

Road

Website: www.nirgv8.org

Chatter

Northern Illinois Regional Group #8 Volume 54 Issue #10

1953 FORD SUNLINER INDY 500 PACE CAR



SEE PG. 4

IN THIS ISSUE



- 2 | President's Message
- 3 | Membership News
- 8 | Technically Speaking
- 10 | Here 'n There
- 12 | In the Rearview Mirror
- 13 | Calendar
- 14 | Advertising
- 16 | Photo of the month



**1950 Ford was Getaway car in
Lyons, Illinois Bank Robbery**

SEE PG. 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
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



I hope that you are all doing well as Fall comes in and our driving soon will come to an end. It has been a trying summer for everyone with the COVID-19 pandemic. Fortunately I have been able to attend several car shows this season and it was just nice to be able to get out and talk about cars with other people. Hopefully some of you will be able to go out and get your last few drives in as well. The decision by our board to waive the payment of 2021 dues should be good news for our members. This will allow us to keep our membership in place as we transition back into normal activity next year.

The Season Four premiere of Fargo began Sunday, September 27 at 8:00 pm on the FX network. Episodes will be available on Hulu the day after the FX broadcast. Those of us who lent our Ford V-8s for the production are anxious to see our cars appear on the series. Tune in and see how many NIRG V-8s you can spot. I hope that you have a good month of October and stay healthy.

Ron



The Editor's Desk



Fall is in the air as we send out this October issue of Road Chatter. With activities called off we are doing our best to be creative in our content. We have started a new column called "Here 'n There". If you have any notable family or personal announcements or if you would like to share progress on your Ford V-8 please email a photo and short explanation. I couldn't resist including this month's crime story about the 1952 Lyons Bank Robbery, as my own agency, the DuPage County Sheriff's Office had a hand in solving the case. Enjoy this issue and we hope our members will send some photos for our new column.

John & Robin

Membership News: from Membership Chairman Ken Bounds



The COVID-19 pandemic has had a profound effect on all of us; the Northern Illinois Regional Group is no exception. We had no idea at the time that our February 18 meeting would be the last one of the year. Nearly all in-person events had to be cancelled or extremely restricted. At this time, we do not know when “normal” club activities can resume.

With this in mind, the NIRG Board has decided to provide a one-year extension of regional group membership at no charge for all members in good standing as of September 30, 2020. You will continue to receive the Road Chatter in the same format you requested this past year (paper or e-mail).

Because of future uncertainty, new members after October 1 will be offered 2021 membership at half price. The club will revert to the prior dues structure for 2022 renewals. Members should be aware that these rates have no effect on the National Early Ford V-8 Club of America dues structure and are reminded that membership in the National Club is a required pre-requisite for membership in the Northern Illinois Regional Group.

Each member will be receiving a membership renewal form so you can review your information to make sure we have accurate data for the 2021 Roster. You can either return the form with any corrections or updates – and no payment – or let the Membership Chairman know that all the information is correct. After checking your form, please contact me at membership@nirgv8.org or at 630-408-4006 to confirm your information.

Thanks!

A handwritten signature in black ink that reads "Ken".

Jeff Trilling drives his 1952 Ford F-1 pickup truck back to Illinois on Route 66



Jeff Trilling, our member who relocated to San Mateo, CA. back in April 2019 snapped the photo to the left. Jeff, recently while driving back to Illinois from California in his 1952 Ford F-1 pickup, spotted this 1948 Ford F-1 along Route 66 in Kingman, AZ.

Jeff reported that due to the COVID-19 pandemic the project that his wife Mondira had been working on in California has ended sooner than expected and they will be returning to their home in Highland Park in December. Jeff has been active in a California Regional Group during his stay. We look forward to having Jeff back in our midst for 2021.



There was a time when the only people who could own an Indianapolis 500 Pace Car were drivers who had won the race and were awarded the car after their victory. This all changed in 1953 when Ford Motor Company offered customers an opportunity to purchase a 1953 Ford Crestline Sunliner Convertible fully decked out as a replica of the official 1953 Ford pace car. During its 50th Anniversary year and in anticipation of the Indianapolis 500 Race to be held Saturday May 30, 1953, Ford produced about 2,000 copies of the official Ford Crestline Sunliner Convertible Indianapolis 500 Pace Car. In May 1953, the cars were sent to Ford showrooms across the country and offered for sale to the public.

Replica pace car bodies were painted "Pace Car White". The original convertible tops were white. The other special color used on the pace cars was Anniversary Gold, which adorned the dashboard, roof bows and trim. Each front fender was decorated with crossed checkered flags commemorating the big race. The doors and sides of the cars bore printed script identifying the cars as Ford Official Pace Cars, 500-mile race, May 30, 1953.

Pace car replicas shared the accessories used on the original Pace Car, which were fender skirts, chrome rocker moldings and a continental spare tire kit. Interiors were Anniversary Gold, mixed with Pearlescent White and black. The cars were so popular that they became difficult for dealers to obtain. Some dealerships had plain white Crestline Sunliner Convertibles lettered to match the Pace Cars, producing a replica of the replicas.

Since 1953 was a significant milestone year for the company, it's 50th Anniversary, the Ford Convertible was a great selection for the pace car. While a Lincoln had been chosen as the 1946 pace car and a Mercury in 1950, 1953 was the first Ford automobile chosen since 1935. The honor would not be repeated for a Ford model until 1961. Following in his father Edsel's and his older brothers' footsteps, the youngest of the Ford brothers, William Ford drove the '53 Ford as it paced the start of the race. His father Edsel had driven the 1932 Lincoln Pace Car in that year's race. Oldest brother Henry II paced the 1946 race in a Lincoln and middle brother Benson took the wheel of the Mercury pace car in 1950.





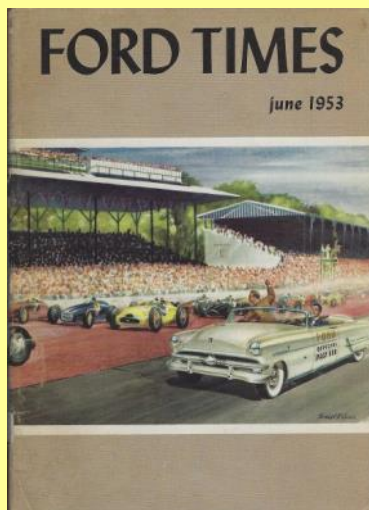
With sweltering heat in the 90's 33 drivers climbed into their race cars for the 1953 Indianapolis 500 Race, which came to be known as "The Hottest 500". Having survived the grueling qualification process that began with 87 hopefuls the qualifying cars and drivers were ready to go.

Having earned starting position number one through his 138 MPH qualification run Bill Vukovich, described as a grim and nerveless Slovenian from Fresno, California started his engine and joined the pack as they followed Bill Ford driving the 1953 Ford Pace Car.

As the speed picked up at the end of the lap, the 1953 Ford Pace Car pulled over to the side of the track. The green flag came down and the 37th Annual Indianapolis 500 race was on.



1953 500 Winner Bill Vukovich



From his inside position Bill Vukovich took the lead, one that he would maintain for 195 of the 200 lap race. While several drivers needed relief drivers, due to the intense heat, Vukovich continued for the 200 laps.

Cars began to fall out due to mechanical failures. Crashes took out cars 32, 41, 55 and after 196 laps Tony Bettenhausen crashed his car 98. Tragically after 190 laps driver Carl Scarborough in car 73 died of heat exhaustion.

Bill Vukovich came out the winner averaging 128 MPH. Vukovich went on to win again in 1954 but lost his life in a crash in the 1955 Indy 500. The 1953 Ford Pace Car was a big part of the event. The Pace Car is now owned by Henry Ford Museum.



1953 Ford Indy Pace Car





1950 Ford Speeds Four From Scene of Lyons Bank Robbery Brennen & Shue join FBI Most Wanted List

by John Emmering

Feeling a rush of adrenaline, Officers responded to the broadcast “Robbery in progress, Bank of Lyons, 8011 Ogden Avenue” as it came over the police frequency at 3:48 pm, Friday August 1st, 1952. The Village of Lyons’ own two police units as well as others from neighboring suburbs and cars from the Cook County Sheriff’s Police rushed toward the bank from different directions. Fortunately a bank employee had been able to crouch down in his office and furtively phone the police with the report during the robbery. This had resulted in the quick response from law enforcement.

Police converged on the bank, but it was soon apparent that the robbers had been able to make their getaway. The Lyons Officers interviewed the five customers and eight employees who had been present during the robbery. They explained that four white males had entered the bank dressed as railroad workers. Brandishing revolvers three of the men kept the customers and employees at bay while one vaulted the cage and relieved the tellers of the cash from their drawers. After scooping up \$39,400, the four rushed out of the bank fleeing in a black 1950 Ford Tudor Sedan. Assistant cashier R.C. Belasick told police, “They knew we were not busy at the time, and they knew just where to go for the money. All the money was taken out of the cages—none from the vault” The robbery was indeed well planned and executed. Since it was a payday there was plenty of cash on hand. Unknown to the authorities, it had all begun in the mind of ex-convict John Brennen one year earlier.

When John Brennen, age 33, stepped out through the gates of Statesville Prison in Joliet, Illinois on August 6, 1951, a free man after completing a ten year stretch for robbery, he contemplated how he might set himself up financially with a score from a bank job. Reuniting with his wife and child in Chicago, Brennen laid low for the benefit of his parole officer over the next year. He worked and appeared to have gone straight. This was of course a façade as he laid his plans for a future heist.

In the coming months Brennan began to interest his friends George Ellis, 27 and Bob Westerhausen, Jr., 32, into pulling a bank job that would set them up with a good deal of cash. He also shared his plan with his pal and fellow ex-con Charlie Shue, but he hoped to keep the crew down to three for a bigger cut of the take. Brennen did his homework, casing banks throughout the Cook County Chicago suburbs. He figured it might be better to operate in the suburbs rather than robbing a Chicago Bank and taking on the city’s large police force.

While scouting for a bank to rob, Brennen noticed a large crowd of factory workers lined up at the Bank of Lyons to cash their paychecks one Friday afternoon. He zeroed in on that financial institution. Brennen and his crew then made many visits to the bank requesting mundane services such as having large bills changed. They developed a feel for the layout and observed activities on the busy Friday afternoon paydays.

As the month of July 1952 rolled around, the trio of robbers made final preparations for the heist. Bob Westerhausen was tasked with procuring the getaway car, one that would blend in with traffic. Spotting a black 1950 Ford Tudor Sedan parked on a Chicago residential street on the night of July 25, Westerhausen stole the Ford and secreted it in the garage of a friend. As the big day arrived, Brennen, Ellis and Westerhausen dressed in railroad worker uniforms and headed to Lyons from Chicago to pull their anticipated bank job.

The robbers arrived at the Bank in the early afternoon of August 1st and entered the facility. The bank was full of customers and the robbers lost their nerve and walked out. They repeated this scenario once again and still did not pull the robbery. Believing they needed another crew member, Brennen phoned his pal Charlie Shue at the spur of the moment and invited him to come out to Lyons to help with the heist. Shue agreed and soon arrived in Lyons in a taxicab.

Feeling more confident with a four man crew, Ellis and Westerhausen pulled up in the 1950 Ford, parking in front of the bank and joined Brennen and Shue who had approached on foot. Entering the bank at 3:45 pm brandishing nickel-plated revolvers, Brennen vaulted over the teller cage and began scooping up cash from the tellers as the others guarded the customers and employees. Brennen shouted, "Let's go!" as he finished gathering the cash and the four men quickly scrambled into the Ford getaway car. The 1950 Ford V-8 sped east on Ogden Avenue making a right turn down Lawndale to east bound Archer Avenue, crossing the bridge over the canal and disappearing into the City of Chicago.

4 NAMED BY FBI AS LYONS BANK ROBBERS; 2 HELD

The federal bureau of investigation named four men yesterday as the robbers who took \$39,400 from the Bank of Lyons, 8011 Ogden av., Lyons, on Aug. 1 and told of their activities that day.



Bank of Lyons Interior



Wanted Poster for Brennen



Westerhausen was held in the old DuPage County Jail



1950 Ford was recovered

With each member of the crew pocketing \$9,800, three year wages for the average working man in 1952, the robbers kicked back to enjoy life a little. This pleasant hiatus did not last long however. Robbery crew member Robert Westerhausen became involved in a domestic dispute with his step-mother at his father's home in suburban Downers Grove Township on August 15, 1952. When Deputies arrived from the DuPage County Sheriff's Office they found the criminal's step-mother, Regina Westerhausen shot to death. Robert Westerhausen was soon intercepted by police in a taxicab he had hired to take him to St. Louis, MO. He was found in possession of the murder weapon and cash from the Lyons robbery.

Confessing to the murder and his part of the Lyons robbery when questioned by DuPage County Sheriff Roland Hall, Westerhausen gave up the names of Ellis, Brennen and Shue as the Lyons robbers. Ellis was quickly arrested but Brennen and Shue were more elusive. Agents of the Federal Bureau of Investigation became involved, listing Brennen and Shue on their Ten Most wanted list. Brennen, who was arrested in a Cicero Tavern on January 23, 1953, thought he was disguised well enough by wearing fake horn rimmed glasses. Charlie Shue held out the longest but was finally captured in Los Angeles, California when he was recognized from his FBI wanted poster. Agents caught him on February 13, 1953 as he tried to turn around his stolen car in an alley. The 1950 Ford getaway car, now bearing Missouri plates was recovered during the arrest. It was sent back to it's Chicago owners, a little worse for wear with several thousand extra miles on the odometer.



TECHNICALLY SPEAKING



By John Emmering

Getting your Ford V-8 Ready For Winter Storage

The beautiful fall colors which appear this time of the year in Northern Illinois are a signal to owners of Early Ford V-8s that we need to get ready to store our cars to keep them away from our severe winter weather. We all know the drill by now, but it doesn't hurt to go over the basics of winter storage now and again. Here are some tips I found from various sources on how to store your valuable Early Ford V-8:

- Give your car a good wash down. Use a car-wash product, which is milder and specifically designed for use on automotive paint. Apply the soapy water with a large, soft natural sponge or a lamb's-wool mitt. You may need a stronger product to remove sap, tar and insect stains on the surface of the paint. Use a separate sponge to clean the wheels and tires, which may be coated with sand, brake dust, and other debris that could mar the car's finish. Vacuum out your interior. Spread around some fabric softener sheets to keep mice away.
- It is probably best to change the oil right before storage. There could be contaminants and residue that might not be the best thing to keep in your crankcase all winter long. When your car comes out of storage in the spring it will be ready for touring with the fresh oil. Make sure your cooling system contains the proper blend of anti-freeze so it doesn't freeze up. Fill up the gas tank 95% to avoid condensation forming and of course add STA-BIL fuel stabilizer treatment. After adding recommended amount of STA-BIL run your engine for five minutes or so to make sure the stabilizer has circulated through the tank.
- Disconnect your battery. You might consider removing the battery and storing it to keep it from extreme cold if your garage is not temperature controlled. It is good to attach a battery tender to keep up your charge, if you have a power source in your storage area.
- Plug up the exhaust to keep rodents out. If possible check the car periodically to see if any critters have taken up residence in the interior, engine compartment, trunk or under the car.
- To keep moisture from seeping up from the concrete floor it is a good idea to lay a sheet of plastic down under where you will park your car. Cover your car with a breathable car cover.
- Many sources recommend that stored vehicles be placed on jack stands to relieve weight from the tires and suspension.
- It is best not to periodically start the stored car for short intervals because it creates moisture that will not evaporate in a few minutes of run time.

Good luck getting those V-8s stored away. Lets hope we can have a better season of tours and activities when we pull our cars out of storage in 2021.



When Presidents Rode in Style Harry Truman's 1950 Lincoln Cosmopolitan

(Excerpted from an article by Mike Austin, Hemmings Motor News, 11/22/19)

This specially bodied limousine is one of the nine custom-built 1950 Lincolns built at the behest of the 33rd President of the United States, Harry S. Truman. The seven-passenger car rides on a 145-inch wheelbase extended chassis and measures 240 inches overall. It weighs more than 6,000 lbs.

Leased to the Government by Ford Motor Co., the 1950 Lincoln Presidential Limousines replaced the aging pre-World War II White House fleet Truman inherited when he ascended to the presidency after Franklin D. Roosevelt's death in 1945. Truman chose Lincoln over Cadillac after GM had snubbed his requests for vehicles during his presidential campaign, which he had been expected to lose. The 1950 Lincolns remained in Presidential use well into the Eisenhower administration.

The Henney Motor Company, renowned builders of limousines and professional cars, constructed the special limousine bodies, under Lincoln supervision. Production 125-inch wheelbase Lincoln Cosmopolitan chassis were lengthened 20 inches to accommodate the stretched bodies. Lincoln coupe and sedan body sections were joined to create the stretched body shell. The roof was raised seven inches, to provide clearance for top-hatted passengers. The Presidential cars were finished in black, with a black landau-grain pyroxylin-coated fabric top covering. (Offered for sale last year the owners were asking \$150,000.)



What's Happening with Members and Friends of the



Pat & Dee Maroney Celebrated their 40th Anniversary



First time at the wheel of a Ford V-8, Matilda Latipää, originally from Finland, looks right at home in the driver's seat



Tom Buscaglia and John & Este Scheve brought their Ford V-8s to join a 'Naper A s' Model A Club outing Saturday, Sept. 5. in Warrenville. John & Robin Emmering attended also.



Tom's '51 alongside John's '47



Grabbing a bite to eat



John Emmering & his 1931 Ford



Dan Ciano and Tina Kukla brought their 1934 Ford V-8 Deluxe Fordor out Sunday, September 13 and joined the Illinois Region Model A Club on a cruise up to Chuck's Lakeshore Inn in Fontana, Wisconsin.



John Emmering joined the tour in his Ford Model "A"



Dan's 1934 Ford in the midst of several Model A's



Pat Maroney displayed his 1953 Ford Crestline Victoria at Garibaldi's Restaurant Car Show on Friday September 25, in Hoffman Estates.



Also attending the Garibaldi's Car Show in Hoffman Estates, John Emmering displayed his 1951 Ford Custom Fordor.



The Emmerings welcomed Grandson Desmond Schillinger on 8/5/20



Your editors viewed some old Fords displayed at Kuipers Family Farm in Maple Park on September 19th



In The Rearview Mirror

By: Ken Bounds



10 Years Ago This Month – October 2010

There were no local club events scheduled for October, but NIRG President Dan Pudelek and First Lady Diane and Ken & Carolyn Bounds traveled to Las Vegas with a side trip St. George, Utah, to attend the Western National Meet. The Meet was a big success with nearly 350 registrations and over 500 V-8ers present. The Meet had been compressed to only three days to make it more economical for attendees. At the awards banquet, Carolyn was honored with a plaque from National Vice President Bob York for her work in developing an automated system for tabulating Touring and Touring A ballots.

20 Years Ago This Month – October 2000

The October Road Chatter contained a detailed story from Ron Vaughan about how he acquired his '35 Ford Deluxe Fordor. New members Rich Anderson and Matt Ottaviano attended the October 17 monthly meeting, along with ten V-8 ladies, encouraged to attend by President Ken Bounds. Ernie & Terry Herzog hosted a tour to the Newport Hill climb on October 1. Terry and Kitty Freihage hosted an October 22 driving tour to the MGA Research Facility in Burlington, WI. Several members of the NIRG and the Badger State group participated, but the representative at the facility did not show up!

30 Years Ago This Month – October 1990

New member Lin Stacey was welcomed at the October 16 monthly meeting. October was an action-packed month as a number of members attended the Hershey meet and an October 7 joint tour with Model A and Model T clubs. Eight couples enjoyed an October 20 ladies night out event hosted by Tom & Madeleine O'Donnell, starting at the Rokbonki Japanese Steakhouse in Arlington Heights and ending at Second City Northwest in Rolling Meadows.

40 Years Ago This Month – October 1980

New member Charles Kaiser was welcomed to the group at the October 14 monthly meeting. There was again much discussion about hosting a National Meet. An October 25 Halloween costume party hosted by Ray & Dorothy Tognarelli at the Oakbrook Terrace Holiday Inn was a "howling success." Twenty-eight members and guests, mostly in costume, had a great time. Games were played, prizes were awarded for best costumes, and a midnight buffet was served.

50 Years Ago This Month – October 1970

At the October 22 monthly meeting President Len O'Connor announced that Secretary-Treasurer Rich Pershell had returned to school and would not be able to continue his duties. (We must have been a little younger then! Ed.) New member Chester Lawrence joined at the meeting.

UPCOMING EVENTS

Mark Your Calendars



June	July	August	September
<p>16 No Members Meeting</p> <p>20 Drive Your V-8 Day</p>	<p>21 No Members Meeting</p>	<p>8 Friendly Ford Car Show CANCELLED</p> <p>16 Picnic at Culvers in St. Charles, 1:00 pm</p> <p>18 No Member's Mtg</p>	<p>5 Kane County Sheriff Car Show CANCELLED</p>
October	November	December	January
<p>2-4 Lake Geneva Poker Rally cancelled</p> <p>20 No Meeting</p>	<p>14 Veteran's Day Lunch cancelled</p> <p>17 No Meeting</p>	<p>EVENTS CANCELLED</p>	<p>EVENTS CANCELLED</p>

Happy Birthday

Colleen Steck	(10/2)
Sue Adams	(10/5)
John Emmering	(10/5)
Joe Serritella	(10/9)
Joe Kozmic	(10/11)
Diane Pudelek	(10/11)
Michael Mohawk	(10/15)
Marshal Adams	(10/24)
Tom Buscaglia	(10/28)
Lin Stacey	(10/29)

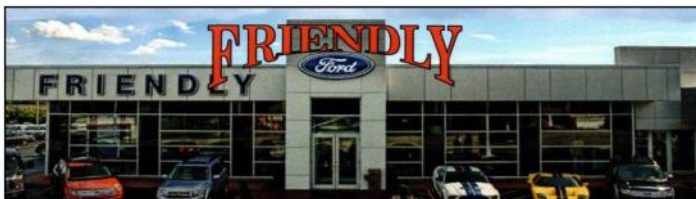
Happy Anniversary

Doug & Gail Leicht	(10/06)
Tom & Xiaoyin Brecheisen	(10/07)
Frank & Margaret Koeder	(10/30)



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**

C&G Early Ford Parts

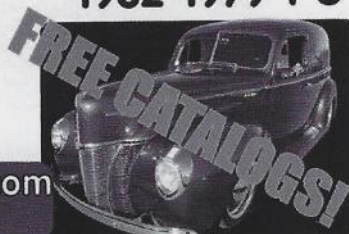
1941 Commercial St. Escondido, Ca. 92029

1932-1972 Car

1932-1979 PU



www.cgfordparts.com
760.740.2400



**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.**

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**



844-EARLY-V8

AUTOMOTIVE

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



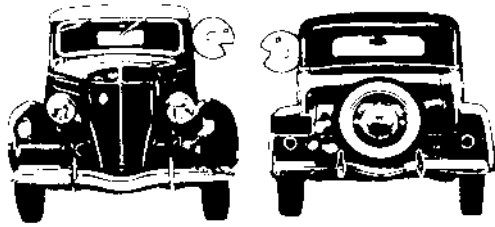
**Ralph The Radio Guy
Antique Car Radio Repair**

**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 Phone: 630-855-5292
Located in Bartlett, IL**



Road Chatter
PO Box 803
Arlington Heights, IL 60006



Photo of the Month

Dan Ciano's 1934 Ford Deluxe Fordor is seen here parked among some Model A Fords he accompanied to Fontana, Wisconsin on September 13. The 1950 Kansas City Vehicle sticker in the car's windshield indicates Dan's Ford V-8 was utilized in the filming of the Fargo Season Four Television Show. Keep your eye peeled for Dan's car on the TV series.