

Road

Website: www.nirgv8.org

Chatter

Northern Illinois Regional Group #8 Volume 55 Issue #1&2

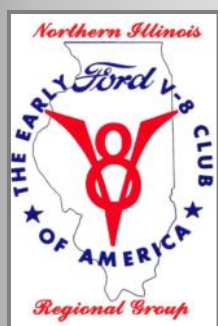
Ford Flatheads over the Years

Tom Buscaglias's 1951 Ford Custom Tudor

See PG. 4



IN THIS ISSUE



- 2 | President's Message
- 3 | Ford V-8s in the Movies
- 10 | Blast from the Past
- 11 | In the Rearview Mirror
- 12 | Technically Speaking
- 13 | Birthdays/Anniversaries
- 14 | Advertising
- 16 | Photo of the month



**1949 Ford F-1 Truck Hauled
\$2,775,394 from the 1950
Boston Great Brinks Robbery
SEE PG. 8**

2021 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
[Shoeboxford.john
@gmail.com](mailto:Shoeboxford.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



Happy New Year to each of you! I hope you had a great holiday, or at least as good as possible under the circumstances. I am guessing that most of us were happy to see 2020 go by the wayside. That was a tough one! So welcome 2021 and let us hope and pray it will be better. With the weather not as harsh as in past years, I am wondering if some of you have been able to do some work on your cars. I have been able to do a few things to my vehicles so far this winter.

I have not heard if any of our members have contracted the virus recently, but hopefully they will be able to get the vaccine to everyone soon. I do not know when we will be able to resume meetings in the future, but I am hoping that we may be able to resume by summer. The National club will be the ones who will be able to tell us when that can happen. Let us see what happens and keep a positive attitude about the future. I hope to see you all soon. Take care.

Ron

From the Membership Chairman

We are working on getting the 2021 Roster of Members out to you early in this new year. Each member should have received a copy of the membership form with the October Road Chatter. Although dues are "free" for 2021, we do need you to review your form to make sure everything is accurate for the Roster. As of now, we have heard back from just over half of you. If you have not already responded, please let the Membership Chairman know if all your information is correct or if anything needs to be updated.

E-mail: ken@boundshome.com; phone or text: 630-408-4006.

Thank you, Ken Bounds

The Editor's Desk



Hope our readers will enjoy our first issue of Road Chatter for 2021. Gary Osborne brings us another installment of "Ford Flatheads over the Years", we cover the Brinks Robbery and have another V-8 Law Enforcement Legacy story. Remember this issue covers Jan. & Feb.

John & Robin



Early Ford V-8's in Hollywood Movies



Desi & Lucy set off in a 1953 Mercury Monterey Convertible in MGM's "The Long, Long Trailer"

CBS television had struck gold when they introduced "I Love Lucy" to the air waves on October 15, 1951. The situation comedy, starring real-life married couple former movie actress Lucille Ball and bandleader Desi Arnez was a hit, eventually becoming America's most watched television show.

Executives at the movie studios of Metro-Goldwyn-Mayer gambled that the couple's success on television could be exploited on the big screen as well. And so the film "The Long, Long Trailer" went into production in 1953, based on a novel by author Clinton Twiss of the same name. The plot of the film centered around newlywed couple Nick and Tacy Collini, played by Arnez and Ball. In the film husband Nick, marries Tacy and the couple realizes they will be on the move due to Nick's job.

Lucille Ball's character Tacy comes up with the idea of purchasing a travel trailer so that the couple can carry their home with them to Nick's civil engineering projects. While against the idea, Nick gives in to his wife and purchases the very large travel trailer and a 1953 Mercury Monterey Convertible to pull it. The couple then set out from Los Angeles to honeymoon in the Sierra Nevada Mountains and continue on to Nick's job site in Colorado.

What ensues is a series of difficulties on the road and other calamities involving the Mercury pulling the trailer, which is bogged down in mud at one point and narrowly avoids plunging off a mountain road. The couple's relationship is brought to a breaking point but they make up in the end. The public did indeed pay to see Lucy and Desi in color in theaters and the film was a big success.



Ford Flatheads Over the Years *Surveying NIRG Members' 1932-1953 Early Ford V-8s*



Tom Buscaglia's 1951 Ford Custom Tudor

By Gary Osborne

This year is the 70th anniversary of the 1951 Fords, so it is fitting that we start off with a look at the Buscaglia's Custom Tudor. Most of the membership in our regional group have seen this car many times and may have even had a ride in it. Since it's restoration it has been driven to quite a number of club events. But first let's look back to the time that this car came off the assembly line.

In 1951 the economy was still in fairly good shape as evidenced by the number of cars sold. Ford sold over a million cars that year, just as it had during the previous two years. The United States was embroiled in the Korean War, and under the Russian nuclear threat. However, people still wanted to purchase houses and cars. The suburbs were expanding, roads were being built, and road trips were in vogue. Ford was able to help out with part of that need by making sure that people had several choices of its products.

Ford was now into its third year of using the same basic body shell. The "all new Ford" was introduced in mid-1948, as a 1949 model, improved on in 1950, and now required more changes to interest buyers. The most evident change made to the exterior was the new "twin turret" grill that was certainly easy to spot. This gave the car a wider look with more chrome that many consumers enjoyed. A new hood ornament as well as larger tail lights, accented by chrome "wind splints" were used.

The car could also be enhanced with chrome bumper guards, fender skirts, side fender shields, rocker panel trim, and wheel trim rings. The interior of the car received a new dashboard and instrument panel. The upholstery had new patterns to give a fresh look. Mechanically, the venerable Flathead V-8 was still being used with some minor improvements for reliability and smooth operation. The big news for 1951 was the introduction of the optional Fordomatic Drive Transmission. This was an automatic transmission for those who didn't enjoy the challenge of a manual. Now the car could be driven without the use of a clutch.

Getting back to the present time, let us look at Tom and Judy Buscaglia's 1951 Ford. In 1989 Tom saw an advertisement in the paper for two 1951 Fords for sale. One was in the middle of a restoration, and the other was to be used for parts. After looking at them, believe it or not, Tom chose the parts car! When you know that's the one, you don't hesitate. He brought it home and began the restoration process. This was to be a labor of love as it brought back memories of the 1951 Ford that he had purchased from his Dad when he was 17. That was the car that he proudly cruised all around the area with. Being a "hot rodder" at heart he would drag race anybody who was willing, and of course that led to many nights down at Skip's on North Avenue. Those were the days, right?

Swap meets, newspapers, and phone calls were the way things were done back then, so Tom spent a LOT of time searching for the many parts he would need. Remember, his car started out as the previous owner's parts car. With help from fellow Early Ford V-8 Club of America Northern Illinois Regional Group members, he eventually acquired all the needed parts. The next few years were spent making the car come back to life and becoming road worthy once again.

During the process Tom needed to make some decisions as to anything that he wanted to improve mechanically about the car. He installed an electronic ignition, a roller cam, heavy duty sway bar, headers, front disk breaks, dual exhaust with glass packs, tinted windows, and air conditioning. He also installed a correct completely rebuilt Fordomatic Transmission, in place of the existing three speed manual. The body was painted Alpine Blue and all chrome was redone. The car now looks and runs great just as Tom intended.

The car has been driven all around the country over the years to various events and tours. It has won several awards from different shows including the Chicago Tribune Press Award at the Cuneo Concours de Elegance. The car has been used in the Buscaglias' daughter's wedding. It has brought a lot of good memories, fun, and conversations to their family.

One such funny event was when Tom put diesel fuel in the tank instead of gasoline. The car smoked and sputtered for quite a bit, but sure brought a lot of laughs and friendly jokes with the Club members on the tour.

If you are a newer Club member and have never seen the car, take the time to go over and talk to Tom and Judy at one of our next events. They would love to tell you about some of the experiences they have had with this car. You can also go back into the Road Chatter archives on our regional group's website and read more about this car in an article that Tom wrote back in March of 2007.



Early Ford V-8 Law Enforcement Legacy

By John Emmering



1949 Fords, the First Fleet of the Kentucky State Police



Sleek looking with an orange stripe running along the sides of their solid black bodies, the new 1949 Ford V-8 Tudor sedans were a curious sight as they first darted along the highways of the Blue Grass State in the Summer of 1948. The modernized Ford patrol cars were a fitting choice as the first patrol vehicle fleet of the newly created Kentucky State Police. Kentucky had become the 38th state to pass a State Police Act, signed into law by Governor Earl C. Clements on July 1, 1948.

Motorists immediately took notice of the impressive new Ford V-8 patrol cars emblazoned with “Kentucky State Police” on each of their doors. It was not as if Kentucky had never had a state traffic enforcement agency however. In 1932 the Kentucky Motor Vehicle Law was placed into effect, requiring drivers to be licensed, setting some speed limits, and regulating trucks. A small State Highway Patrol was established to enforce the vehicle code. They were not seen as peace officers however and had no police authority outside of the enforcement of the traffic code. By 1935 there were only a handful of highway patrolmen, utilizing a fleet of only seven patrol cars. The number of Kentucky Highway Patrolmen appointed fluctuated from 40 in 1936 to 200 in 1938.

With Kentucky moving past the World War II years, gasoline rationing came to an end and there was an expansion of automobile sales. This increased traffic congestion, accidents and criminal activity. The need for a more official statewide police organization was seen and plans were made to form a state police agency. Kentucky looked to neighboring Indiana for advice on forming their State Police organization.





Former Judge Guthrie Crowe was appointed the first Kentucky Police Commissioner to head the initial 147 member Kentucky State Police Force. Most members had served as Kentucky Highway Patrolmen and some new men were recruited. Troopers were given a three-week in-service training course which included instruction by the legendary lawman Eliot Ness. Commissioner Crowe told the new Troopers that he expected them to be “courteous, efficient and attractive in appearance, but firm in their treatment of violators”. In addition, he stated that he was looking for “Men who can render service to and deal properly with people”.

As Troopers of the newly constituted Kentucky State Police completed their training, they headed out on patrol with 45 new 1949 Ford V-8 patrol cars and 51 older model cars, many of which were not radio equipped. Troopers in the older patrol cars without a radio had to call headquarters by phone occasionally. The troopers had full law enforcement authority outside city limits and in towns under 1,000 people. They were expected to devote 80% of their time to traffic enforcement and supplement local police and Sheriffs when needed. The day’s work of a Trooper was described as primarily

traffic control, checking for stolen cars, accident investigations and testifying in court .

There were very few areas with set speed limits outside of Kentucky’s heavily populated cities and towns. The Troopers on patrol looked for reckless and intoxicated drivers, and were instructed to maintain a speed of 35 mph while on patrol. The new agency suffered its first line of duty death on November 14, 1948 when Trooper Harold Toll was killed in a motor vehicle crash. Soon after two more Troopers died similarly, Robert Miller on February 14, 1951 and Lee Huffman on May 19, 1953.

When the 1950’s dawned the State Government expanded the duties of the Kentucky State Police to include vice and liquor enforcement activities. Traffic enforcement and safety however were always at the heart of the Trooper’s mission. Shortly after the agency’s inception in 1948, traffic deaths fell 28.2% with another decrease of 23% in 1950. The first fleet of 1949 Fords are fondly remembered, as the Kentucky State Police display a restored 1949 Ford cruiser in its museum, in Frankfort, Kentucky. Other 1949 Ford examples are kept road worthy and driven to public events regularly.





A 1949 Ford V-8 F-1 Stake Truck's precious Cargo \$2,775,394 from the Great Brinks Robbery of 1950

A Ford F-1 truck could generally be counted on to provide many years of useful service. In this case however the green 1949 Ford F-1 stake body truck stolen from a Boston Ford dealership on the night of Thursday November 3, 1949 would be used for just one purpose; hauling the stolen loot away from what was at that time the largest robbery in history. The crime was the infamous Boston Brinks job which took place on January 17, 1950.

The Brinks robbery was the brainchild of Anthony Pino, a consummate thief and safe cracker. Pino immigrated from Italy with his parents as a child but had never become a naturalized citizen. Tony Pino grew up on the tough streets of Boston. At age 31, in 1938, Pino was sentenced to the Massachusetts State Prison for a series of burglaries and thefts. He remained incarcerated until his release in 1944. After release Pino fought attempts by authorities to have him deported as an undesirable alien.

Returning to Boston, Pino settled into a job and married life, but could never shake his insatiable desire to steal. Tony shoplifted from stores and constantly cased locations vulnerable for theft or burglary. He would carry out burglaries of many of those locations. Pino developed an overwhelming obsession one day as he passed the Brinks headquarters in the Chamber of Commerce Building on Federal Street in Boston. He saw the Brinks guards were older men and security appeared to be a little lax. It looked like an opportunity for a big score.

Over the next few years Tony Pino devoted himself to observing the Brinks operation and every small aspect of their routine. Pino secretly observed Brinks trucks as they were loaded with sacks of money. He followed the trucks surreptitiously and learned their destinations and whether they were picking up or dropping off money.

Enlisting the aid of some of his fellow criminal associates, Pino arranged burglaries or armed robberies of some of the Brinks clients right after large deliveries of cash were made. One day Pino discovered the hidden garage where Brinks armored cars were stored. Pino picked the locks and entered the facility, locating and removing keys to the rear doors of the trucks, which he copied and replaced. Aware of the Brinks drivers' habits and stops, Pino went in and stole sacks of money from the rear of the trucks when they were left unattended by the guards for meal breaks. Not wanting bad publicity, Brinks failed to report these thefts to the police.

Frightened that if they continued Brinks related robberies and thefts that the authorities would finally catch them, Pino's group of accomplices pushed him to organize one last job. The big job would be robbing Brinks armored car #48 as it was being loaded at Brinks Federal Street headquarters. After observing Brinks procedures a well laid plan was made in November 1948. When the gang made their move on Friday January 7, 1949 they learned that Brinks had moved away from the facility.

With the discovery that Brinks had moved their operation from Federal Street to 165 Prince Street in Boston, the gang immediately began to lay new plans for their big robbery. Tony Pino also became interested in the new location. He picked the locks on the building across the street and would enter before and after business hours to observe the Brinks operation. Pino noticed that they would have to pass through five locked doors to get to the money, located on the second floor. He entered the Brinks building secretly several times and removed the lock cylinders in the doors one by one, getting keys made by a locksmith. He then returned to the Brinks building secretly to replace the cylinders in the doors so no one from Brinks would be the wiser.

The gang formed to commit the Brinks robbery was composed of 11 men, all established criminals. Anthony Pino, the mastermind and originator of the plot, Joe McGinnes organized crime figure and Pino's alibi, who did not go along, Joe "Specks" O'Keefe, Stanley Gusciara, Vince Costa, Pino's brother-in-law who was the look out, James Faherty, a robbery



specialist, Adolf Maffie, Michael Gegan, Thomas Richardson, Henry Baker and John Banfield, driver of the 1949 Ford V-8 F-1 getaway truck.

Driver John Banfield was responsible to obtain the getaway truck. It was decided to steal the brand new Ford F-1 stake body truck to haul the loot because a used one might contain clues that could help identify the person who stole it. Also the gang wanted to be sure that the getaway vehicle would perform well and a new truck would be the most reliable transportation.

On January 17, 1950 the big robbery went down. Eight of the men entered the Brinks building wearing navy blue coats and chauffeur's caps, similar to Brink's employee uniforms and Halloween masks. The gang entered the facili-

ty with their copied keys, surprised the employees inside the counting room and tied them up. The robbers filled 14 canvas bags with half a ton of cash, coins, checks and money orders, totaling \$2,775,394. In less than 30 minutes the criminals had loaded the 1949 Ford F-1 and escaped. The truck was later cut up with a torch and dumped.

Initially each member of the robbery crew received a \$100,000 cut from the cash portion of the take. The criminals had agreed to wait until the six year statute of limitations passed before distributing the remaining funds.

Boston police and the FBI worked hard on the case with very little to go on. A problem developed when Joseph O'Keefe had Adolph Maffie hold his \$100,000 share. After O'Keefe was arrested for a burglary he learned that Maffie had stolen some of his money. Fearing O'Keefe would talk Pino placed a contract out on him which failed. O'Keefe agreed to testify for a lighter sentence. The gang was charged with the robbery five days before the statute of limitations ran out. Found guilty, the robbery crew got life sentences.



BLAST FROM THE Past



FUN NIRG ACTIVITIES FROM YEARS GONE BY



10 Years Ago This Month – January 2011

Forty-four members, family, and friends enjoyed a great evening of food, drink, and V-8 camaraderie as we held our annual installation dinner January 15 at the Wellington in Arlington Heights, arranged by Frank Madrigali. Our emcee, President, Dan Pudelek was surprised with a special honor – a life membership in the Regional Group.

20 Years Ago This Month – January 2001

Dan & Diane Pudelek hosted the annual Installation Dinner January 13 at the Terrace in Lombard. A festive evening of dinner and dancing was enjoyed by all. Thirty-one members and one guest attended the first meeting of 2001 January 16. Sixty-three members had renewed.

30 Years Ago This Month – January 1991

New President John Witthoeft presided over his first meeting January 15. “Lucky Joe” Kozmic took home \$16 in the 50/50 raffle. John Witthoeft also hosted the annual Installation Dinner/Dance at the Wellington of Arlington January 26. Sixty-one V-8ers, family, and friends attended. After the presentation of service awards and door prizes, the group danced until midnight.

40 Years Ago This Month – January 1981

At the January 13 monthly meeting, Editor Diane Wrobel was handed a letter announcing that the Road Chatter had placed 3rd in the newsletter competition. In a discussion about chrome plating, the first business recommended was Courtesy Metal Polishing in Addison. Sixty V-8ers and friends enjoyed a terrific Installation Dinner January 17 at the Mug Pub in Itasca. Service awards and door prizes were awarded and the gang danced into the night to the music of Phase II.

50 Years Ago This Month – January 1971

The January newsletter reflected back on the activities of 1970 and started planning for 1971. The club wanted to plan at least three events in addition to the picnic. Member Lou Frattini advertised 6 NOS tan door handles and escutcheons for Deluxe '40 models for \$3.75 total, postage paid

**January 2011 Road Chatter:
On December 5, 2011
Joey Novak hosted a
Christmas Luncheon at
Biaggi's Ristorante Italiano
in Deer Park.**





TECHNICALLY SPEAKING



How to Install Those Flathead Lower Radiator Hoses

By Francis Von Muller
(From 1949-50-51 Ford Mercury Owners Magazine November 1993)

The installation of lower radiator hoses in Flathead V-8s need not be an onerous job if the method outlined here is followed; it is based on considerable experience! The procedure described is intended for the curved, molded stock type of hose, not the corrugated straight general replacement type.



1.) To start with be sure the new hose is fresh stock, flexible, and easily bent. A stiff (old stock) hose is near impossible to install. The water pump inlet and radiator (lower) outlet connections should be clean, smooth and free of burrs, rust and old sealing compound.

2.) Rotate the fan blades by hand to a position of least interference. This should be a bit difficult. If the blades turn easily against the belt friction you need a belt tension adjustment.

3.) Next a good idea is to coat the inside ends of the hose with a light film of anti-seize such as Snap-On's General purpose Antiseize Lubricant. This helps in installation and also makes future hose removal easier.

4.) Now put the hose clamps on the hose loosely with the screw heads looking up on the side away from the radiator. Holding the hose with the bend up at the pump end, push it on the pump inlet far as it will go, leaving the other end of the hose lying on top of the radiator outlet. Continue to move down slowly, stopping the instant the bottom lower lip of the hose snaps free of the radiator outlet. Now, with the front lower lip of the hose in the free position and the upper lip still bent across the face of the radiator outlet, squeeze the sides of the hose strongly. This will cause the top lip of the hose to rise upward and pop in place at the top of the radiator outlet. Centralize the hose between the pump and the radiator and tighten the clamps to finish the job.

In some cases, an extra try or two (with a bit more anti-seize) is required to get the job to come out right. In the event of real difficulty (a slightly stiff hose?) soak the hose in hot water and install it while it is still hot and wet.

Happy Birthday

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

Ed Karch	(2/02)
Nell Kozmic	(2/08)
Paula Baughn	(2/11)
Pat Stacey	(2/12)
Len Vinyard	(2/14)
Frank Madrigali	(2/21)
Cheryl Kozmic	(2/28)

Happy Anniversary

Ed & Gail Karch	(02/10)
Stan & Jo Anne Stack	(02/14)

DECEMBER

FORD TIMES
1951

FEBRUARY



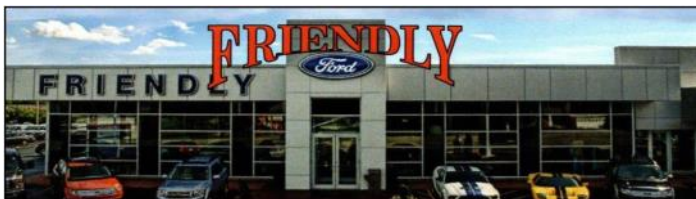
"Whew! I don't know why we didn't think of this when we bought this place last summer!"





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

**Show-ready
Tool kits for
"FlatHead"
Fords**

LinStacey@sbcglobal.net

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

OFFERING
HAGERTY
CLASSIC CAR INSURANCE




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 the work, over \$20k.. This is real driver. **\$19,000 Contact Stan Stack at 847-382-4223.**



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



844-EARLY-V8 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



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



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



1951 Custom Tudor, 100 miles on complete body-off restoration, V-8 with Overdrive. Has not been shown, but will likely be a high-point Dearborn car. **Offered at \$35,000. Contact former National President Jerry Reichel at 678-758-2403.** Many more photos available



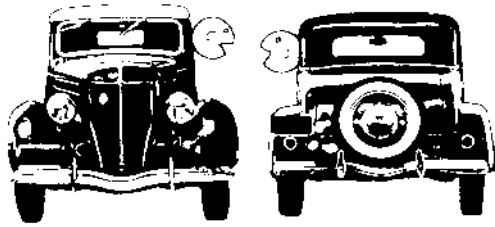
Ralph The Radio Guy
Antique Car Radio Repair

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

During the months of July and August our featured car, Tom Buscaglia's 1951 Ford Custom Tudor can regularly be found at the Geneva Court House Cruise Night.