

Early Ford V-8 Club of America

January 2020

Road Chatter

Website: www.nirgv8.org

Northern Illinois Regional Group #8 Volume 54 Issue #1

Ford Trucks: The only designated 1945 Models



Full Story on page 5

75 Years Ago: 1945 A New beginning for Ford Motor Company

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**Assembly of the
"New 1946 Ford "
begins July 3, 1945**

SEE PG. 10

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Newsletter Editors

John & Robin Emmering

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
Shoebboxford.john@gmail.com
or call
331-425-1187

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material from the Road Chatter,
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credited as the source.

A Word From NIRG President Ron Steck

President's message

Well another year has gone by. I hope everybody had a great Christmas along with a Happy New Years. I'm looking forward to seeing everybody again during this new month of January. We had a good turnout for the Holiday Luncheon at Chessie's Restaurant in Barrington. I want to thank all those who participated, especially Scott & Nicole Gilday who sponsored the event this year. We have our Annual Officers and Board Members Installation Dinner coming up Saturday January 11th, at The Bohemian Crystal Restaurant in Westmont. If you haven't made arrangements to attend with John and Este Scheve please do so and join us for a good time.



We are looking forward to doing several trips and get-togethers during this new year of 2020. We will have lots to talk about at our January 9 Board Meeting. Stay tuned for the schedule of the events as we post them. We are in the planning stages of putting together, hopefully with the Northern Ohio group, a tour around the State of Michigan. We are also looking forward to a guest speaker, Mark Klopach, in our January meeting who Paul Levine has invited. Hopefully, in another four months or so, we can get our cars out and start driving them again for another driving season. So for now stay warm. I hope to see you at our meeting on Tuesday January 21 in Arlington Heights. I would like to take this opportunity to thank Tom O'Donnell for being on our board the past couple of years as he departs and welcome Ron Blum back to the board.

Ron

HAPPY NEW YEAR

The Editor's Desk



The new year of 2020 is beginning and that means new things are ahead with another decade in front of us. With the events calendar back on page 13 we are trying a new cover with larger photos. Hope to get lots of member's cars on the cover this year. We have brought back "In the rear view Mirror" for this issue. The Gilday's sent in a report on the Holiday Luncheon and there is news about our participation in the Fargo TV series. Also we look back to 1945, 75 years ago. Happy New Year and enjoy the January issue,

John & Robin

On the Horizon



Northern Illinois Regional Group

January Northern Illinois Regional Group Events ...

UP NEXT...	01/09/20	Board Meeting	Wheeling Twp. Center
	01/11/20	Installation Banquet	Bohemian Crystal
	01/21/20	Members Meeting	Wheeling Twp. Center

Don't Miss our January Meeting
 Special Guest Speaker, Award Winning Auto Restorer
Mark Klopach of Hot Rod Auto Restoration



Tuesday January 21, 2020 7:30 pm
 1616 N. Arlington Heights Road, Arlington Heights, IL

Only a few days left to reserve your place for our 2020 Installation Banquet
 Please call John & Este Scheve at 630-420-0029 by Saturday January 4th, if
 you would like to attend. Get your check off to them for \$24.00 per person.



BOHEMIAN *Crystal* RESTAURANT **Installation Dinner**



Jan. 11th

Bohemian Crystal Restaurant
 639 Blackhawk Dr.
 Westmont, IL

5:30 pm

\$24.00 per person Food Served Family Style
Saturday January 11th, 2020 at 5:30 pm



HOLIDAY LUNCHEON AT CHESSIE'S “Once Again A Wonderful Time”

By Scott and Nicole Gilday

Thanks to everyone who came out to Chessie's Restaurant in Barrington on Sunday, December 15th for the club's Annual Holiday Luncheon. Thirty-three members and their guests were in attendance. This year the restaurant had a special luncheon with Santa scheduled at the same time in their atrium, so they moved our party to their lounge area, which was totally decked out for the holidays. We learned it took two of their employees more than 16 hours to decorate the lounge working through the night. Members began arriving at noon to enjoy a complementary drink from the bar and socialize before lunch was served at 1pm. Attendees had the choice of chicken, pork or tilapia for their entrée and were treated to some festive holiday cookies for dessert.

We think it's safe to say a good time was had by all as there were still members talking when we left the restaurant after 3pm. A special thanks to Tom & Madeleine O'Donnell who hosted last year's luncheon at Chessie's and had done most of the leg work for us to make this year's event another success.

Members and guests in attendance included: Ron & Arlene Blum and their guest, Audrey Rohlinger; Tom & Judy Buscaglia; Ed & Diane Crane; Ron Dopke & Bernice Short, John & Robin Emmering; event hosts Scott & Nicole Gilday; Frank & Peggy Koeder; John Judge; Frank & Phyllis Madrigali and their guest, Louise Engert; Bob & Rhonda Miller; Tom & Madeleine O'Donnell; Gary & Dawn Osborne; John & Este Scheve; Ron & Colleen Steck; Len & Irene Vinyard; and, George & Dawn Zulas.





Wartime 1945 Ford Trucks Turn 75

By John Emmering

The 75th Anniversary spotlight for 2020 shines on the only civilian Ford vehicles designated as 1945 models, Ford's line of trucks. The 1945 Ford trucks, as their 1944 counterparts, were slightly updated 1942 models. For 1942 Ford made major changes to their truck line. Gone were the attractive pick up trucks modeled after the Ford passenger car.

The 1942 line seemed more "heavy duty" and was given the less stylish more utilitarian "Waterfall Grill". The 1942 trucks were markedly more durable. It almost seemed that the people at Ford knew these new trucks would soon be adapted for use by the United States Military as the country was edging closer to involvement in the Second World War.

While the new pickup trucks were being snapped up by building contractors, shop owners, farmers and other business people they did not remain on the market long as production ceased on February 10, 1942. Ford Motor Company was mandated by the government to produce products directly related to the war effort after America's entry into World War II.

As 1944 rolled around, the two years without any additions to America's truck fleet was beginning to hurt on the home front. Trucks were increasingly down for repairs and new parts were scarce. The U.S. Government perceived that the situation was harming the war effort. Finally, the auto industry was authorized to build 80,000 trucks for civilian use. Ford Motor Company was granted a share of this number and two sizes of V-8 powered slightly updated 1942 models were produced for "operators who are able to provide proper certification." Potential truck purchasers had to obtain a Certificate of War Necessity from the U.S. Office of Defense Transportation.

The small but welcome flow of new trucks made their way to the market and farmers and other businessmen could once again move their products and supplies freely on the highways. The 1945 model Ford Trucks came in a variety of colors depending on the facility where they were assembled. Trucks were offered in blue, gray and maroon, however the most familiar Village Green became the standard color in October 1946. So this year we celebrate the 1945 Ford Trucks which came through for us in wartime.





Lights, Camera, Action! NIRG Ford V-8s Featured in FX TV Series Fargo Season IV

By John Emmering

The spirit of the 1996 Academy Award winning feature film crime thriller FARGO was first brought to television in 2014 by the FX premium cable channel. The success of the series led to second and third seasons. Now, Season Four, set in the Kansas City of 1950, stars Chis Rock as a gangster in conflict with rival gangs. Season Four is being filmed in the Chicago area with several Northern Illinois Regional Group Ford V-8s providing period background.

When one of our Northern Illinois Regional Group members, Bob Miller started spreading the word that the Fargo series was looking for period cars for the new season four, scheduled to be filmed in our local area, it drew my interest. Bob, the owner of some outstanding Ford V-8s was approached by Roger Halverson of Midwest Picture Car Group for help obtaining some cars for the project. I spread the word to our regional group by email and contacted Roger Halverson myself for more information.

After sending in pictures of my 1949 and 1951 Fords, Roger said the producer was interested in the '49 since the series was set in 1950. Initially I thought perhaps I would drive my Ford myself to some of the filming sessions but with the difficulty I have getting days off from work I had to reject that notion. In September I had a chance to meet Roger on a Model "A" Ford Club tour and he made me feel a little better about leasing my car to the production.



Scene filmed in Chicago, with Chris Rock as a mob boss.



Sending off my paperwork to Sherry Cassar, the Picture Car Captain, I was still apprehensive about lending the 1949 Ford to the production. When I saw that Ron Steck had leased both his 1940 Ford Pickup and his 1941 Ford Station Wagon, Roger Obecny his 1940 Ford and Tom White had leased his 1950 Ford F1 Pickup, I figured if they trusted their cars to Redhawk Productions, the company producing the Fargo program, so could I. My wife Robin and I drove down to the warehouse on 58th Street and Western Ave. in Chicago and dropped our 1949 Ford off in November. There were a good number of cars of many different makes in the warehouse, but Sherry said they were still a little short of cars. Pat Maroney then lent his 1936 Ford to the production to bring the total of NIRG Ford V-8s to six. There are several Ford V-8s being utilized whose owners are not affiliated with our regional group.

As the checks began to arrive for \$350.00 each time one of our Ford V-8s were used in filming,

those of us who have cars in the Fargo production were of course elated. We learned that the cars are moved on a car transport trailer and brought to various locations for filming. So far by following media accounts, we have learned that the cars were used in filming in the Chicago Uptown area, Oak Park, Riverside and Elgin.

When Season Four of the Fargo series debuts on the FX Channel later this year you can bet those of us with cars in the production will be glued to our TV sets trying to catch a glimpse of one of our cars. There will be more reports on Fargo Season Four as things progress and an honest appraisal of the whole experience when we get our cars back in the spring. We are crossing our fingers that are cars will be in the same pristine shape as when we delivered them and that it turns out to be a positive experience for all involved.



Ford V-8 Police Car Chases Down Bank Robber Puyallup Chief and Officer Make Supreme Sacrifice

by John Emmering



The shrill ring of a telephone broke the noon hour silence at the Puyallup, Washington, City Hall on Monday, July 15, 1935. Pearl Bigelow, an employee of the treasurer's office who choose to eat lunch at her desk, picked up the receiver. The call, from an official in neighboring Orting, Washington was startling. The caller explained that a lone male had robbed the Orting State Bank shortly before noon and fled north toward Puyallup in a blue older model Buick on the Orting-Sumner Highway. Mrs. Bigelow quickly jotted the information down on a pad of paper and rushed down the hallway to the office of Police Chief Frank Chadwick who was at his desk.

Responding to the report, Chief Chadwick called out to Patrolman Harry Storem who also was in the building, "Harry lets go, they had a bank robbery in Orting, and the robber may be heading this way in an old Buick" Hurrying out the city hall doors Officer Storem headed toward his patrol car, however Chief Chadwick shouted "Hop in my car, the new Ford V-8, I'll drive". The department had taken delivery of a new 1935 Ford Deluxe that spring and the chief had carefully broken it in, reserving it for his own use. The V-8 engine may get a workout today thought the Chief.

As the Ford V-8 patrol car left the city lot and sped east on 7th Street and merged onto E. Pioneer toward what today is known as Route 162, more and more details came over the police radio. A Pierce County Sheriff's broadcast explained that a white male, wearing a gray cap, a blue shirt and denim overalls had robbed a teller at the Orting

State Bank with a .32 pistol and fled in a blue 1927 Buick, license plate # A26308. Utmost caution was advised against this armed and dangerous offender.

Reaching the Orting-Sumner Highway the Chief turned the Ford V-8 right and sped southbound. As the patrol car approached the small unincorporated community of Alderton, the boxy shape of an old Buick sedan appeared on the horizon heading down the highway in their direction. Carefully observing the Buick as it passed by the patrol car in the opposite direction, Officer Storem called out, "A26308, those are the plates, that's our guy!" Immediately Chief Chadwick hit the Ford V-8's brakes and pulled to the shoulder, making a quick U-turn. He quickly took the Ford through first and second gears. The flathead V-8's engine was screaming as the Chief put the car into third gear and pushed the accelerator to the floorboard in pursuit of the Buick, speeding northbound. The Ford V-8 patrol car's siren was siren loudly wailing.





Headlines, July 16, 1935



Bank Robber and Murderer Roy Jacobs



Chief Chadwick's Patrol Car Newspaper Photo

Up ahead the Buick made a right turn onto Elhi Hill Road, east bound. The Ford patrol car's 85 hp V-8 engine was more than a match for the old heavier Buick's 63 hp six cylinder and the police were soon on the Buick's tail. The driver of the Buick zigzagged back and forth on the roadway to prevent the patrol car from passing and blocking it to force it to a halt.

The Buick made another quick right turn onto Riverside Drive and suddenly it's driver stood on the brakes making a panic stop. The Ford V-8's mechanical brakes were put to the test as Chief Chadwick jammed them on, letting up only to veer the Ford to the left to avoid colliding with the Buick.

In the seconds after coming to a stop the bank robber darted out of the Buick's passenger side door, ran around the back of the car and drew his .32 caliber pistol. The robber approached the Ford V-8 Patrol car and passed behind it. He then quickly aimed his pistol and shot Chief Chadwick once as he was exiting the Ford Police car. He then moved forward and stepping over the mortally wounded chief, reached through to the open driver's door and shot the passenger Patrolman Storem three times.

Standing 150 feet away farm hand John Urdea witnessed the shooting as he stood by a mailbox. While speeding to the scene in his patrol car to assist, Sumner, Washington Chief of Police Morris Nelson saw the incident from a distance and stopped to aid the fallen officers as the Buick speed away, steam coming from its radiator. Rushed to the Puyallup General Hospital by ambulance both Chief Chadwick and Officer Storem were pronounced dead.

The 1927 Buick used by the killer was soon located on the Puyallup-Sumner Highway near the Stuck River Bridge abandoned with a flat tire. Passing the scene realtor Fred Carnahan drove by but did not stop as the driver attempted to flag him down. Hearing of the incident on the radio, Carnahan immediately called the Pierce County Sheriff. It was learned later that the Buick had been stolen from the streets of Tacoma at ten that morning. The Buick was examined by detectives and a fingerprint technician, but no useful evidence was obtained.

Local Sheriff's and police personnel were joined by a posse of citizens in hunting for the killer. After three days of scouring the countryside for the killer the unfruitful search was called off.

It had appeared that the offender had jumped a freight train and headed out of the area. An intense investigation conducted by King County Deputy Orin Bodia and Pierce County Undersheriff James Milone identified the chief suspect as one Roy Jacobs from a tip given by one of Jacobs's relatives.

Locating the suspect, Roy Jacobs, age 33 in Kelso Washington, Bodia and Milone took him into custody. Due to failure of some of the witnesses to identify him and a contrived alibi, supplied by his 18-year-old girlfriend and family members, prosecutors decided not charge Jacobs. However, Jacobs was prosecuted on unrelated fraud charges and served time in federal prison for violation of the Mann act. After his release from prison detectives reopened the case and found five eyewitnesses willing to testify that they had seen Jacobs involved in various steps of the crimes. Jacobs was found guilty of first-degree murder on October 29, 1942 and sentenced to death. He was executed on April 6, 1943.

Chief Chadwick and Officer Storem had acted with courage when they chased down Roy Jacobs in their Ford V-8 that day in 1935, and now justice had been done avenging their tragic murders.



by
John Emmering



1945



Auto Production Resumes at Ford under Henry Ford II

The sound of gunfire fell silent on the battle fields of Europe as Germany capitulated to Allied Forces in May of 1945. However another skirmish was taking place on the home front at the Dearborn, Michigan headquarters of the Ford Motor Company. 27-year-old Henry Ford II was locked in a battle with his grandfather's right hand man, Harry Bennet for control of Ford Motor Company.

Unknown to young Henry, his father Edsel Ford had requested in his will that his friend Ernest Kanzler, a member of the War Production Board, appeal for Henry II's release from his military service to the Secretary of the Navy upon his death. This would enable Henry Ford II to rejoin Ford Motor Company. Edsel, who was critically ill and in deep despair over conflicts with his father Henry Ford, hoped that his son might salvage his rightful legacy at the company's helm someday.

The Federal Government already had concerns about the future viability of the Ford Motor Company and after consulting President Roosevelt, Secretary of the Navy William Knox granted Kanzler's request in 1943. Henry Ford II caught a train from the Great Lakes Naval Training Center and headed home to Michigan. Young Henry was determined to learn all he could about the company and willing admitted that he was "green". After coming back to work he was often seen walking around the Rouge plant with a notebook in his hand jotting down his observations. Early after his arrival Henry Ford's crude protégé, Harry Bennett, who served on the Board of Directors, feigned friendship with Henry II while plotting against him.

Henry Ford himself was no longer the doting grandfather of the past, resenting his grandson's involvement in the company. It seemed that Bennet possessed an ace in the hole; a codicil to the elder Henry Ford's will that would give him control of the company. When confronted about it by John Bugas, former FBI Agent and Henry Ford II's security advisor, Bennett pulled the document out of his pocket, crumpled it and lit it with a match. This may have been a goodwill gesture matched with the fact that it likely would not have stood up in court.

Henry Ford, after reassuming his role as Company President after Edsel's death, had announced his goal to scrap both the Lincoln and Mercury lines and go back to making one basic car like in the days of the Model "T". Henry II was discouraged from pursuing some of his father Edsel's plans for the post-war Ford Automobiles. During this period longtime valuable Ford personnel such as Chief Engineer Lawrence Sheldrick and Charles Sorensen were edged out of the company.

Appointed Executive Vice President, Henry Ford II asserted himself in leadership. Henry Ford was informed by his wife Clara and daughter-in-law Eleanor, Edsel's widow, that if he denied his grandson Henry II the role of Ford Motor Company President it would permanently shatter the family and Eleanor would sell her 41% share of the Company. Henry Ford the elder assented and on September 21, 1945 Henry Ford II was named President of Ford Motor Company. Harry Bennett was soon fired from the company, along with about 1,000 of his loyalists who were employed by Ford.

Aside from all the office intrigue, with the Second World War winding down, Ford needed to get civilian automobile production going once again. Although the United States was still at war with Japan in the Pacific, the need for the B-24 Liberator bombers Ford had been producing was over after Germany's defeat. For the war against Japan the B-29 Super Fortresses were required and they were built by Boeing and Bell Aircraft. The trucks that once brought logistical support to the front lines in Europe were also in less demand. This being the case, the War Production Board released a limited amount of materials for civilian automobile manufacture

The Ford autos produced in 1945 as 1946 models were the slightly reworked cars of 1942. The basic body components remained the same on the new models except for changes in the grill. E.T. "Bob" Gregorie said "What you had was a slot to put the grill in".

Gregorie said that he designed the three bar 1946 grill one morning before lunch and passed the details off to his staff, telling them to "Make this thing fit the opening".



A red stripe recessed in the stainless-steel trim strips was unique to the 1946 Fords, being discontinued in 1947. The more powerful 100 hp 239 V-8 replaced the 90 hp 221 cubic inch V-8 engine of 1942 in Ford V-8 cars. Engines were now painted blue. Longer lasting tri-alloy bearings were used, and four ring pistons were utilized rather than the three rings used before the war. Other changes were improved brakes, a pressurized radiator cap, and a new aluminum camshaft timing gear. In addition the rear axle ratio went from 3.78:1 to 3.54:1



Rushing the new car into production the first 1946 Ford came off the assembly line on July 3, 1945.

Ford had beat all

the other manufactures to the punch in producing a post war model. That first civilian passenger car was presented to President Harry Truman by Henry Ford II on August 29, 1945. The assembly process was slow and there were only 1,740 cars in Ford's inventory by August 1945. The new cars could not yet be sold until a price was decided by the U.S. Government Office of Price Administration, to avoid runaway inflation. In the following year Henry II, as Ford Motor President, would face off with the OPA over his perception that they were stifling the post war economy.



Finally "V-8 Day" arrived, October 26th, 1945, the day that Ford Motor Company unveiled its 1946 Ford Models to the public in Ford Dealerships around the country. The new cars were certainly a sight for sore eyes and in high demand, priced at just over \$1,000. During the initial unveiling 300,000 orders were placed. If only Ford Motor Company had that many on hand. Only 34,440 Ford cars were produced in 1945. It was important for Ford to get car sales going again, but Henry II claimed that the company lost \$300.00 on each car it sold since they were not produced in sufficient volume. Some sources say Ford Motor Company was losing \$10,000,000 a month during this period.

The year 1945, now 75 years ago, was trying in many respects, but it saw Ford get back into civilian production. Most important was the victory Henry Ford II had achieved in assuming presidency of the company. Henry II fooled his detractors and turned out to be a better leader than most observers expected. The next few years saw Henry Ford II bring in innovative management and a professional business culture at the company which launched a profitable new automobile in the spring of 1948. Henry Ford II's mostly successful tenure at Ford lasted 35 years until his retirement in 1980.



10 years Ago This Month — January 2010

Dan Pudelek was installed for another term as Regional Group President along with Vice President Frank Madrigali, Secretary Stan Stack, and Treasurer Joe Serritella. The board of directors for 2010 were Dave Arnswald, Ron Blum, Ed Fontana, Neil McManus and Alan Wall. The installation dinner took place at Wellington of Arlington. Music was provided by Ron Vaughn. A feature appeared in the January Road Chatter by Ed Fontana about his 1947 Ford Coupe he called “Old Blue”. Ed gave details on the restoration process.



Ed & Roni Fontana with “Old Blue”

20 Years Ago This Month—January 2000

Incoming President Ken Bounds took over the gavel at the January 18 meeting after we all survived the Y2K scare. Lin Stacey presented an interesting tech talk on V-8 Ford jacks. Dan & Diane Pudelek hosted a very successful Installation Dinner on January 22 at the Terrace in Lombard. There were lots of comments about how good the food was. Every person attending the installation dinner won a door prize.

30 Years ago This Month—January 1990

Incoming President Joey Novak presented a letter in the January Road Chatter encouraging member participation. The Installation Dinner/Dance was held January 20 at the Back Door in West Chicago, hosted by John Witthoeft. Sadly, we did not find a written report on the event.

40 Years Ago This Month — January 1980

Len Vinyard arrived early for the January 8 meeting, triggering an alarm which summoned the Bensenville Police. Don't know if Len is still locked up. Earl & Gene Heintz arranged and hosted the January 19 Installation dinner/Dance at the Millionaire's Club in Lombard. Over 40 V-8 families and guests enjoyed the Prime Rib dinner, followed by a program of door prizes and awards. Len Vinyard emceed and handed out the door prizes and outgoing President Chet Lawrence made a brief speech. The partygoers danced to the music of Crystal Vision.

50 Years Ago This Month —January 1970

At a business meeting held January 29, club officers were elected: President—Len O'Connor; Vice Presidents - Leroy Deneau and Dave Mann; Secretary/Treasurer—Rich Perschell.

UPCOMING EVENTS



Mark Your Calendars



January	February	March	April
9 Board Meeting 11 Installation Banquet 21 Member's Meeting	18 Member's Meeting	17 Member's Meeting	10 Board Meeting 21 Member's Meeting
May	June	July	August
19 Member's Meeting	5-8 Spring Fling KS 15-18 Eastern Nat. Meet 16 Member's Meeting 20 Drive Your V8 Day	9 Board Meeting 21 Member's Meeting	18 Member's Meeting

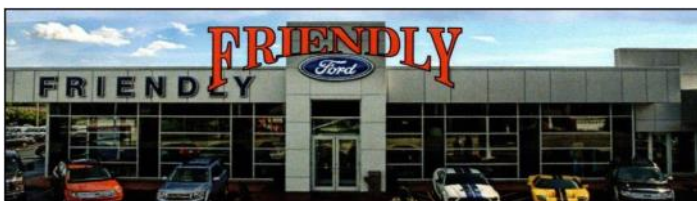
Happy Birthday

Gene Heintz	(1/03)	Jo Anne Stack	(1/23)
Jack Frank	(1/04)	Ron Blum	(1/25)
Thomas Pinn	(1/08)	Earl Heintz	(1/28)
Judy Barone	(1/09)	Larry Webb	(1/31)
Joe Novak	(1/11)		
George Zulas	(1/13)		
Ron Dopke	(1/14)		
Dawn Osborne	(1/16)		
Susan Freund	(1/21)		



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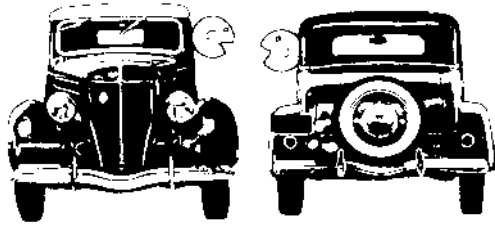


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1946 Pontiac: Runs & drives good. Very solid, inline 8, more photos if needed. \$5,500 Call Mat Heldt 815-499-4959 (works with Gary Osborne)

FOR SALE: Replacement type radiator for 1949-51 Ford V-8. Great cooling capacity. Used for five years , however not correct for judging. \$100.00.
Call John Emmering 331-425-1187



Road Chatter

**PO Box 803
Arlington Heights, IL 60006**



1932-1953



Photo of the Month

Members of our Northern Illinois Regional Group were full of holiday cheer at the Annual Holiday Luncheon held at Chessie's Restaurant in Barrington, on December 15th.

Nicole and Scott Gilday, pictured above, did a great job running the event.

33 NIRG members came out for a good meal together and had a wonderful time.