

Road

Website: www.nirgv8.org

Chatter

Northern Illinois Regional Group #8 Volume 54 Issue #12



**Randy Yockey's
1950 Ford Custom
Deluxe Station Wagon SEE PG. 6**



**A 1939 Ford Deluxe joins
Randy Yockey's Collection
SEE PG. 10**

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MEETINGS

7:30 pm on the third
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NEWSLETTER

Send submissions to
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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.

A Word From NIRG President Ron Steck

President's message



I hope everyone is doing well. I also hope that you all had a good Thanksgiving and were able to gather with your family members as much as possible this year. My family and I celebrated in a limited way this season. The good news is that it looks like there is going to be a vaccine for this virus available to the public shortly. I hope that this will facilitate our ability to get together soon.

Also, I hope we will soon be able to resume our normal lives and get back to having our meetings once again. I know it has been a long and stressful time for most of you having to go through this as we have never had to do this before. Christmas will quickly be upon us and hopefully the situation will improve, and we will be able to celebrate in a more normal matter. It is my hope that you and your family will have a safe holiday season. Until the next time that we can get together please take care of yourself and your family.

Ron

COVER: Our member Randy Yockey's 1950 Ford Custom Deluxe Station Wagon is featured on our cover this month. Read about Randy's Ford Woodie on page six. Also on the cover is Randy Yockey's 1939 Ford Deluxe Coupe, which he recently added to his collection. After 30 years as a co-owner, Randy recently acquired sole ownership of his Friendly Ford dealership in Roselle. We congratulate Randy and his family on this achievement. (Photos by John Emmering)



in Memoriam

Dennis Carpenter

Ford Automobile restorers everywhere mourn the loss of Dennis Carpenter, who passed away on November 14th. He founded Dennis Carpenter Ford Restoration Parts of Concord, N.C., a supplier of quality reproduction parts. Dennis was a real friend to the Early Ford V-8 Club and will be missed.

The Editor's Desk



We hope our members are enjoying the Holiday Season. Although we are unable to gather for our traditional Christmas Luncheon we can still reflect on the joy of the season and our blessings. We look forward to better times next year as 2021 is just around the corner.

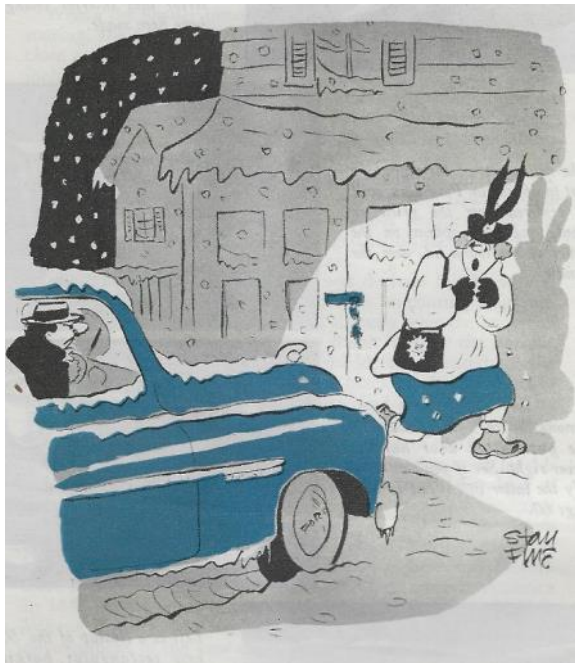
You will notice that the theme of this issue is the 1949-51 Ford Woodie Wagons, with our feature car being Randy Yockey's 1950 Ford Custom Deluxe Station Wagon. Looking over Randy's beautiful "Shoebox Woodie" inspired me to do some research the subject. This led to me compose the article on the 1949-51 Ford Woodies and the piece on Rick Mack Enterprises. I would like to thank Randy Yockey for inviting me to his home and his museum to see and to photograph his 1950 Ford Woodie Wagon and also his 1939 Ford Deluxe Coupe.

You will notice we personalized our "Down Memory Lane" feature with some photos from our personal family albums. Any of our members with old photos with Ford V-8s or even other antique cars they would like to share are encouraged to send them along with an explanation. You may scan and email them or send us the photos and we will scan them ourselves and return them right away.

The big announcement we need to make this month is that for the first part of 2021 we will only be publishing Road Chatter Bi-monthly. Hopefully only for January-February and March-April. As soon as our monthly meetings resume we will be back every month with reports on activities and meeting minutes along with feature articles.

John & Robin

FORD TIMES December 1949



"Brr--won't open. See you in the house!"



"I still like the old fashion Christmas with the tree on the fenders."



1949-51 “Woody” Station Wagons Ford’s All Time Favorite

by John Emmering

The “Magnum Opus” of Ford Woody station wagons and the last series of real wood wagons the company was to produce, was introduced in the spring of 1948 when the new 1949 line of cars was unveiled. After two decades of producing wood bodied station wagons, the 1949-51 wagons became the most popular models Ford had ever produced. Because of relatively high production and good sales these well-crafted and very attractive automobiles have become the most common Woody wagons to survive until this day.

Wood bodied station wagons were a concept that went all the way back to the days of the Ford Model “T” Depot Hack. These early Woody wagons started out as a standard chassis and were fitted with wooden bodies produced by outside firms like Seaman, Columbia, Martin-Parry and York. They filled a need for transporting luggage to train stations, hauling produce and many other purposes. For the 1929 model year, Henry Ford, who always strove for his company’s self-sufficiency, decided that Ford Motor Company should produce an in-house station wagon. With the vast timberlands the company had acquired in the upper peninsula near Iron Mountain, Michigan in 1920, Ford certainly had the resources available. The wood products from the Iron Mountain plant had supplied material for the wheels and floor boards of Ford cars in the past but would now be used to form the bodies of the new 1929 Ford Model “A” station wagons.

From the 430,000 acres of timber in the company’s forests, workers at the Iron Mountain Plant cut and shaped the wood for the station wagons. The wooden components were sent to body makers Briggs, Murray, or Baker Rawling for assembly. During 1929, Ford produced 5,200 of the Model “A” woody wagons. Ford’s station wagons were appreciated for their quality craftsmanship. Hotels, resorts, garden shops and various other business concerns along with members of the public were keen to acquire one of these wagons.

When the V-8 era dawned in 1932 Ford Motor Company was establishing itself as the “Wagon Master” of the auto industry. During the period of the 1932-1934 Ford contracted with the Mingel Furniture Company to obtain its wooden components. For the 1935 model year wood was again cut and formed at the Iron Mountain Plant with the Murray Body Company doing the assembly on the chassis Ford supplied. By 1937 Ford began to move away from Murray and chassis began to be shipped up to the Iron Mountain Plant for assembly in expanded facilities.

As the 29 millionth Ford, a 1941 Woody Wagon was presented to the American Red Cross on April 29, 1941 it was clear that the United States was on the verge of War. It was during the hiatus from civilian automobile production during World War II that the design for the 1949-51 Ford and Mercury station wagons was born.

Ford styling chief E.T. “Bob” Gregorie while working on designs for post-war Ford cars, styled the future station wagons as semi-woodies. The wagons were designed with wooden outer panels laid over a sturdy all-steel inner frame. The design called for the new wagons to be reduced to two door units rather than the traditional four door configuration. This was done with families in mind to create a safe compartment in the rear section for children. Gregorie designed his wood and steel station wagon body originally for his larger concept of the new Ford, which was adapted into the 1949 Mercury. This design was altered for use with the smaller 1949 Ford which went into production and the Mercury also. When the new line of post-war Fords was introduced, the 1949 Ford Custom Station Wagon took its place in the spotlight along with all the other new Fords of various body styles

Car buyers took to the 1949 Ford Custom Station Wagon right away and 31,412 were sold during the 1949 model year. The new “shoebox” Woodie station wagons’ popularity continued into the 1950 and 1951 model years with a total of 82,721 wagons produced over the three-year run. Midway through 1950 the Custom Station Wagon was redesignated as the “Country Squire” and the 1951 models bear that nameplate on it’s doors.

These new wagons were more complex to manufacture than the old box like woodies produced earlier. The 1949-51 station wagons required panels to be curved to the vehicle’s sides. The assembly teams at the Iron Mountain plant needed to use an electro bonding process utilizing large metal presses. While in the past Ford wagons had used birch wood framing exclusively the 1949 models used maple and ash on many cars in addition to those framed with birch. Honduran mahogany was utilized for wood sheathing.

Henry Ford II’s “Wiz Kids” noticed that the Woodie station wagon line had always lost money. The poor profit margin, difficulty in upkeep and poor resale value of the Woodies led Ford leadership to develop three station wagon models for 1952, two totally devoid of wood. Only the Country Squire had a trace of wood with simulated woodgrain trim over metal being utilized. By the 1960’s the Shoebox Woodies gained popularity among California surfers and became stuff of legend. Today the popularity of the unique 1949-51 Ford Woodies is undisputed as they have become immensely valued to Ford V-8 enthusiasts.



Randy Yockey's

By
John
Emmering



The beautiful red 1950 Ford Custom Deluxe Station Wagon seems like it comes off a Christmas Card and in fact it will adorn Randy and Debbie Yockey's Christmas cards this year. The Yockey's holidays will be brightened by the presence of this new addition to Randy's collection as it is displayed among his other cars at Yockeytown, Randy's own private museum. Many of you will recall when Randy and Debbie welcomed our regional group there and how we admired the collection of cars and interesting memorabilia.

When asked how he acquired his Woodie Wagon, Randy explained that a couple years back when he was hosting the Illinois Region Model "A" Club Swap Meet at his Friendly Ford dealership, a gentleman approached him. The man asked if he might be interested in purchasing a 1950 Ford Station Wagon. Randy expressed an interest and learned a little about the car, which was in Wisconsin. A couple months later, after checking out the car and getting a favorable impression, Randy decided to buy the Woodie.

Once he transported the Station Wagon home, Randy, and some members of his service staff at Friendly Ford, assessed what kind of work the car would need. A previous owner already had completed about 75% of the restoration the car needed. All new wood had been installed and finished, the engine and transmission had already been rebuilt, and all wiring had been replaced. Extensive body had been done, and the car had then been repainted,

resulting its attractive appearance. During the restoration project the man who began the work unfortunately died and his good friend purchased the car with the intention of finishing the job. When the new owner realized that there was more work to be done than he had anticipated he sold the Woodie to Randy.

After two years working on mechanical details Randy feels the Woodie is almost complete, although he is still working on the carburetor and a couple other items. Randy had hoped to attend the Lake Geneva Woodie Car and Boat event in September but of course it was cancelled due to COVID-19. This winter Randy plans to work out any remaining bugs in the Woodie and have it on the road by spring. Hopefully, we will all get to see it at the 2021 Friendly Ford Customer Appreciation Car Show next August!

1950 FORD CUSTOM DELUXE STATION WAGON







Rick McCloskey Sultan of Shoebox Woodies

His Carpentry Gives '49-51 Ford Wagons New Life

by John Emmering

With his radio tuned to Beach Boys songs like “Surfing USA”, 18 year old Rick McCloskey loved to cruise out to Manhattan Beach from his home in Van Nuys, California in his 1949 Ford Woodie Wagon to catch a wave with the local surfers. The year was 1965 and Rick was in love with the California surfer lifestyle. He especially appreciated the surfers’ vehicle of choice, the Ford Woodie Station Wagon. Rick started out in his teens with a 1940 Ford Woodie and later moved up to the 1949 Ford Wagon. Rick has owned 14 of the Ford Woodies over time.

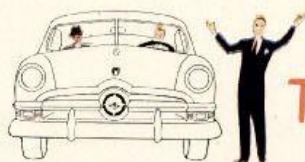
As the years passed Rick worked at several jobs. In 1992 he moved to Tacoma, Washington and with \$500.00 cash on hand, established “Woodies by Rick Mack”, his Woodie restoration company. Rick combined his experience in carpentry with auto restoration and began the job of fabricating wood for Ford Woodie Wagons and then installing the wood kits onto the station wagon bodies.

Soon Rick came to specialize exclusively in the 1949-51 Ford Station Wagons. With his ban saw Rick made the rough cuts and used a router to cut them into exact pieces followed by further refinement. The curvature of the pieces makes the work a real art form. Rick has produced wood for use on at least a hundred Ford Shoebox Station Wagons and given them a rebirth to their original beauty.

Rick’s cars have been sold for top dollar at auctions and are cherished by their owners. Presently Rick has ceased to do restoration work and confines his operation to producing complete wood kits for 1949-51 Woodies. The kits command an estimated price of \$14,000-\$19,000. At 74 years of age retirement is beginning to look good to Rick. Still there are always those excited callers who have found an old Shoebox Woodie left in a barn or wrecking yard with rotted wood and turn to Rick to help make their dream car a reality. And so Rick keeps practicing his craft.

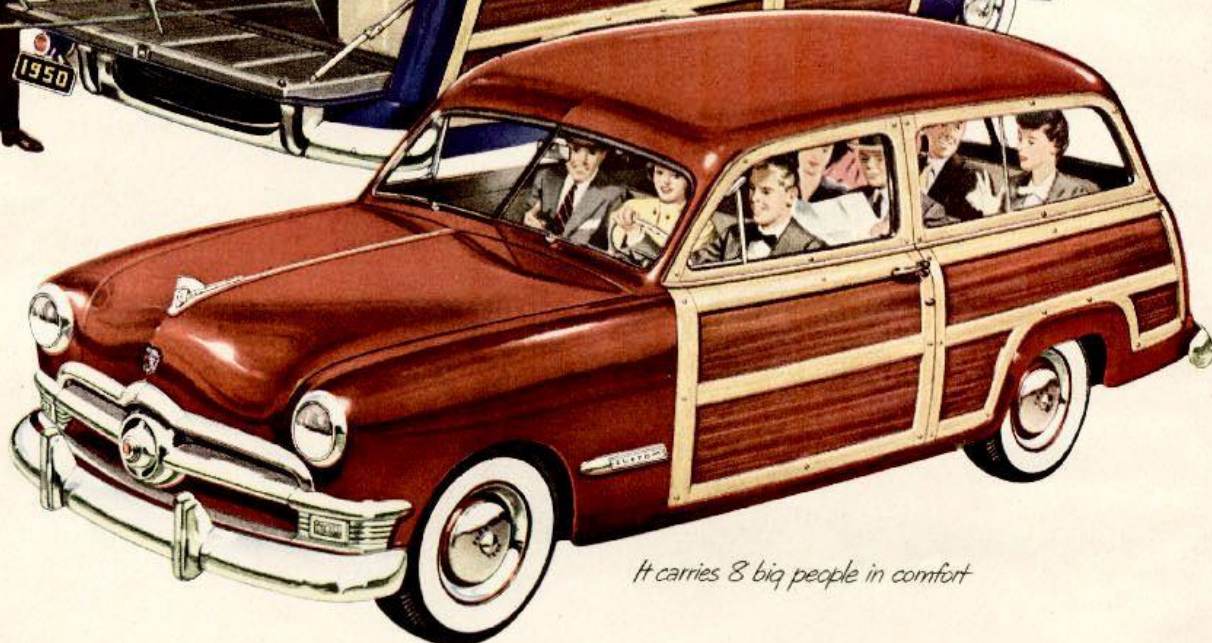
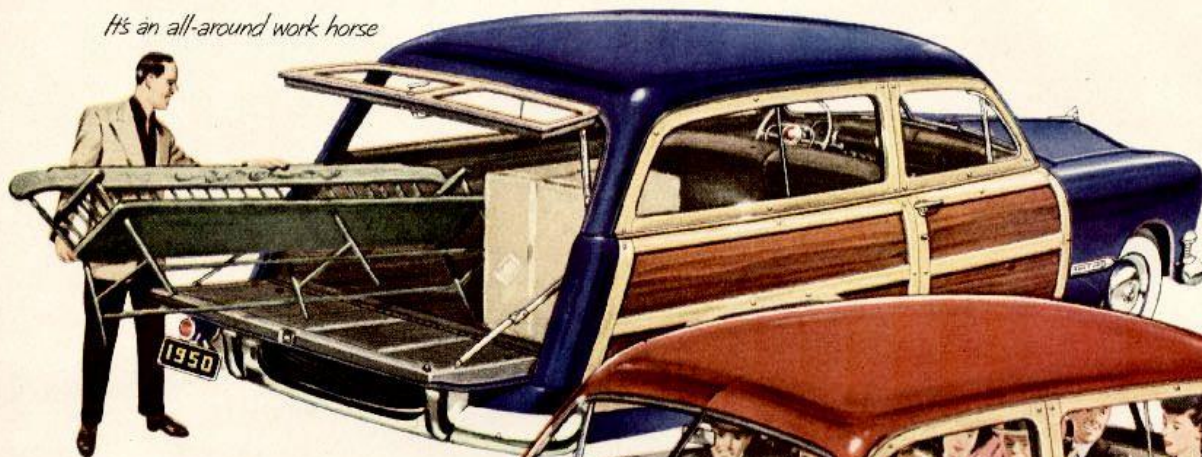


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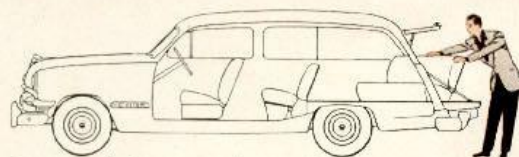
Mom will use it for the beach, for shopping, for the family taxi!

The kids will use it for fun!

Loaded with features found in no other "wagon" in its field, the "Country Squire" still sports an economy price tag.

Your Ford Dealer will show you how easy it is to own the new "Country Squire." Why not see him today?

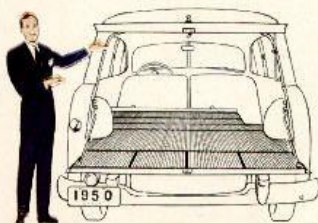
The new FORD "Country Squire" STATION WAGON



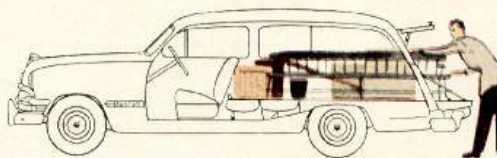
Easy removal of rear seat, without use of tools, starts conversion to more flat carrying area than any other station wagon in its class.



New "Stowaway" center seat completes the "Flat Deck" loading platform. You can slide things in "slick as a ballroom floor."



It's a "space happy" station wagon! The mahogany-grained outer panels of its all-steel "Lifeguard" body are wood-trimmed. It's the only station wagon in its field with an engine choice—the 100 h.p. V-8 or 95 h.p. Six. And it has that passenger-car comfort and styling that earned for Ford the Fashion Academy Gold Medal.



With the "Level-Loading" tail gate down, there's 38.8 square feet of flat deck, which handles half a ton of freight with ease.

RANDY YOCKEY'S 1939 Ford DELUXE COUPE



**By Randy Yockey
as told to
John Emmering**



The unique 1939 Ford Deluxe is many a collector's dream. Its hydraulic brakes make it safe for the highway while retaining the traditional floor shift which saw it's last appearance that year.

Combine that with its attractive styling and it is no wonder it was a model sought after by our member Randy Yockey for a long time. This is the second story this month about an early Ford V-8 recently added to Randy Yockey's growing collection.

Earlier this year Randy learned of such a car, a 1939 Ford Deluxe Coupe and got into contact with the owner who was looking to sell. Randy was especially impressed because the car was 100% complete and original. Randy explained "The vehicle was stored in a garage and had not been started for a few years which as we all know it's never good. When I ended up making a deal to purchase the car, I soon found out that the engine was seized up." Randy continued "This is not overly detrimental as I am sure it would've needed an overhaul either way."

After the purchase Randy had the 1939 Ford transported to his home and pulled it into his auto shop display inside "Yockeytown", his personal museum. Looking over the coupe it is evident that the original mohair interior is all intact. Overall, it appears to be an untouched survivor car in good "Rouge" category condition, which we know is the Early Ford V-8 Club of America's judging designation for an original unrestored Ford V-8. Randy is mulling his future plans for the car and may opt for a new paint job as the black paint has signs of shrinkage and cracking. He would also like to completely go through it mechanically and as mentioned pull the flathead V-8 for a rebuild.

All in all, Randy's original 1939 Ford Deluxe was a rare find and a great addition to his fine collection. It will be a treat to see Randy's Deluxe Coupe once he gets it running and back on the road.



*Ford V-8
Snap shots
from long
past ...*

DRIVE DOWN Memory Lane

Recollections of your Editors John & Robin Emmering



Looks like my Aunt Violet's new 1951 Ford Deluxe Tudor was the victim of a hit & run. Or was it? Aunt Violet turns 92 this month.



Dad was back home in Berwyn on leave, ready to ship out to France with the Army back in 1952. He poses with his 1949 Ford Business Coupe.



In the fall of 1953 Mom posed with my Dad's 1949 Ford Business Coupe. Presently Mom is 87.



In 1955 at nine months of age I had it made. A new house in Hillside, IL and a '49 Ford Coupe in our driveway.



In June 1955 over in neighboring Berkeley, Robin's future Dad (L) and Grandfather oversee the pouring of a new driveway. Note Grandpa's '49 Ford Sedan.



In The Rearview Mirror

By: Ken Bounds



10 Years Ago This Month – December 2010

On December 5, Joey Novak hosted a Christmas Luncheon at Biaggi's Ristorante Italiano in Deer Park. On a chilly pre-winter day, 35 V-8ers and friends gathered at noon for a great afternoon of delicious food, excellent service, and V-8 camaraderie. We were pleased to welcome first-timers John & Este Scheve, who joined the club this past June. After the meal several of the ladies participated in our ladies grab bag, brought back after an absence of several years.

20 Years Ago This Month – December 2000

Nell Kozmic and Carolyn O'Hare hosted the annual Christmas Brunch December 10 at the Drury Lane in Oakbrook Terrace. About 30 V-8ers, family and guests enjoyed the excellent and incredible variety of food.

30 Years Ago This Month – December 1990

Rich & Judy Doligale hosted a "last-minute" Christmas Brunch at the Hobson House in Long Grove, attended by 35 V-8ers. While many of the ladies scurried from shop to shop, most of the guys found their way to The Olde Tavern to watch the Bears game. The newly elected Board of Directors met December 11 to choose the officers for 1991. Elected were John Witthoeft - President, Earl Heintz – Treasurer, and Ken Bounds – Secretary. The Board meetings were moved to the 2nd Thursday of the month because the present schedule was no longer available.

40 Years Ago This Month – December 1980

There was a large turnout for the December 9 monthly meeting with 46 members and family and seven guests present. The "Booze Brothers" of Len Vinyard and Jimmy Pope appeared to be getting an early start with the Christmas Spirits. Ron Ek ran the first 50-50 raffle that was held at a NIRG meeting. Of course, this is a tradition that continues to this day.

50 Years Ago This Month – December 1970

The NIRG Christmas Party was held December 11 at the Park Ridge Inn at Meacham and Touhy. Prime Rib was available for \$4 – times have changed. The turnout was disappointing, but Ron Dopke's newsletter detailed how the group was unexpectedly entertained by Don Rickles. Somehow we think that the newsletter should have been dated April 1.



Photos from the
2010 Veteran's
Day Luncheon at
Sam's of Arlington



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Renewals must be received prior to December 22 to be in the January Road Chatter



Happy Birthday

Mary Anderson	(12/4)
Dan Pudelek	(12/10)
Leah Duling	(12/10)
Ed Crane	(12/11)
Janis Dix	(12/15)
Margaret Koeder	(12/25)
Ken Bounds	(12/26)
Millie Novak	(12/29)
Gail Karch	(12/29)

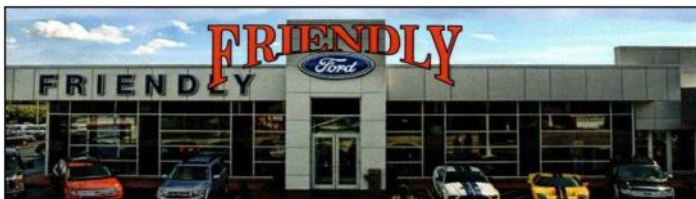
Happy Anniversary

Michael & Grace Mohawk	(12/03)
Ken & Carolyn Bounds	(12/06)
John & Marilyn Krenger	(12/12)
Terry & Kitty Freihage	(12/19)
Tom & Madeleine O'Donnell	(12/27)



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Used Car Lot



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Contact Stan Stack at 847-382-4223.

FOR SALE Six Blade Fan, 16" wide. Very good shape. \$85.00 plus shipping **Call Joe Novak at 708-923-9953.**

FOR SALE: Set of five 15" Rims for Mercury 1942-48. (Fits Ford as well) All in good condition. Will need to be painted, Two Black, Three Red. **\$250 obo. Call Sam Dix at 847-772-0253**



1936 Ford Club Cabriolet. Excellent restoration. Rare Body Style. \$42,000 **Call Ray McMahon at 630-853-6832.**



1936 Deluxe Ford Fordor Sedan. 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. **\$22,500. Call Pat Maroney 224-489-3196**



1949 Ford Custom Tudor. 63,669 miles. Original interior. Minor rust on inner quarter panels. Needs new exhaust. Has rebuilt carburetor, new fuel & water pumps, hoses, belts and wheel cylinders. **\$12,000**
Email Jordon Beller at b1932@hotmail.com



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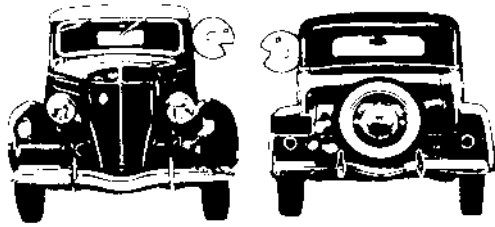
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Photo of the Month
Randy & Debbie Yockey plus grandchildren are ready for Christmas with a freshly cut Christmas Tree atop Randy's 1950 Ford Custom Deluxe Station Wagon.