He had pulled off a successful kidnaping in Takoma, Washington two weeks earlier and now was flush with cash from the ransom payment. Dainard had stopped in Ogden to pick up a suitcase containing some of the ransom money stashed at the home of the grandfather of his accomplice's wife, Margaret Waley.

When he approached the grandfather's house Dainard was taken back by the sullen look on the elderly man's face as he answered the door. The grandfather related the news that the two others involved in the kidnapping, Margaret and her husband Harmon Waley had both been arrested in Salt Lake City earlier that day. The pair were caught passing some "hot" ransom money at a Woolworth's store.

G rabbing the suitcase he had come to pick up containing ransom money, Dainard took off north on old Highway 91 in his Ford V-8. He feared that the police would soon learn his identity from Harmon and Margarete Waley. Driving all night Dainard arrived in Butte, Montana, early Sunday morning.

A fter stopping for breakfast in Butte, Dainard headed back to his Ford V-8 parked along the street outside. When a Butte Police patrol car approached, the ex-con leaned against a post nonchalantly waiting for the patrolman to pass by. Unfortunately for Dainard, the Officer, James Mooney, had arrested him for a bank robbery in 1927 and recognized him. As the officer stepped out of his car to have a few words with him, Dainard turned and fled on foot down an alley. Vaulting over a fence Dainard disappeared, leaving his Ford V-8 and the suitcase with \$15,000 in ransom money behind. The serial numbers on the bills inside Dainard's suitcase found in his car were soon traced to the kidnaping and William Dainard become the object of a nationwide FBI manhunt.

The kidnap plot had begun on May 17, 1935 in Spokane, Washington, when Margaret Waley read an obituary of deceased Tacoma millionaire lumber magnet, J.P. Weyerhaeuser Sr. The obituary discussed the immense wealth of the Weyerhaeuser heirs. Margaret shared the idea of kidnapping a member of the Weyerhaeuser family with her husband, Harmon, and his friend, William Dainard. The two men, both of whom had criminal records for burglary and robbery, became interested in seriously pursuing the crime.



Mastermind, William Dainard



Newspaper photo of a detective with the 1935 Ford Deluxe Tudor Bill Dainard abandoned in Butte, Montana



Harmon Waley, accomplice

o better plan the kidnaping plot, the Waleys and Dainard rented an apartment in Seattle while retaining their rented house in Spokane. After setting up their residence in Seattle, Harmon Waley and William Dainard drove each day to Tacoma in a 1927 Buick to observe the movements of different members of the Weyerhaeuser family. Margarete Waley stayed home and kept house. The pair settled on nine-yearold George Weyerhaeuser as their intended victim. Fate stepped in on May 24, 1935 when young George Weyerhaeuser's class at Tacoma's Lowell Elementary School was released for lunchtime a little early. Instead of waiting to meet the family chauffeur at his sister Anne's school, the Annie Wright Seminary, down the block, to be driven home for lunch as usual, George walked by himself to the family's mansion.

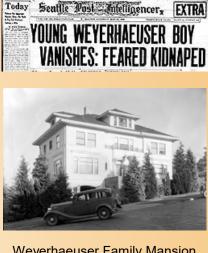
ruising the neighborhood adjacent to the Weverhaeuser mansion on that Friday morning, still casing the job, Dainard and Waley were stunned to see young George Weyerhaeuser in the flesh crossing the street in front of them unescorted. One of the men approached George and asked for directions. As George responded the man grabbed him and placed him into the Buick, throwing a blanket over the boy. Waley and Dainard chained George and placed him in a hole dug in a wooded area for three nights and later transported him by car to their house in Spokane, and then a cabin in Idaho. Waley showed kindness to George in contrast to the rough treatment he got from Dainard.

he kidnapers sent a ransom note by special delivery to J.P. Weyerhaeuser Jr., with his son's signature on the outside of the envelope. A \$200,000 ransom was demanded, the money to be in small unmarked bills. The Takoma Police and Federal Bureau of Investigation were notified. Law enforcement agencies agreed not to interfere until George was safely returned. As the ransom payment was prepared, F.B.I. agents spent all night recording the serial numbers of the 20,000 bills. J.P. Weyerhaeuser Jr. followed the kidnaper's instruction to place the money in his black 1933 Pontiac sedan and leave it on a side road off Washington Highway 99 near Angle Lake, and to walk away. A figure was seen driving off in the Pontiac containing the ransom money.

eorge was released near Issaquah, Washington, June 1, and was J aided by a farm family. As the family attempted to drive George home in their Model "T" Ford, they were intercepted by reporter John Dreher in a taxi. Dreher had learned of George's release. He put George in the cab and interviewed him enroute to Tacoma. The Weyerhaeuser family were glad to have George back, but made no emotional reaction to the incident, never treating George differently afterward.

n the run for seven months after his escape from the law in Butte, Dainard went to San Francisco. When he passed ransom money in the area the F.B.I. was alerted. A witness described his latest 1935 Ford V-8 and gave a plate number. FBI agents found Dainard's residence and closed in on the kidnapper as he tried to start his disabled car. William Dainard and the Waleys were convicted and received long sentences.

oung George Weyerhaeuser rose to head the Weyerhaeuser Timber Company and ironically gave Harmon Waley a job after he was released from prison in 1963. George is now retired at age 93 and lives in Palm Springs, California. Those who visit George are asked not to ever bring up the subject of the kidnapping when they come to see him.



Weverhaeuser Family Mansion



Harmon and Margarete Waley



Will Win Back Colonies He Is Ex-Convict Who

Flees Auto in Butte, Leaving \$15,000.

LINKED BY RANSOM BILLS





National Auto & Truck Museum is an interesting Auburn Attraction

A fascinating destination in Auburn, Indiana, home of the 2019 Central Nation Meet, is the Automotive and Truck Museum. On Tuesday, August 27th, Four Northern Illinois Regional Group members decided to drop by the museum while in Auburn for the meet. Ron Steck offered to supply the transportation and John Emmering, Pat Maroney and Gary Osborne piled into Ron's 1941 Ford Super Deluxe Station Wagon and drove across town to the Museum. Located adjacent to the to the Auburn Cord Duesenberg Museum the National Automotive and Truck Museum is in buildings once utilized by the Auburn Automobile Company for their service and parts departments. Entering the museum visitors are greeted by a large collection of model cars and trucks. Passing though that area there is a museum store offering books and other auto memorabilia.

On the main floor an attractive 1951 Ford Victoria engaged the attention of the visiting Ford V-8 Club members. An Auburn Speedster, a Hudson Hornet and an original "General Lee" Dukes of Hazard Dodge Charger were displayed among the many other cars. Pat Maroney was drawn by a Ford Crestline Victoria; we were told was for sale. Upon closer inspection he was disappointed to learn that it was a 1954 model, not a flathead. Model "A" Fords were represented with several cars and a truck. An interesting cut-away Model "A" chassis was displayed, which offered visitors a chance to hand crank the engine. There was even an original 1903 Model "A", Ford Motor Company's first production car. The lower lever featured a large truck section with trucks of all kinds.

The highlight of the visit was when a museum guide allowed the group to visit the museum workshop. There was an old Maxwell they were working on along with several other vintage cars in varying condition. The group watched while a worker started up a 1907 Kiblinger horseless carriage. The volunteer workers explained their program, held each Wednesday night, where they offer training to area youths to learn mechanical skills by working on the cars. The visit to the National Automotive and Truck Museum was very worth while. It really is a great place to stop while visiting Auburn.













"Duals Night" Returns to Culver's of Buffalo Grove By Tom O'Donnell

It had been a couple years since our Northern Illinois Regional Group gathered up at Culver's in Buffalo Grove for a "Duals Night" but thanks to Ron Blum's sponsorship a favorite activity of the past was revived. Certainly the weather on the day of the event, Saturday, September 14th was perfect.

The parking lot at the Culver's is laid out so that we can display our cars away from the other customers and enjoy talking and socializing with each other and the restaurant patrons. Ron and Arlene Blum brought their 1940 Ford Deluxe Fordor, Terry Elliott brought his 1950 Ford Custom Fordor out for his car's first club event. Jay Hinshaw drove his 1937 Ford Tudor and I drove my 1953 Lincoln Coupe. Paul Levine joined us later with his 1935 Ford Pickup. Ron Blum supplied us with coupons that gave great discounts on our meals. Several members of Ron and Arlene's family joined us in modern cars.





MEETING MINUTES TUESDAY SEPTEMBER 17, 2019

Submitted by Gary Osborne

It was a beautiful evening to have the V-8's out for a drive to the Meeting. There were quite a few out, however; Fall is quickly approaching as evidenced by how dark it was getting by the start of the Meeting. President Ron Steck opened the Meeting with a rap of the gavel at 7:30 PM sharp. There were no visitors this evening to acknowledge, so the welcome was given to all the regular attenders.

The first order of business was to take nominations for Officers and Board Members for the election in the October meeting. These are the nominations given up to this point:

President: Ron Steck Treasurer: Joe Serritella Secretary: Gary Osborne Board of Directors: Scott Gilday, John Emmering, Pat Maroney, George Zulas, and Ron Blum

Membership Report

Ken Bounds reported that there are currently 87 members in the NIRG. He also advised that next month he will be collecting the dues for next year. At this point President Ron Steck announced a change of the cost of the dues. Several of the members felt there should be discussion about this. After many had given their point of view there was a motion made and carried to have the dues for next year be \$20 for the email version of the Road Chatter, and \$35 for a printed copy of it sent in the mail. Use form in Oct. Road Chatter to pay dues.

National Club News

Ken Bounds reported no Central National Meet scheduled for next year, so he made a proposal that our NIRG host one in 2021. Ken and Carolyn have already done much of the research into an area that we could have it and would like our group to have it in Bowling Green, Kentucky. He said the hotel facilities are terrific, and that there are many automobile functions that the hotel has hosted in the past . After his presentation, he asked for a show of hands from the members in attendance about whether the NIRG should proceed forward into hosting this Meet. The vast majority in the room signified in the affirmative. There will be more discussion about this in the months ahead.

Treasurer's Report

Joe Serritella reported that the Club had income of \$227.00, and expenses of \$426.50.

Health and Welfare

Phyllis Madrigali reported that John Judge had leg surgery and is doing better, John Slobodnik had knee surgery and is having a little bit of a hard time with it, Frank Koeder thanked the Club members for the card sent to him, and John and Robin Emmering are new Grandparents. Please keep all these people in your thoughts and prayers.

Past Events

Ron Blum hosted a Duels Night on Sept. 14th and several members attended, and brought out their Fords, because it was a very nice evening. The Central National Meet in Auburn, Aug. 23-27. See report in this issue.

Future Events

Sept. 27-29 The 12th Annual Lake Geneva Poker Rally Oct. 12 Tour of The Jim Manz Collection Nov. 9 Veteran's Day Luncheon

Additional Items

Tom O'Donnell showed a wonderful slide presentation from the Central National Meet in Auburn. The 50/50 drawing took place and Jay Hinshaw won \$28.00.

Meeting Attendance:

Ron Blum, Ken Bounds, Tom Buscaglia, Ed Crane, Terry Elliott, John Emmering, Scott Gilday, Jay Hinshaw, Frank Koeder, Paul Levine, Frank Madrigali, Phyllis Madrigali, Pat Maroney, Joe Novak, Tom O'Donnell, Gary Osborne, Bob Paladino, Dan Pudelek, John Scheve, Joe Serritella, Ron Steck, Sam Van Bruggen, Len Vinyard, Tom White.



The Illinois Region of the Model "A" Restorers Club Invites you to their 6th Annual Turkey Dinner At the Lions Club, 500 Filmore St., Elburn, IL

Sunday November 3, 2019 - 12:00 pm

\$25.00 per person (\$9.00 children 4-11 - 3 and under free)

Dessert contributions will be very much appreciated !!

Join with your friends from the antique car club community for this turkey dinner with all the trimmings. Cash Bar

Sign up at the Oct. 15 Meeting or RSVP to Melinda Pritchard by Oct. 21 at 630-842-7065 or melindaborck@yahoo.com



Jim Manz Collection Tour Saturday October 12, 2019



Meet at Town & Country Mall At 9:30 am (southeast corner of Palatine and Arlington Heights Road)

After the tour we will have lunch at Oregano's Corner Café 119 Gilmer Road, Hawthorne Woods, IL

If you wish to participate call Tom O'Donnell at 847-991-6976 Email: taodonnell@yahoo.com



Veteran's Day Luncheon 12:00 Saturday November 9th

At Sam's of Arlington Restaurant 1863 W. Central Road



Arlington Heights, IL 60005 SIGN UP AT THE TUESDAY, OCTOBER 15th MEETING





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 Main: (630) 924-8686 ext. 8324

 Roselle, IL. 60172
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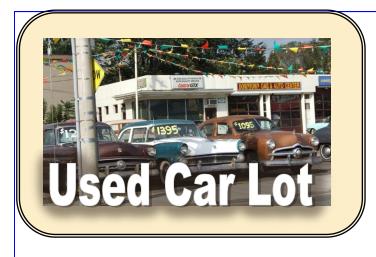
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1953 Ford Customline Tudor. No rust, total mechanical rebuild. A real coast-to-coast driver. Rated #3. Price reduced to \$22,000. *Contact Stan Stack at 847-382-4223*.

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

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

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



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

1936 Ford Club Cabriolet. Very Well restored. Rare body style. \$42,000. *Call Ray McMahon at 630-853-6832*



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

Six 17 inch spoke rims for 1933-34 Ford, painted red. Excellent condition and are original. Buy two, four, or all six Price determined by quantity purchased. Two 17" steel rims painted black. Good condition and are original. \$75.00 contact *Bob Miller* 847-651-7207 or Roberthmiller2@comcast.net

Harmon Collins distributor with coils \$500.00 Electroline 2200 headlights, \$2,000 Von Esser high compression heads and dual intake manifold \$1,800. Grandcor Flathead Heads, \$800. Call Frank Koeder at 847-840-7557



Road Chatter PO Box 803 Arlington Heights, IL 60006





Photo of the Month

With the Awards Banquet concluded, Northern Illinois Regional Group Members posed for a group picture on a staircase in the Auburn Cord Duisenberg Museum, in Auburn, Indiana, Tuesday evening August 27th, 2019.