

# Road

Website: [www.nirgv8.org](http://www.nirgv8.org)

Early Ford V-8 Club of America

July 2020

# Chatter

Northern Illinois Regional Group #8 Volume 54 Issue #7

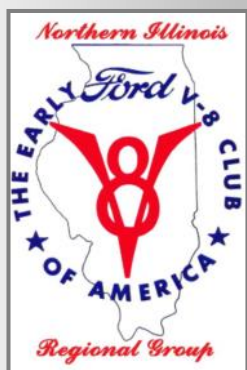
THIS **1953 FORD**  
HAS BEEN IN THE  
FAMILY FOR  
67 YEARS



**Stan Stack's 1953  
Customline Tudor**

See page 4

## IN THIS ISSUE



- 2 | President's Message
- 8 | Rearview Mirror
- 9 | Memory Lane
- 10 | National V-8 News
- 11 | Technically Speaking
- 12 | On the Horizon
- 14 | Advertising
- 16 | Photo of the month



**Outlaw Omar Pinson's wild  
1946 Ford Police Chase**

See page 6

## 2020 OFFICERS

Ron Steck *President*  
 John Scheve *VP*  
 Gary Osborne *Secretary*  
 Joe Serritella *Treasurer*

### Board of Directors

Ron Blum  
 John Emmering  
 Scott Gilday  
 Pat Maroney  
 George Zulas

### Tour Chair Persons

Gary Osborne  
 Pat Maroney

### Membership Chairman

Ken Bounds

### Health & Welfare

Phyllis Madrigali

### Newsletter Printing by

Solid Impressions

### 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](mailto:Shoebboxford.john@gmail.com)  
 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.

## A Word From NIRG President Ron Steck

*President's message*

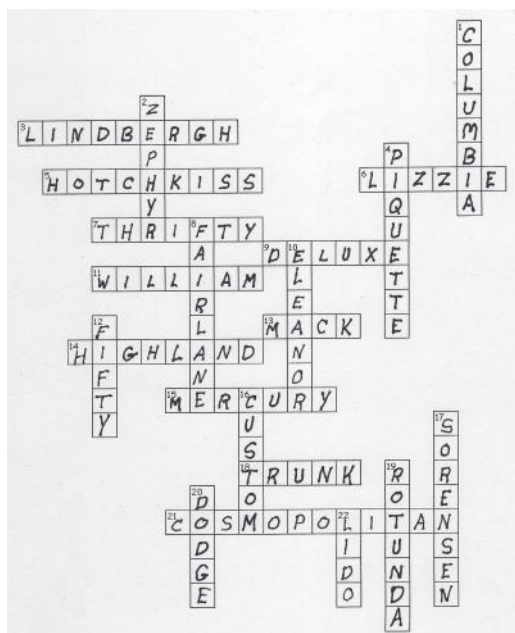


We are finally starting to see the opening of our state to the point that we can start driving our cars more readily. We have decided to hold our picnic at the Culver's Restaurant in Saint Charles this year. It will be in the style of a "Duals Night", only in the afternoon from 1:00 - 4:00. The event will be held on Sunday August 16. Check the announcement on page 12 in this issue of Road Chatter for additional information. The club will be paying for member's meals. Bring your Ford V-8 and a lawn chair. We do not know when we will be able to have our membership meetings at the Wheeling Township Service Center again yet. The earliest that the Township would consider opening the rooms is still in August, but it remains to be seen what will happen.

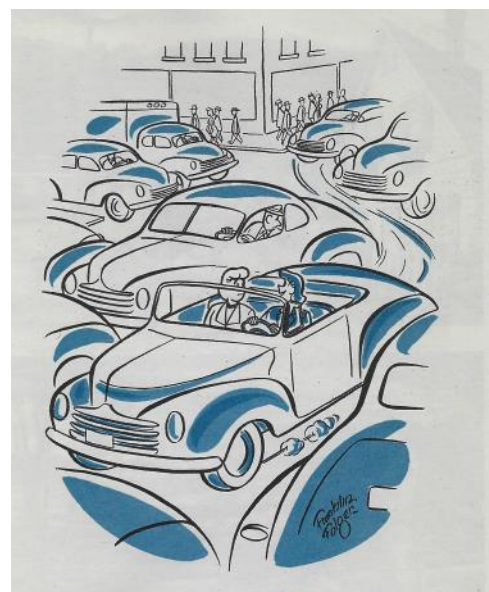
Most of the car shows that we normally attend have been canceled for the year as many of you know at this point. We had a poor showing for a drive your V-8 day with only three people going out on a drive. I am hoping soon that we can get more people involved to go to a show somewhere or even to just meet for lunch sometime. I hope to see everybody soon at one of our meetings at our normal location or in August out at Culver's. Until then take care.

*Ron*

## June Crossword Solution



## Ford Times May 1949



*"I'm so excited! I'm on my way to take my first driving lesson!"*





A jaunt from St. Charles to Lowden State Park in Oregon, Illinois seemed like a great way to commemorate the Early Ford V-8 Club of America's third annual "Drive your Ford V-8 Day" for three members of our Northern Illinois Regional Group. The drive took place Saturday, June 20.

Driving his 1951 Ford Custom Fordor, John Emmering met up in St. Charles with George and Dawn Zulas who drove a modern car. The three headed 54 miles west on Rt. 64 through some beautiful countryside enroute to their destination. There was a little bit of rain at first, which quickly passed.

The group stopped to view a vintage 1947 Mercury along the road as they rolled into the rural hamlet of Kings, in Ogle County. Entering Oregon, they stopped along the way to admire the Rock River dam and then continued on to Lowden State Park.

Once inside the park they located the 48 foot statue called the "Eternal Indian" also known as Chief Blackhawk and admired it's size and artistry. Leaving the park the group stopped at nostalgic Jay's Drive-in restaurant for an enjoyable lunch. Soon they hit the road for home having enjoyed celebrating "Drive your Ford V-8 Day" for 2020.



*Lunch at Jay's 1950's Drive-In*



*John Emmering with his 1951 Ford Custom*



*George and Dawn Zulas were careful to exercise social distancing on the tour*





## MY 1953 FORD CUSTOMLINE TUDOR by Stan Stack

The brand new 50<sup>th</sup> Anniversary Edition 1953 Ford Customline Tudor must have look great as it's Cascade Green body and Sungate Ivory top gleamed in the sun on the morning of Tuesday September 29, 1953. The service crew at Henner Ford Sales at Dearborn and Lake Streets in Chicago had readied the car for it's new owner, my widowed Great Aunt Helen Middono who had saved so long for this big purchase. The total price, including accessories was \$2,450.41. Aunt Helen would owe only \$955.56 to be paid in 12 payments of \$79.63 each. After signing the final papers my Aunt proudly drove her new 1953 Ford to her home in nearby suburban Berwyn.

Aunt Helen's 1953 Ford became her pride and joy. Kept safe in the garage during Chicago's snowy winters it never developed any rust. Aunt Helen cleaned, washed, and waxed the car all summer and enjoyed driving it up to Wisconsin for her vacations. Aunt Helen had 37 great years of driving and enjoying her 1953 Ford and it

was the only car she would ever own. Sadly in 1990, my Aunt broke her hip and had to go to an assisted living facility in Barrington. She thought about selling the car but loved it so much that she asked if I would take it and give it a good home because she had a strong attachment to it.

After picking up the car I started it and immediately drove it to my family's summer home in Fox Lake. It was not an easy drive for me as the engine was missing and it needed work. Our garage in Fox Lake was new, dry and large. I took the car not knowing what I would do with it as I felt it would need a lot of work. My sisters, who now own the cottage, suggested I take it to Mike's Auto in Spring Grove, Illinois and have Mike take a look at the car. That was the best thing I ever did, as Mike liked to collect and rebuild cars from the 1950's. He tuned it up and said he would take the carburetor



out for a bench-job over the winter and reinstall it for me by spring.

Back then I used to swim at the Lattoff YMCA. As fate would have it early one morning, I met Jack Nicholich. Jack was a member of the Northern Illinois Regional Group of the early Ford V-8 Club. When he learned I had recently acquired the 1953 Ford he started talking to me about old cars and encouraged me to join the Early Ford V-8 Club and the regional group. In the spring of 1992, I started driving the car and later joined the Northern Illinois Early Ford V-8 Club. I really loved the regional group. I liked getting to know the members and especially enjoyed the tours.

After driving the car awhile, I decided to treat it to new tires. My first mistake, in my opinion, was buying new bias ply tires. I found that they were extremely hard driving. I sold the tires and purchased Coker White-wall Radials and could not believe what a great improvement they made. Through the years I started to really improve the car mechanically. I had the front end aligned and took a trip with the club to see an old-World War II bomber being restored in the Marengo area. I had two World War II veterans in the back seat, and they enjoyed the car and seeing the bomber. Soon I noticed the rear end was dragging so I had the springs re-bent and added two leaves. Now the car rides as good as a new luxury car going over railroad tracks.

I drove my 1953 Ford on tours to Winona, Minnesota, twice on tours to South Bend, Indiana, a three day trip to Michigan, one to Washington Island in Door County, Wisconsin and two trips to the Early Ford V-8 Museum in Indiana. There were also many day



trips held by our regional group that I attended through the years. As time went on I ended up having the entire car rebuilt. Now I call this great survivor a "coast to coast" driver. The improvements allow the car to drive all day at 65 MPH even on hot days. The car has great smooth power with the V8 now producing 150 HP.

Fortunately for me this car has never been out in the winter or in salt and the body and undercarriage are like new. The paint is 90 percent original. A new authentic upholstery kit has been installed. I have had all the major components rebuilt over the years.

The engine, Fordomatic transmission, rear-end, brakes, radiator, springs, shocks dual exhaust and manifold have all been authentically replaced or rebuilt. My '53 Ford now has a Mercury cam and crank, new pistons and lifters with hardened valves, new front wheel bearings and new wiring. There is not much left undone with the car. I know my Aunt would be proud of the way it runs. I turned to Foreign Car

Rebuilding in Palatine for much of the mechanical work. Melo, the owner, has worked on flathead engines and their entire systems for over 40 years.

When I first took ownership of my '53 Ford it ran a little hot and I always worried it could over heat on very hot days. I never in all the years had that problem even with a 215-degree reading. Since I always enjoyed tours, I had extensive work done to the car. I realized I wanted the flathead to still look like a flathead but have improved horsepower for touring. As you know, keeping these cars at 65 MPH on a 95-degree day for four to six hours driving requires a great car. Since these improvements have been made many people can not believe what a smooth well powered car it is.

Last year, coming back from a tour to Dixon, Illinois, we traveled on the I-88 tollway. One of our members had his 1951 Oldsmobile and we both drove 100 miles at 70 MPH on a 95-degree day. I just wanted to prove the road ability of my car. I feel that owning the car for 30 years and improving it to this point is something a new owner would appreciate and want give it a good home. I am glad to have owned this truly great road car all these years.







## “Cop Killer of the West” Omar Pinson captured after 80 MPH pursuit in 1946 Ford V-8 then Escapes Prison

**S**tate Trooper Delmond Rondeau headed into the town of Hood River, Oregon on the evening of April 25, 1947. The trooper thought he would drop in at the small town’s police station to touch base with the local officers, and maybe grab a cup of coffee. As his patrol car approached the police station the trooper’s trained eye caught the figure of a man carrying several rifles, walking toward a truck parked alongside a residence across the street.

**S**uspicious, the Trooper exited his vehicle and inquired of the man what he was doing. Unknown to Trooper Rondeau, age 31, he had just interrupted a burglary of the residence. The suspect dropped the rifles suddenly and pulled out a concealed automatic pistol, firing a round into the Trooper’s chest. Trooper Rondeau drew his sidearm and fired a few shots at the offender, who ran from the scene and then staggered over to the police station across the street where he soon succumbed to his wound. The Hood River Chief of Police notified Trooper Rondeau’s district headquarters in The Dalles, Oregon of his tragic murder. Roadblocks were set up along Route 30 in and out of Hood River by the local Police.

**W**asco County Sheriff Lee Sexton, Deputy Joe Hendrix and Trooper Brockway set up a roadblock west of The Dalles, a town named for the rock formations along the Columbia River, bordering it, which are similar to the Wisconsin Dells.

**S**hortly the officers spotted a 1946 Ford V-8 Super Deluxe Convertible, which the killer had stolen in Hood River, approaching east bound on Route 30. The car refused to stop. The officers fired on the Ford as the driver attempted to run them over. The Ford continued down the highway into The Dalles, with police in pursuit. The 1946 Ford V-8 became involved in an accident with another vehicle at 4<sup>th</sup> and Union Streets. The driver of the Ford then took off from the accident scene, fleeing on foot.

**T**he manhunt was ended the next day when a call came in from the Railroad that a suspicious man had entered an open box car located in a nearby town called Ordinance. Armed officers drew down on the box car’s occupant and ordered him out of the car. The police realized that they had their killer. They learned his name was Omar August Pinson, an ex-convict with a long criminal record in four states.



Trooper Delmond Rondeau



Dramatization of Roadblock



Pinson's story was dramatized in the 1955 "B" Motion Picture "Gang Busters"



Screen heavy Myron Healey portrayed Omar Pinson



Originally made for TV, the drama became a feature film

Pinson, age 29 was originally from Missouri where he grew up in a stable home. In 1936 at age 17 he served a short time in a juvenile reformatory for burglaries. He seemed to have learned his lesson and was released.

Omar Pinson soon married a neighborhood girl and appeared to have straightened out. However an arrest for burglary in Carthage, Missouri landed him in the Missouri State Penitentiary in 1941. Released after 18 months, Pinson, his wife and her parents all moved to the State of Washington to give him a new start.

The change in locale did little to stifle Omar Pinson's criminality. He was arrested for a robbery on January 24<sup>th</sup>, 1944 and sent to the Washington State Prison at Walla Walla. Pinson's talent for showing contrition and the continued support of his wife and in-laws once again led to his early parole one year later in 1945.

Soon after his release Pinson began a series of residential burglaries culminating with the Hood River burglary on April 25, 1947. Confessing to the killing of Trooper Rondeau, Pinson claimed that he had fired at the Trooper to scare him, not kill him. The prosecution argued for the death penalty, however three jurors of the 12 voted against execution and Pinson received a life sentence.

Upon arrival at the Oregon State Prison, Pinson befriended a convict named Wayne Long. The pair hijacked a dump truck on the grounds and unsuccessfully tried to crash the gate.

The escape attempt landed Pinson in a tiny solitary confinement cell in an area called "The Bullpen" for a year. Two months after returning to the general population, Pinson started a fire as a cover for another unsuccessful escape attempt. He landed back in a small cell in the bullpen.

Amazingly however on May 30, 1949, Pinson and a fellow inmate, William Benson were able to cut the bars and escape from the bullpen and then scale the prison wall as guards fired at them, making good their escape.

Following his escape Pinson was listed on the FBI's new Ten Most Wanted list as number five. Benson, who was captured first, claimed Pinson had died of gunshot wounds in Montana and that he had buried him there.

Omar Pinson was still alive however and living in South Dakota. Purchasing a used 1942 Ford V-8, he was caught in 1950 when he stopped by a state building to pick up the new title to the Ford. He was sent back to the Oregon State Prison. In 1955 Hollywood presented the outlaw's story in the movie "Gangbusters". Pinson became a model prisoner and was paroled in 1959, expressing regret for his crimes.



Omar Pinson was apprehended by Police in Pierre, SD, on Aug. 28, 1950 while registering his 1942 Ford





### **10 Years Ago This Month – July 2010**

Stan and JoAnne Stack hosted members at their home in Barrington for a terrific cookout on August 15. About 30 to 40 V-8ers, friends and guests then attended the Barrington cruise night where Stan won the People's Choice trophy for his '53 Tudor. On the weekend of July 17-18, fifteen members attended a wonderful tour to South Bend, Indiana, organized by Joe Serritella. The group toured the Studebaker Museum, several other museums and history centers, the Notre Dame campus, and enjoyed a memorable dinner at the Tippecanoe Mansion.

### **20 Years Ago This Month – July 2000**

Ken Bounds, Don Braun, Joe Kozmic and their significant others drove their V-8s to the Central National Meet July 9-13 in Brainerd, MN. Each came home with a 1<sup>st</sup> Place touring trophy. On July 26 Frank Guzzo hosted a tour of 32 V-8ers and family to the fantastic Jerry Capizzi collection in Addison. Don & Elaine Braun hosted a large crowd at the annual club picnic at their home on July 30.

### **30 Years Ago This Month – July 1990**

On July 15, Jim Pope hosted an incredibly well attended tour with 55 V8ers participating, including 18 Early V-8s and several modern cars. The group drove over back roads to Chris' Coach house for brunch, to Ken & Louise Pearson's car collection, and to antiquing in Ridgefield. The every-busy Jim also co-hosted the club picnic by the Fox River July 29 along with Frank Koeder and Ralph Morey. There were 30 antique cars on display and many V-8ers present.

### **40 Years Ago This Month – July 1980**

VP Alan Wall ran the July 8 monthly meeting when President Howie Bischoff could not make it. Seems Howie fell asleep listening to the ball game and got his legs baked by the sun. On July 20 Marty Duling hosted a tour to the Railway Museum in Union, including a picnic, followed by a tour to Seven Acres Farm. About 35 V-8ers and family participated in eight Early Fords and several modern cars.

### **45 Years Ago This Month – July 1975**

The July newsletter welcomed new member Norm Miller, who attended his first meeting July 8. Chuck and Diane Wrobel hosted a tour July 20 to the Union Railway Museum, the Seven Acres Museum, and Beck's Farm. (This sounds familiar!) Twelve V-8 families participated, including nine early V-8s.



*Ford V-8  
Snap shots  
from long past*

# DRIVE DOWN *Memory Lane*





# 2020 National News

Early Ford V-8 Club of America



## Drive Your V-8 Day



*San Diego RG #19 on  
Drive your V-8 Day 2019*

Did you take your V-8 out on "Drive Your V-8 Day" 2020?

Did you take a picture?

Don't forget to submit the best ones (not more than four, please!) along with a short description of what you did or what the photo(s) depict to the V-8 TIMES. E-Mail your pictures (put "Drive Your V-8 Day" in the subject line) by July 15 to [v8times@cox.net](mailto:v8times@cox.net) or mail them to P.O. Box 16630, San Diego, CA 92116.

Your photos and captions may appear in the V-8 TIMES. It could be your chance for a cover shot!

## Your Membership Info Up To Date?

Was your membership info in the 2020 Membership book correct? If not, you need to contact Cornerstone to update it. You can call (866) 427-7583 or send in changes using the membership form that comes with your V-8 TIMES. Indicate it is an update to your membership info.

If you're a registered user at the club website - [www.efv8.org](http://www.efv8.org) - you can access your membership info and make the changes yourself.

Bottomline - you're responsible for keeping your membership info up to date.

**Don't Delay - Do it today!**

**V-8 Club  
The Online Store  
Books & Accessories**

**The Forum Restoration Help  
[www.efv8.org](http://www.efv8.org)**



*The Good Humor Man delivers cold treats on these hot days in this 1949 Ford truck.  
EARLY FORD V-8 CLUB ON THE ROAD, St. Louis RG #124  
Mary Rogers, Editor*

## Harbor Freight Jack Stand Recall



The Harbor Freight jack stands that we've all bought, borrowed or seen in our friends' garages are being recalled due to a risk of collapsing under load. Go check yours immediately.

The recall document says that the problem could affect more than 450,000 6-ton jack stands produced between 2013 and 2019 and nearly 1.3 million 3-ton jack stands produced between 2012 and 2020.

These jack stands were sold under the Pittsburgh brand name, and can be identified by item numbers 56371 or 61196 on 3-ton models, and 61197 on 6-ton models.

Harbor Freight urges anybody in possession of affected jack stands to return them to the store in exchange for a gift card equal to the price of the stands. Any unsold jack stands covered by the recall have been removed from stores.

Check on your buddies and spread the word around—these jack stands are ubiquitous, and a failure like this could be fatal.

## Club Books

While you're locked down, this is a good time to check out the Club books to help with your restoration.

If you're having your V-8 judged at a meet, you can challenge a deduction by using the Club book on your car as a reference.

## FORD FACT

Henry Ford and Thomas Edison were lifelong friends.

As requested by Ford, Thomas Edison's son captured Edison's last exhale in a test tube and sealed it with a cork. Ford kept the tube as a memorial to Edison's "life and breath."

**For The Latest News About  
The V-8 Club  
Visit The Website  
[www.efv8.org](http://www.efv8.org)**





# TECHNICALLY SPEAKING



By John Emmering

## Installing a rebuilt 1949-53 Ford Distributor

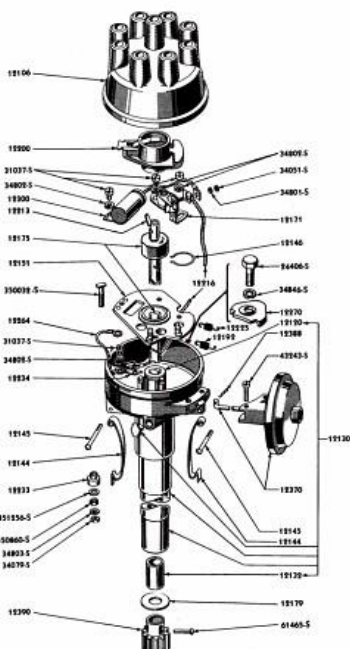
One of the welcome changes in the 1949 Fords was the new, more accessible single-breaker point distributor. This unit replaced the traditional dual-point, centrifugal advance, vacuum controlled distributor mounted at the front end of the camshaft, used from 1932-1948 in V-8 models. The new distributors were easier to work on, but problems within the unit can occasionally be the V-8's Achilles heel.

Early on I discovered that the distributor in my 1949 Ford, which had received a 1953 flathead V-8 in the 1960's, was in very poor shape. After breaking down on the road I had my car towed home. At that time Dennis Carpenter had rebuilt units available and I send away for one. At first I ordered an aluminum OBA-12127 which was used in later 1950 and early 1951 cars and it didn't fit. I had to return it and order a cast iron 7RA-12127-C distributor. They are not interchangeable. A couple years later I broke down in my 1951 Ford while returning from a weekend in Wisconsin and needed another rebuilt distributor.

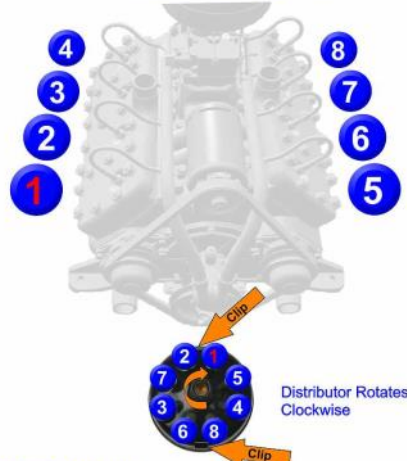
I was surprised that I was able to find a seller with an original Ford NOS unit. My 1951 Ford required the cast iron 8BA-12127 distributor, the style Ford returned to in March 1951. On the way to the 2019 Central National Meet my 1949 Ford's distributor gave out once again. After getting towed home I removed the distributor and turned it over to fellow member Joe Serritella of Vintage Voltage, who did a great job rebuilding my distributor like new after the wires had frayed. I then set about to reinstall the unit.

Removing sparkplug #1, a friend held his finger on the opening and I tapped the starter button until the compression stroke blew his finger off the hole. I tapped the starter a little more until the pointer matched the crank pulley dot. Sliding the rebuilt distributor back into place with the rotor pointing where the #1 hole in the cap would be, I tightening the hold-down. Replacing the spark plug and distributor cap, I started the car up and we used our timing light to set the timing. My 1949 Ford was soon back on the road once again. The rebuilt distributor had done the trick.

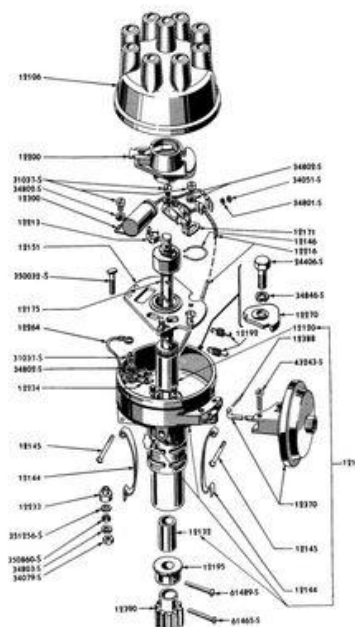
Ford V8 Distributor for Early 1949 to 1950  
(7RA-12127-C)



1949-1953 Flathead Firing Order



Ford V8 Distributor for Early 1950 to 1953  
(Typical for 8BA-12127 and OBA-12127)





**NOTICE:** July Members Meeting  
scheduled for Tuesday July 21st has been

**CANCELLED**

There is a light at the end of the tunnel now since we entered Phase Four of "Open Illinois" We are awaiting a decision from the Wheeling Township Service Center on reopening of our meeting space. Please watch future issues of Road Chatter and Email announcements for more current information as things develop.

LET'S  
HAVE  
SOME  
FUN ♥

**Change of Plans!!!**  
*Our Summer Picnic will be held at*



**4068 East Main Street (Route 64)  
St. Charles, IL**

**Sunday Afternoon**  
**August 16th from 1:00 - 4:00**  
*The Club is buying members lunch*  
**Bring your V-8 and a lawn chair**



# UPCOMING EVENTS



Mark Your Calendars



April	May	June	July
<b>All April Events were CANCELLED due to COVID-19. Future events are tentative.</b>	17 Rosehill Cemetery Tour <b>CANCELLED</b> 19 No Members Meeting	16 No Members Meeting 20 Drive Your V-8 Day	21 No Members Meeting
August	September	October	November
8 Friendly Ford Car Show, Roselle? 16 Picnic at Culvers in St. Charles, 1:00 pm 18 Possible Member's Meeting	15 Member's Meeting	2-4 Lake Geneva Poker Rally, Delevan WI 8 Board Meeting 20 Member's Meeting	14 Veteran's Day Lunch 15 MARC Turkey Dinner, Elburn IL 17 Pizza Meeting

*Happy Birthday*

*Happy Anniversary*

Rick Claybaugh  
Joanne Linzer  
Joan Kelly  
Jordon Beller  
Rhonda Miller  
Paul Linzer  
Tony Mireles  
Pat Maroney

(7/02)  
(7/02)  
(7/04)  
(7/13)  
(7/18)  
(7/19)  
(7/19)  
(7/21)

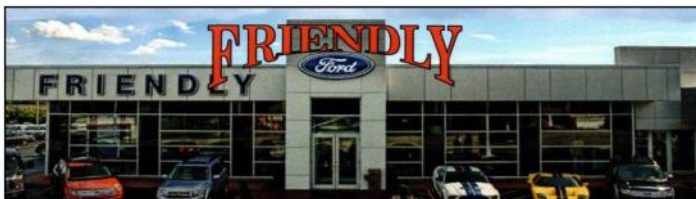
Rich & Mary Anderson  
Joe & Millie Novak

(7/29)  
(7/30)



# Advertisers

**PATRONIZE THESE QUALITY VENDORS  
WHO SUPPORT NIRG**



**Randy Yockey**  
Vice President/Co-Owner  
333 East Irving Park Rd.  
Roselle, IL. 60172  
www.friendlyford.com  
Main: (630) 924-8686 ext. 8324  
Fax: (630) 439-0104  
ryockey@friendlyford.com



Eric Schmit, Body Shop Director

CARSTAR Friendly of Roselle  
333 E. Irving Park Rd., Roselle, IL 60172  
Office 630.924.8686 ext. 8328 • Fax 630.924.5024  
friendly@carstarusa.com

**Koederz Karz**



**Frank Koeder, S.C.T.A.**  
American Society of Appraisers  
Vintage Vehicle Appraisal and Storage  
Cell: 847.840.7557  
www.koederzkarz.com

**Vintage Voltage**

AUTOMOTIVE CHARGING / STARTING SYSTEMS

**Joe Serritella**

444 E. Roosevelt Road #303, Lombard, IL 60148  
Telephone: (630) 567-1775  
E-mail: joe@vintagevoltage.com

**L-V Industries, Inc.**  
High Tech Innovations, Inc.

**Jeff Vinyard**

508 Meyer Road  
Bensenville, IL 60106  
Phone #630-595-9251  
Fax #630-595-3801  
jvinyardlv@comcast.net  
www.lvindustriesinc.com

Precision CNC Machining  
Automatic Sawing  
Custom Corvette Parts  
Close Tolerance Turning Specialists

**32 Old Ford Tools 53**

**Lin Stacey**

35W699 Park Lane

St. Charles, IL 60175

630-584-6081

LinStacey@sbcglobal.net

Show-ready

Tool kits for

"FlatHead"  
Fords

**BMW OF CRYSTAL LAKE**

**BOB MILLER**  
Client Advisor

office: 815-455-4330 ext. 1022  
cell: 847-651-7207  
email: bob.miller@andersoncars.com

360 N Rte. 31, Crystal Lake, IL 60014

AndersonCars.com



**BLOW YOUR MONEY  
ON CARS,  
NOT INSURANCE**



**Paul Levine**

847-824-3020

PaulLevine@DLInsurance.com  
www.DLInsurance.com





# Used Car Lot



**1953 Ford Customline Tudor.** Car is a survivor, no rust, my aunt and I were the only owners, never been in the salt. Total rebuild — Engine, Trans. rear end, front wheel bearing, exhaust system, double manifold, new radiator, springs, brake system. Less than 2,000 miles on rebuild. I have all the receipts on all the work, over \$20k.. This is real driver. **\$19,000** *Contact Stan Stack at 847-382-4223.*

**SHOW-READY/SHOW-ONLY TOOLS FOR YOUR V-8:** Correct SHOW ONLY tools and tool kits for the flathead years. Contact me for the model year and needs for availability and pricing. *Call Lin Stacey at 630-584-6081 or email [linstacey@sbcglobal.net](mailto:linstacey@sbcglobal.net)*




**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*



**1947 Mercury Town Sedan** Flathead V-8 . Drive line complete. Good Illinois title. Asking \$2,000. Located in Kings, IL on Rt. 64 *Call 779-207-1883*



**844-EARLY-V8** [thirdgenauto.com](http://thirdgenauto.com)

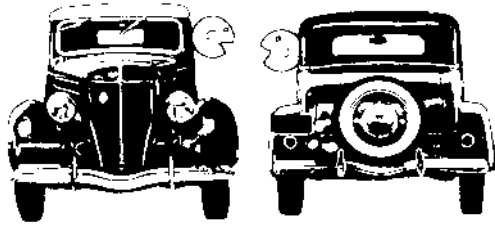
**YOUR GO-TO SOURCE FOR 1932-48 FORD PARTS  
NOW SELLING ROY NACEWICZ  
FORD RESTORATION SUPPLIES**

*Visit our NEW website for items added daily*



**Ralph The Radio Guy**  
**Antique Car Radio Repair**  
 AM / FM , MP3 Player, AUX. ,  
 Bluetooth Conversions to your  
 original radio.  
**4 Channels @ 45 watts**  
 Add FM, AUX to an existing AM Radio

Email: [rc70@comcast.net](mailto:rc70@comcast.net) Phone: 630-855-5292  
 Located in Bartlett, IL



## Road Chatter

PO Box 803  
Arlington Heights, IL 60006



### Photo of the Month

Chief Blackhawk dwarfs John Emmering and his 1951 Ford at Lowden State Park in Oregon, Illinois on "Drive your Ford V-8 Day". Also on the trip were George & Dawn Zulas