



Tom Brecheisen's 1941 Mercury 8 Sedan see page 4

Early Ford V-8 Club of America

March 2020

# Road

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

# Chatter

Northern Illinois Regional Group #8 Volume 54 Issue #3



**1940 Fords - First  
Fleet of the Florida  
Highway  
Patrol see page 6**

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**Outlaw Vern Miller roamed the  
Mid-West in his Early Ford V-8s  
see page 8**

## 2020 OFFICERS

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

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John Emmering  
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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  
[Shoeboxford.john  
@gmail.com](mailto:Shoeboxford.john@gmail.com)  
or call  
331-425-1187

Publishing deadline is the  
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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*



Well, with the improving weather spring seems like it's just around the corner. I for one am looking forward to all of us getting back out on the road with our Ford V-8s as soon as possible. Remember this month we are having a pizza meeting at Papa Passero's in Westmont rather than at our regular Arlington Heights meeting location.

Sadly, we have lost two of our members in the past two months as you are now aware. Also a few members have decided not to renew their membership for 2020 for one reason or another. We always like to add new members so when you see owners of Early Ford V-8 era cars out at events you participate in you may want to approach them and see if they would be interested in joining our club. We will supply brochures and membership forms at future meetings.

The Michigan tour that I have been planning for September 13-19 is on hold until we can determine how many of our members are interested in participating. It would be a great chance to drive our Ford V-8s and see the beautiful Michigan scenery. We will visit some interesting points of interest. There's a lot of work that goes into putting one of these activities on, so I would appreciate knowing as soon as possible whether we have enough people for the tour. Give me a call or send an email if you think you would like go on the tour.

Congratulations go out to John and Robin Emmering for receiving honorable mention for the Road Chatter this past year. I am looking forward to seeing you all at Papa Passero's for the meeting Tuesday, March 17.

*Ron*



## NIRG Tour September 13 - 19

Tour with your Ford V-8 through Scenic Michigan  
Experiencing the Gilmore Museum & much more!  
Contact Ron Steck at 630-777-4001 ASAP

**We need  
to**



**Hear From  
You**





No regular March Meeting! Be sure to attend our  
**PIZZA MEETING**



**Tuesday March 17, 2020 7:00 pm**

*All you can eat + soft drinks: \$13.00 per person*

**Papa Passero's Pizza**

**6326 S. Cass Avenue**

**Westmont, IL 60559**



**36th Annual Winter Parts Swap**  
 Admission: \$5 per-person  
 Sunday, March 15th, 2020 From 7:00am 'til 1pm  
 Tommy's Deli Open for Coffee, Donuts & Lunch  
 Friendly Ford, Roselle IL 60172  
 333 E. Irving Park Rd. between Roselle & Medinah Rd. Just South of 390 Expy.  
 Plenty of Free Parking  
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**All Makes and All Models**  
  
[www.illinoisregionmarc.com](http://www.illinoisregionmarc.com)

**Meet your Fellow V-8ers at Friendly Ford March 15th**  
**7:00 am until 1:00 pm**

The Illinois Regional Group of The Model "A" Restorer's Club Swap Meet has become a regular stop for our NIRG. It's a great place to meet up and search for V-8 parts. There is always something of interest for sale.



## My Forty-one Mercury, One of Four Fabulous Fords in the Family

I have been a member of the National Early Ford V-8 Club of America since January 2019. I just recently joined the Northern Illinois Regional Group so I could meet and network with local members of the club and participate in some Early Ford V-8 driving cruises. I am an instructor at Northeastern Illinois University in Chicago and I also do environmental consulting throughout Chicagoland.

My Dad and my Grandpa Brecheisen really got me into the Ford V-8 hobby. Grandpa Brecheisen bought a brand new '41 Ford Super Deluxe coupe before getting drafted for World War II. After surviving two plane crashes, he met Grandma Brecheisen (who was a nurse) at the hospital where he was treated for multiple injuries. Upon returning from the war, he chopped his '41 Ford in half (gasp) and extended the frame and body so the car had a 129.5-inch wheelbase! He also sank the original V-8 engine back into the firewall so he could place a SECOND V-8 flat-head engine in line beneath the hood. The cooling water was routed to the trunk where there were FOUR radiators to provide the cooling.

This car also had air brakes and more modifications than can be mentioned here. Grandpa Brecheisen also worked for Ford Motor Company building distributors and working on the lathe for them before starting his own diesel service business.

Dad had a '37 Ford Tudor sedan street rod and his twin brother, Uncle Tom, had a '36 Ford Tudor sedan street rod. They spent their youth terrorizing the local kids drag racing just like in the movie American Graffiti. Dad's '37 had an Oldsmobile J-2 Golden Rocket engine bored out to 407 cubic inches with triple deuces and a progressive linkage, an Oldsmobile rear end, traction baster bars and coil springs in the rear. Uncle Tom's '36 had a 425 cubic inch Buick with dual-quads, a late model Ford rear end with traction bars and a Dynoflow transmission. They didn't race each other that often and whichever one raced would win because they worked on their cars together to make 'em go faster! Twenty years later as I was growing up, there were all kinds of books about Early Fords around the house so I looked at them a lot and learned the body styles of all the Early Fords up to the '49-51 Fords and Mercury's. It was fun trying to correctly identify cars before Dad could.

This '41 Mercury Sedan entered my life at around age 14 or 15. My Dad found it in Petoskey, Michigan. It was a Wisconsin car that had been used on a farm and thus it didn't have rust or corrosion from the chloride-saturated roads of the northern Midwest. Unfortunately, after the purchase of the car, the seller hooked up a tow-strap and began to tow it while it was in gear, which led to a spun rod bearing. Dad replaced the rod bearing and miraculously salvaged the crankshaft, much to my grandfather's surprise.



Grandpa Brecheisen rebuilt the distributor and the carburetor but there was still an issue with the car, as it would run great for a half hour before it would begin to sputter and miss badly. At that time, I had no idea why the car didn't run right

Nonetheless, off we went to Uncle Bill's in Harbor Springs, Michigan for the bodywork and a quick paint job. Uncle Bill is a highly skilled V-8 man who had his own auto body business; he did an amazing job on the trunk lid, the rocker panels, and the inner fenders. Then something terrible happened. I graduated from high school and went off to college and the '41 Mercury began to sit.

When I got back from college in the mid 1990s, I went back to Uncle Bill's and the car became a frame-off restoration under his tutelage between 1995-1996. He had a sand blaster that greatly led to the frame coming off. We rebuilt the fuel pump and the braking system, cleaned and painted all the chassis and drivetrain parts with a satin black GM primer, including the floor of the car, the firewall and the inner fender wells. The engine was painted Ford green. We put the chassis back together and mounted the body onto the frame and got it back to my Dad's in around 1996. I got the dash and steering column back into the car and Dad got half of a dual-exhaust installed but then I found a job and moved away from home and the '41 Mercury had been sitting ever since.

Obviously, I've been trying to get the '41 Mercury finished for quite some time now but progress is being made. My Dad and I got it started over Christmas for the first time in about 25 years. It sounded great. The mechanicals should be done now thanks to a brand new coil and condenser that we picked up at the Central National Meet in Auburn, Indiana last August. Grandpa's rebuilt distributor just needed its points cleaned and it started right up!

The car is now waiting for the second half of its dual-exhaust,

paint, chrome, glass, tires and a complete interior, but I have found almost everything I need to finish the car. It is all there. The parts and fasteners are labeled, there are tons of extra parts now from swap meets, eBay and Craigslist, and the plan is to get it painted this summer. It will be dedicated to Grandpa Brecheisen because this car has the last of the hundreds of distributors that he rebuilt on it. It will also be dedicated to Grandma Brecheisen who specified the color for the repaint, which is to be the same as its original color – Black. I just hope I will not be afraid to drive it when it is finally done.



*My Grandpa's 1941 Ford*



*My Dad's 1937 Ford Tudor*



*My Uncle Tom's 1936 Ford*



*My 1941 Mercury Sedan*

# Early Ford V-8 Law Enforcement Legacy



A pair of 1940 Ford V-8s  
Vestiges of the Florida Highway Patrol's First Fleet

Those sleek black and yellow Highway Patrol cars seen along Florida's Highways have an interesting history going back over 80 years. When the Florida Highway Patrol needed fast reliable automobiles in late 1939 for use by it's new Highway Patrol, they turned to Ford Motor Company for it's well known and trusted Ford V-8s. They painted them in the distinctive black and yellow pattern which has been retained until this day. Amazingly two 1940 Ford Tudor Sedans, first assigned to transport Highway Patrolmen (designated Troopers in 1952) are still part of the Patrol's vehicle fleet.

With the population of Florida under two million, the largely agricultural state had few regulations when it came to motor vehicles up through 1938. Vehicles needed to be registered and bear license plates but anyone, at any age who could start up the engine and was sober, could drive. By 1939 with 532,336 vehicles on it's roadways the Florida legislature passed a law requiring vehicle operators to obtain a driver's license. A fifty-cent fee was charged for obtaining a license. There was no examination, but the head of household had to decide who in his family could be licensed.



By  
John Emmering







**1940 Ford DeLuxe**



**1940 Ford Standard**

The Florida Department of Public safety was created on August 1, 1939 and at this time had two divisions, the Driver's License Division and the Florida State Highway Patrol. Like many states Florida had started off with a loosely organized minimally effective force of traffic inspectors in 1934, which gave way the better organized highway patrol. World War I U.S. Army veteran H. Neil Kirkman was appointed as the first Commander of the Florida Highway Patrol, assuming the rank of Colonel. Soon the state began to recruit for Highway Patrolmen candidates and 60 officers were initially hired, at \$1,500 a year.

Florida authorities looked to Ohio, which operated a well run Highway Patrol since 1933 and modeled their new agency after Ohio's force. The initial training academy, run by Captain George Mingle of the Ohio Highway Patrol, consisted of 40 Highway Patrol Cadets at a facility in Bradenton, Florida. Only 32 cadets graduated from the challenging course.

Upon graduation 12 Highway Patrolmen were issued Model 84 Harley Davidson Motorcycles and 20 others received brand new 1940 Ford V-8 sedans, both Standard and Deluxe editions. The first patrol cars were not radio equipped and patrolmen had to check in regularly by telephone for assignments. In 1943 police radios were installed. The Highway patrol has said that the 1940 Fords were ordered with 95 horsepower Mercury V-8 engines. The Florida Highway Patrol continued to rely on flathead Ford V-8s throughout out the ensuing years, and then continued using Ford patrol cars beyond the flathead V-8 era.

Remnants of the first fleet of 20 Ford V-8s, the two 1940 Fords, a Standard and a Deluxe model are designated "Special Use Vehicles". Not much is known about the Standard model but the Deluxe was kept for years by retired Corporal Harvey Mills. A grant was obtained for it's professional restoration. Both 1940 Ford V-8s are an important part the FHP's Public relations efforts.



*Early Ford V-8s were the mainstay of the Florida Highway Patrol's Automobile Fleet through out 1940-1953 although a variety of other makes blended into the fleet. Pictured above from left to right, Troopers pose with their patrol cars, a 1949 Ford, a 1942 Ford and a 1946 Ford .*



## From Soldier to Sheriff to Outlaw

### The Enigmatic Career of Verne Miller

Emerging from the cloud of dust it had kicked up along the dirt road leading to Charlie Miller's farm outside White Lake, South Dakota the brand new 1932 Ford V-8 sedan was an impressive sight to the Miller family as it drove onto their farm on that afternoon in September 1932. Few new cars were seen in this region, hard hit by the depression. Stepping out from behind the wheel Verne Miller, the family's wayward son, greeted his father Charlie and his half siblings. Verne looked good in his monogrammed shirt, stylish trousers and two-toned shoes. While Verne projected an image of success, in reality he was a wanted criminal deeply entrenched in the underworld. The September visit would prove to be Vern Miller's last visit home as events in his life would soon spiral out of control.

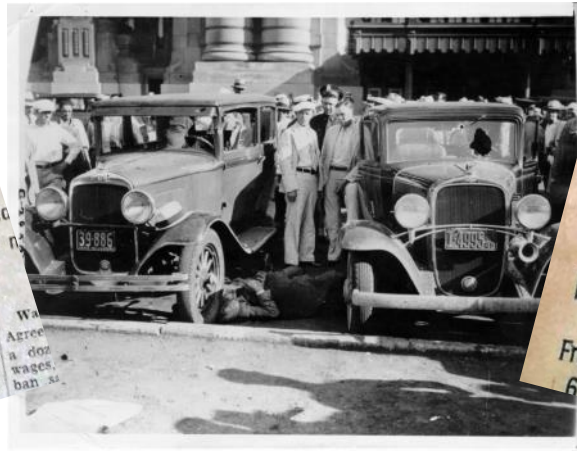
Twenty years earlier Verne had left the farm while still in his mid-teens. He traveled to Minot, North Dakota, finding work as a farm hand. At age 16, Verne lied about his age and signed up for a stint in the North Dakota National Guard, which began his experience in the military. Verne's unit was later activated for duty on the southern U.S. boarder for the Poncho Villa Expedition. At the conclusion of that conflict with Mexican revolutionary forces, Verne returned to South Dakota, resuming a job he had held previously as an auto mechanic in Huron. Soon he began a romance with a young lady named Mildred Brown. The relationship blossomed and they were married on June 7, 1917.

The couple's marital bliss was interrupted when Verne was called up to active duty one month later, this time for service in the First World War. Verne was assigned to a Calvary Unit as a Sergeant and shipped overseas to France in April 1918. Verne distinguished himself on the battlefield as a leader and was promoted to Staff Sergeant. He was twice wounded and exposed to mustard gas. Colonel Frank White recommend Verne for a battlefield commission to Second Lieutenant, however the war ended before his promotion could go into effect.

Upon his return to Huron, SD, in March 1919, Verne was honored as a war hero. Verne accepted a position as a Patrolman with the Huron City Police Department and began his law enforcement career. Verne Miller established himself as a tough lawman, but became a little too "gung-ho", clashing with his boss, Chief Tom Johnson. Verne resigned from the Police Department in 1920 to run for the Office of Beadle County Sheriff and was elected.

As Sheriff, Verne continued his assertive style. He aggressively went after the stills of "moonshiners" during this prohibition period and was effective in other areas of enforcing the law. The big change in Vern's life came when his wife Mildred became seriously ill. Mildred was admitted to a Rochester Minnesota Hospital. Verne requested a leave of absence from his duties as Sheriff to tend to his wife.





While Verne was away it was discovered that he had embezzled \$6,000 from the county coffers. Indicted for embezzlement of the funds, Verne was arrested and pleaded guilty, receiving a sentence of two to ten years in prison. Upon arrival at the South Dakota State Prison, Verne received good treatment and was assigned as the prison warden's chauffeur. Released after only 18 months, Verne seemed to go straight, working as a farm hand for \$70.00 a month until his parole was completed.

Verne next entered the profitable world of the bootlegger, immersing himself the production and sale of illegal liquor. After a 1925 arrest for violating Federal Liquor laws, Verne skipped bail and was a wanted man.

Soon a new love interest came into Verne's life when he met Vivian "Vi" Mathis at a carnival in

1926. The two teamed up becoming the leading bootleggers in Minneapolis-St. Paul, MN, with ties to organized crime in New York and Chicago. Verne and Vi moved to Montreal, Canada where they ran a casino for the eastern mob.

Returning to the U.S. Verne and four cohorts burst into the Manning Hotel in Fox Lake, Illinois on May 31, 1930, killing three men and wounding several others. The murder victims were believed to be responsible for the death of Verne's friend, mobster Eugene "Red" McLaughlin. Relocating to the Chicago area with Vi, Verne got involved in bank robberies and performed numerous other gangland "hits".

Bringing us back to Verne's September 1932 visit to his father's White Lake, SD farm, Verne said his final goodbyes and headed off in his 1932 Ford V-8 to a St. Paul, MN hideout.

Joining Alvin Karpis and the Barker gang, Verne participated in the December 16, 1932 robbery of the Third Northwestern Bank in Minneapolis. Two police officers and a bystander were killed in the robbery, which netted \$20,000.

Fleeing to Kansas City, Verne enjoyed a quite lifestyle until he received a phone call from the wife of his associate, bank robber Frank Nash, after Nash's arrest in Hot Springs, Arkansas. Nash's wife begged Verne to free him from the custody of the law when the train transporting him reached Kansas City enroute to Leavenworth Prison. Verne and two other gunmen attempted to rescue Nash on June 17, 1933. As they approached the Chevrolet sedan Nash was placed into, with guns drawn, gunfire erupted. Nash and four law enforcement officers were killed and two others wounded. (Continued on page 10)



(Verne Miller continued from page 9)

The incident was dubbed “The Kansas City Massacre” and brought the full force of J. Edgar Hoover’s Bureau of Investigation onto the manhunt for Verne Miller, the only gunman who was positively identified. Vi and Verne traveled to the east coast and split up for a while as heat from the massacre built. Mob associate Al “Silvers” Silverman was contacted by Verne for help with avoiding arrest. For a price Silverman obtained a new 1933 Ford V-8 Sedan for Verne’s use and set up an identity for Verne as Stephen J. Gross, a traveling eyeglass salesman. Verne posed as a salesman as he roamed the mid-west for two months.

Assuming another new identity as Frederick J. Glaudbach, Verne obtained a 1932 Ford V-8 Coupe and headed to Chicago on October 31, 1933 to meet Vi Mathis at the Sherone Hotel in Chicago. Federal Agents in Chicago had been alerted to the fugitive’s location and closed in for an arrest. Verne narrowly escaped after a gun battle in which no one was injured, however Vi was arrested. Because of the extreme pressure placed on the underworld by law enforcement in the hunt for Verne Miller it was believed gangster Lepke Buchalter placed a contract on Verne Miller’s life. He also had Silverman killed for helping Verne. On November 29, 1933 Verne Miller’s body was found near Detroit, MI after an execution type slaying. The citizens of Huron, SD chose to remember Verne for his positive past deeds at his funeral. Thus, ended the story of Verne Miller, the onetime gallant U.S. Army soldier and effective lawman who chose the wrong path.



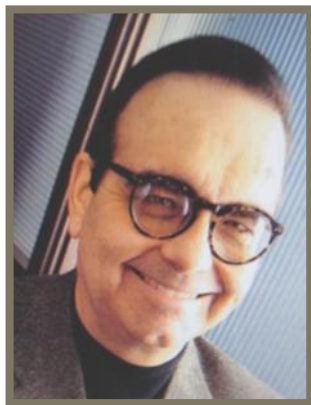
George and Dawn Zulas with son Tom & friend Denise

### Members See Oscar Nominated Shorts and Animated Features at Barrington’s Catlow Theater.

With tickets selling out faster than anticipated only six members were able to attend the showing of Oscar nominated shorts and animated features at the Catlow Theater on Saturday, February 8th. Those attending enjoyed viewing the short films. “The Neighbor’s Window” and “Hair Love” won Academy Awards.



John & Robin Emmering behind Pat & Dee Maroney



Gerald F. Kelly, Jr.

December 11, 1947-  
February 6, 2020



## *In Memoriam*

Gerald F. Kelly, Jr.

Gerald F. Kelly, Jr., known to his friends as Garry, member of our regional group for 13 years, passed away on February 6<sup>th</sup> at 72 years of age after prolonged illness. Garry served as an Officer in the U.S. Marine Corps, piloting aircraft during the Vietnam War. Garry had retired from the Sears retail chain, where he had served as Senior Vice President and Chief Information Officer. Many of us remember Garry best from meetings and working with him at our Central National Meet in Springfield back 2014. Garry had a pristine 1932 Ford Deluxe Roadster for many years which is currently on the market. Garry is survived by his wife Joan, and son David. Our membership was saddened to hear of Garry’s passing and offers our deepest sympathy to the Kelly Family.





# MEETING MINUTES

## TUESDAY FEBRUARY 18, 2020

Submitted by Gary Osborne

President Ron Steck opened the meeting promptly at 7:30 P.M. with a welcome to all. There was one visitor in attendance: Bill Hedrick. He owns a 1939 Ford pickup. Ron announced an award from the National Club Newsletter Contest of Honorable Mention for the Road Chatter. Ron presented the award certificate which he gave to John and Robin Emmering for all the hard work that they put into making the newsletter a success.

Ron also talked about a future tour through Michigan to be held September 13-19. This is in the planning stages but will need a response from the members if they are planning to attend in order to make it happen. The March 17th Member's Meeting will be held at Papa Passero's Pizza, down in Westmont, IL.

### Membership Report

There are currently 79 active members in our Club. Ken Bounds was away on vacation but he passed on the 2020 membership directories to President Steck who had them distributed. Many thanks to Ken Bounds for producing those excellent directories.

### Treasurer's Report

Joe Serritella turned in the report as follows: Income of: \$1,597.35 for 50/50, business ads, Christmas Luncheon, bank error, and membership dues. Expenses were \$1,159.25 for Road Chatter, Christmas Luncheon, and Memorial for Garry Kelly, Jr.

### Health and Welfare

Phyllis Madrigali reported that Garry Kelly had passed away. Please keep Joan Kelly in your prayers. Phyllis also let us know that after her recent illness she is doing much better. If you know of anyone in the club who is ill and would want the Club members to offer comfort please let Phyllis know about it.

### Past Events

Pat Maroney reported on the event at the Catlow Theater on Feb 8<sup>th</sup>. It was slightly delayed due to a power outage, but those that went had a good time.

### Future Events

March 15 - Friendly Ford Swap Meet  
April 25 - Eggs and Eights at Egg Harbor in Geneva  
May 30 - Oswego Car Show  
Sept. 13-19 - Michigan Tour

### Additional Items

After the business portion of the meeting, John Emmering showed us several video presentations. The first was a video about a 1940 Ford used by the Florida Highway Patrol, followed by videos on the 1939 and 1941 Mercury as well as clips from the movie Thunder Road. The 50/50 raffle was drawn and V.P. John Scheve took home an additional \$24.

### Attendance:

Tom Brecheisen, Ron Dopke, John Emmering, Scott Gilday, Jay Hinshaw, John Judge, Paul Levine, Frank & Phyllis Madrigali, Pat Maroney, Russell Medlin, Bob Miller, Thomas Myers, Tom O'Donnell, Gary Osborne, John Scheve, Ron Steck, Len Vinyard, George Zulas, and visitor Bill Hedrick.



Tom O'Donnell was thrilled to see his 1940 Mercury Sedan Coupe on the cover of the Jan-Feb V-8 Times, along with his story inside. Editor Jerry Windle sent Tom a copy of the cover on a nice laminated wooden plaque.



Joe & Delice Serritella  
At Pheasant Run  
Valentine's event

### **10 years Ago This Month — March 2010**

The Road Chatter announced "A Day at the Races" would be held on Friday, March 19, an event sponsored by Ron Blum. Ken Bounds wrote an article about the Valentine's play and dinner at Pheasant Run Resort, in which 27 people attended. Ken Bounds further announced that the Road Chatter which he and Carolyn edited, won Second Place in the Newsletter Competition for 2009. In the Tech Corner section the 1935 Ford's 75th Anniversary was highlighted.

### **20 Years Ago This Month—March 2000**

The March Road Chatter contained a detailed description of how to fit a 6-volt Optima battery into a Ford Script case, written by Tom Buscaglia as an addendum to Ed Fontana's tech talk at the February meeting. At the March 21 meeting Membership Chairman Lin Stacey reported that we Have 80 members. Plans were being made to attend the Central National Meet in Brainerd, MN.

### **30 Years ago This Month—March 1990**

Kitty & Terry Freihage hosted a St. Patrick's Day party in Prospect Heights. Four V-8 couples attended, several won prizes, and Kitty reported that no one left sober or hungry. Thirty-three V-8 members, spouses, and family attended a tour to Rockford March 25, hosted by Rich & Judy Doligale. Dick & Dotty Alfini drove their '50 Tudor, but everyone else brought modern iron. The group enjoyed brunch at the Hoffman House, followed by an afternoon of museums and antiquing.

### **40 Years Ago This Month — March 1980**

At the March 11 monthly meeting Lucky Irishman Bob Paladino won a bottle of Irish Mist, but Lenny Vinyard was seen walking out the door with it. About 30 V-8ers along with several friends and family attended the Candle Light Bowling event hosted March 29 by George and Betty Cech in Des Plaines. Everyone had a great time as prizes were awarded to four couples and a delicious Meal was served.

### **45 Years Ago This Month —March 1975**

The February newsletter welcomed new members Barrett & Marsha MacGregor and Ray & Karen Tognarelli. Ray would become NIRG President two years later and was responsible for naming the Road Chatter and designing it's logo in 1979.



# UPCOMING EVENTS



Mark Your Calendars



February	March	April	May
<p>8 Saturday Valentine's Outing, Catlow Theater, Barrington</p> <p>18 Member's Meeting</p>	<p>15 Sunday MARC Swap Meet Friendly Ford</p> <p>17 Pizza Meeting Papa Passero's in Westmont. 7:00 pm</p>	<p>9 Board Meeting</p> <p>21 Members Meeting</p> <p>25 Saturday Eggs &amp; 8's Egg Harbor Café in Geneva, IL 9:00 am</p>	<p>17 Tour to Rosehill Cemetery, Chicago</p> <p>19 Member's Meeting</p> <p>30 Mount Prospect Cruise Night 3-8pm</p>
June	July	August	September
<p>5-8 Spring Fling KS</p> <p>15-18 Eastern Nat. Meet</p> <p>16 Member's Meeting</p> <p>20 Drive Your V-8 Day</p>	<p>9 Board Meeting</p> <p>21 Member's Meeting</p> <p>26 Proposed date for Annual Picnic</p>	<p>8 Friendly Ford Car Show, Roselle</p> <p>18 Member's Meeting</p>	<p>13-19 Michigan Tour</p> <p>15 Member's Meeting</p> <p>20-24 Western Nat. Meet</p> <p>26 Lake Geneva Poker Rally</p>

## Happy St Patrick's Day

*Happy Birthday*

*Happy Anniversary*

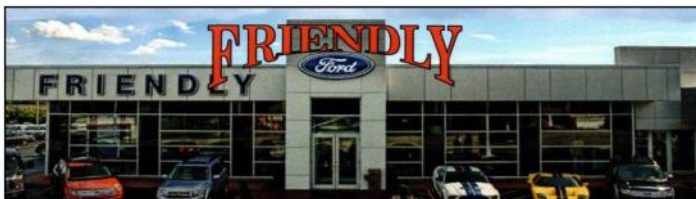
Mary McMahon (3/05)  
 Glen Lindquist (3/06)  
 Harriet Taylor (3/06)  
 Nicole Gilday (3/20)  
 Madeleine O'Donnell (3/26)

Joe & Paula Baughn (03/09)  
 Ray & Mary McMahon (03/20)



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## 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. *Contact Stan Stack at 847-382-4223.*

**FOR SALE: 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.*

**FOR SALE: Engine Stand,** holds 1,000 lbs. Three 16" Wheel rims from 1945 Ford Pick-up Truck Good Condition . Bes Offer *Call Tom Myers at 847-308-1495*



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



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**FOR SALE: 1933 Ford Transmission Tower.** 1940 Ford Juice Brakes. Make me an offer. *Call George Zulas at 630-582-2056*

**FOR SALE: 1932-34 Ford Pick-up rear bumper.** Six 16" Spoke Wheels. *Call Bob Miller, at 847-651-7207*

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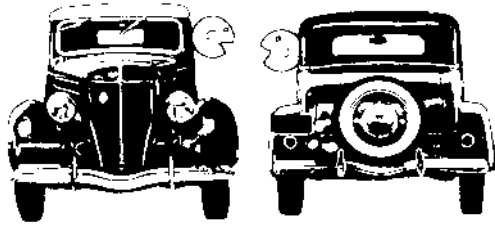
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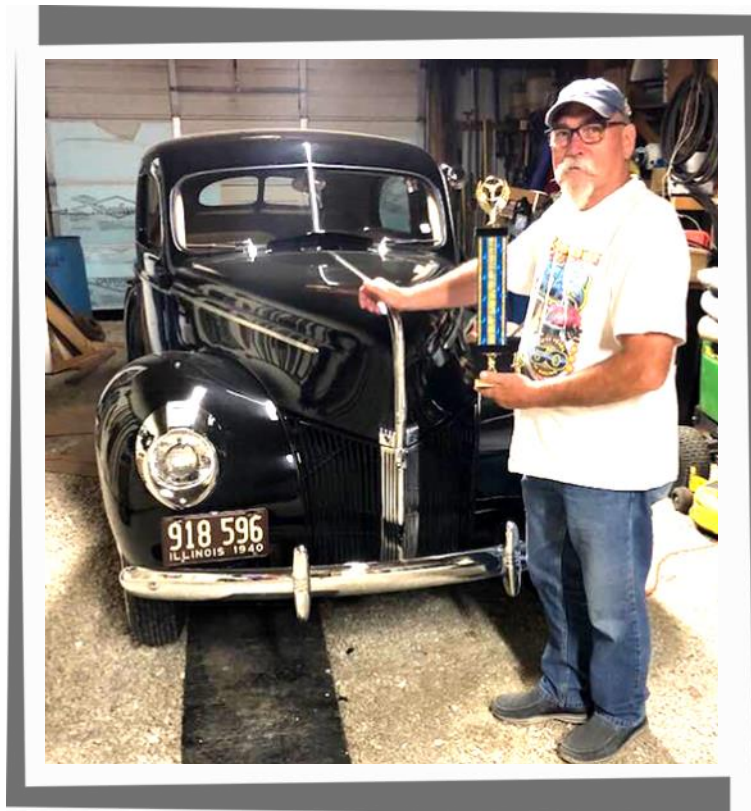


## Road Chatter

PO Box 803  
Arlington Heights, IL 60006



1932-1953



### Photo of the Month

The weather may be cold, but George Zulas's 1940 Ford has been safe and dry for the winter.

George, holding the 1st Place trophy his car won at a car show in Missouri last summer, is anticipating better weather as spring begins later this month and hoping he can get his Ford V-8 back on the road soon.