

Road

Website: www.nirgv8.org

Chatter

Northern Illinois Regional Group #8 Vol 55 Issue #10

*Early Ford V-8
Law Enforcement Legacy
1951 Ford Deluxe
Illinois State Police Car
SEE PG. 5*



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FORD'S FINER IN '47
1947 Fords are turning 75
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
[Shoebxford.john
@gmail.com](mailto:Shoebxford.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



Well Summer has finally come to an end and Fall has arrived. The weather however was very good in September for the driving our old Fords. We had a good turn out for our September meeting, which was the first one since March of last year so thank you again for coming out.

Nominations for officers and board members will be coming up in our **Tuesday, October 19th meeting** and the election is in November. If you are interested in running for an officer or director position **please be at the meeting in October.** The Woodie Club had a good turnout in Lake Delavan this past weekend as well as our own group members attending the Lake Geneva Poker Rally. Several members of our group were able to join up for the show and dinner with the Woodie Club Friday night. We have decided to charge \$25.00 dollars across the board for our dues this next year. You may start to send them to Ken Bounds at this point. You should be receiving a renewal form. If you decide to come to the meeting make sure you wear a mask as they are still mandated it. Hope to see more of you out for the October meeting as our regional group continues to bounce back.

Ron

The Editor's Desk



September was a vacation month for us with three weeks off and the chance to spend time with our grown children and grandchildren as well as a trip to Louisville, Kentucky to scout the area as a possible retirement location. This will explain why this month's Road Chatter is later than usual. In this issue our Ford V-8 Law Enforcement Legacy series highlights the 100th Anniversary of our own Illinois State Police coming up in 2022 and their beautiful 1951 Ford V-8 Deluxe Patrol car. Next year also brings the 75th Anniversary of the 1947 Fords and we feature an article on the '47s.

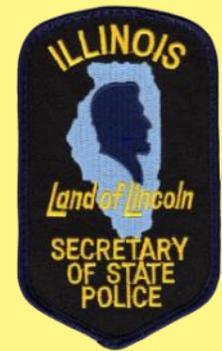
Another event coming up in 2022 will be my retirement and as we plan to relocate we will need to step away from editing the Road Chatter next year. We can train anyone willing to step in to the position to produce their own version of Road Chatter. Have a great month of October.

John & Robin

Illinois Bill to Expand Antique Vehicle Usage Signed into Law



Success in Illinois! Governor J.B. Pritzker signed into law SAN-supported legislation (HB 2548) to allow “Antique Expanded Use” vehicles to be driven without limitation for two additional months. Expanded-use Antique Vehicles are defined as being more than 25 years old or a bona fide replica and were previously limited to traveling to and from auto shows, exhibitions, service stations, and demonstrations during the colder months (November 1 through March 31), but could be driven without limitation during the warmer months (April 1 through October 31). The new law expands the months without driving limitations to March 1st through November 30th. The law went into effect on Aug 20, 2021.



2022 Dues are Due



It is time to renew your membership for 2022. We have enclosed a renewal form in the printed version; those receiving the e-mailed version of the Road Chatter will receive a separate e-mail with the renewal form. Please review the form and make any changes, correct any errors, or add any missing information. You can return the form with your payment to the membership chairman at the address shown on the form or bring them to the next meeting.

After charging no dues for existing members in 2021, the Board has decided to charge \$25 for all renewals and new memberships. We anticipate significant changes to Road Chatter in 2022 due to the retirement of our editor.

March 1951

FORD TIMES

October 1949



“Please hurry, George--it’s no fun being couped up in here!”



“I suppose it’s nothing, Ethel, but I still don’t like the looks of that tire.”



Pat Maroney's 1953 Ford took a "TOP TEN" award



**Customer
Appreciation Day**



The Magnificent Seven: Northern Illinois Regional Group Members display their Ford V-8's at Friendly Ford Car Show.

Converging on the lot of Friendly Ford, hundreds of collector cars of all types cruised onto the dealership property for the Eighth Annual Customer Appreciation Day on Saturday August 28th. After the cancelation of the 2020 show due to the pandemic, this years' event was back with a vengeance. Hosting the event was Friendly Ford owner and president Randy Yockey. We are honored to have Randy, owner of several Early Ford V-8 automobiles, as a member of our Northern Illinois Regional Group,

Seven of our members' participated with car entries. Ken Bounds brought his 1951 Mercury Sport Coupe, Tom Buscaglia his 1951 Ford Custom Tudor, John Emmering arrived in his 1949 Ford Custom Fordor, Jay Hinshaw in his 1937 Ford Tudor, John Judge brought out his 1948 Lincoln Continental Convertible, Pat Maroney, who coordinated the

event for the NIRG, displayed his 1953 Ford Crestline Victoria. Also Dan Pudelek participated with his 1950 Ford Crestliner.

Rodger Obecny, John Scheve and George and Dawn Zulas came on the scene using modern transportation. Of course Randy Yockey was present as host of the event. A non-club member parked in our group with his 1951 Ford Victoria and we admired his car as well.

The weather was quite warm during the event and those who erected a shelter were wise. It was a great experience to check out all the various automobiles and vote for the favorites. Pat Maroney came out a winner with a top Ten Award for his 1953 Ford Crestline Victoria. The event was fun for all. We thank Randy for hosting it again this year.



Early Ford V-8 Law Enforcement Legacy



1951 Ford Patrol Car Showcased in Illinois State Police 100th Anniversary Events



By John Emmering

The sharp, distinctly painted black and white 1951 Ford Deluxe Fordor, once an anonymous member of the Illinois State Police fleet of patrol cars, has risen to become an important symbol of the organization's historic past as the agency prepares for its upcoming 100th Anniversary in 2022.

Not a replica but an actual patrol car, verified by the serial number on the firewall, the 1951 Ford Deluxe cruised Illinois' highways assigned to a State Police District early in the decade of the 1950's. The 1951 Ford was driven by Illinois State Troopers as they performed their tasks of patrolling the state's highways, enforcing state traffic laws, responding to traffic accident scenes, various law enforcement situations and emergencies.

Completing its two or three year tour of duty with the Illinois State Police the Deluxe Fordor was sold at auction to a local man who had it until State Police Lieutenant Cooley spotted the car. Cooley felt nostalgic for the old days when he had used a similar car and purchased the former patrol car, restoring it to its original State Police Car appearance. Cooley then displayed the Ford Deluxe at car shows wearing a period correct ISP uniform.

After his retirement Cooley intended to sell the car to the Illinois State Police but the sale fell through. Lt. Cooley passed away in the 1980's. His widow kept the car, which had fallen into disrepair. Finally in 2000 the Illinois State Police Historical Foundation bought it and gave it a fresh restoration





James Weitzel alongside the 1951 Ford ISP Patrol Car

Anxious to present an article on the iconic 1951 Deluxe Ford Illinois State Police Car for the Road Chatter, I contacted James Weitzel, Vintage Fleet Coordinator for the Illinois State Police Heritage Foundation. James, who lives in Springfield, Illinois was very cooperative and sent some history and photos of the vintage Ford and expressed a willingness to make the car available. When I learned that Abraham Lincoln Car Show was planned for Saturday August 2nd in Springfield, James altered his personal plans and brought the car out to the show at my request. I drove down to Springfield in my own 1951 Ford and also entered it into the show. I got a chance to get a first hand look at the 1951 Ford State Police Car.

It was nice being able to slide behind the wheel of that '51 Ford and get the feel of what Troopers experienced 70 years ago. I glanced over at the authentic police radio equipment and got a chance to start up the flathead V-8 and listen to the engine purr. The squad car was equipped with a red flashing light, siren and spot light as well. The 1951 Ford is just one of many vintage Illinois State Police Cars, albeit the oldest in the fleet, maintained by James Weitzel.

The need for an Illinois State Police force was first felt back in 1921. Kankakee banker and farmer Len Small had won election as Illinois governor largely on a campaign promise to "Take Illinois out of the mud", meaning that he intended to build a system of paved highways. Making good on his promise Illinois soon had a limited highway system consisting of the Waukegan Road to the north, the Lincoln Trail from Chicago west, the Dixie Highway south to Danville and the National Trail running east from East St. Louis. A highway called "The Chicago Road" was also built linking the city with Joliet, LaSalle, Peoria and Springfield.

Damage to the new "hard roads" by overweight trucks and fears that the roads would be subject to local "speed traps" motivated the Illinois General Assembly to pass a bill providing for state patrol highway officers to enforce the motor vehicle code. On April 1, 1922 the Illinois State Police force was born. Governor Small then appointed former Kankakee Police Chief John H. Stack as the first agency head and eight patrolmen were hired.

War surplus motorcycles were the first patrol vehicles, some of which had side cars with portable scales for weighing trucks. By 1923 the State Police were given full police powers in the State of Illinois, unlike many states who designated their state law enforcement agencies as "Highway Patrols". At first military uniforms were worn but soon the department patterned their duty uniforms after the Chicago area Cook County Sheriff's Police. It cost \$35 to fully uniform a state patrolman.

By 1927 the Illinois State Police had a strength of 140 officers. The motorcycles were reserved for the summer months and the State Police purchased a fleet of Chrysler automobiles. By 1929 Henry Ford's Model "A" won out over the Chryslers and 100 Model "A" Ford Coupes were purchased by the state for patrol work.

Midway through the decade of the 1930's the State Police Radio system was developed and came into use. By 1937 all 13 Illinois State Police Districts were served with 1000 watt AM radio transmitters. The vehicle fleet consisted of a mix of Chevrolets and Ford V-8 patrol cars. As the nation moved into the Second World War years political upheaval caused turnover in the ranks and some officers left for more lucrative security positions in war plants or entered military service.

With the end of World War II the Illinois State Police grew to 500 officers with 150 returning veterans hired for two recruit training classes. A big step was achieved in 1949 when governor Adlai Stevenson signed the Merit Bill placing Illinois State Police hiring and promotion under a merit system. No more could the governor place sworn personnel into positions based on political patronage, which had been the case earlier.

Motorcycle patrol ended in 1948. A campaign style hat was added to the uniform in the 1950's and the title "Trooper" was established for the basic rank. The new title and hats were said to popularize the State Police. The appointment of Major William H. Morris as State Police Superintendent was seen as a large step, as he was the first career State Police Officer to head the department. In 1957 100 Troopers were contracted to enforce the law on Illinois's Tollways. Presently 180 Troopers patrol the 294 miles of toll roads in 12 northern Illinois counties comprising District 15.

The Illinois State Police presently consists of over 3,000 personnel stationed among 21 districts. The main facilities of the Illinois State Police Academy, which were built in 1968, are in Springfield. ISP also maintains the Illinois Sex Offender registry and administers the state Amber Alert program and issues Illinois Firearm Owner Identification Cards (FOID) and Concealed Carry Licenses. The Illinois State Police have an interesting history, some of it involving Early Ford V-8 automobiles. Let's wish that agency the best as it prepares to celebrate 100 years of serving the citizens of our home State of Illinois.



Officer with his 1939 Ford Squad



Ford's Finer in '47!



Ford Cars got a Facelift in 1947 and Pleased a Post-War Public Needing New Wheels

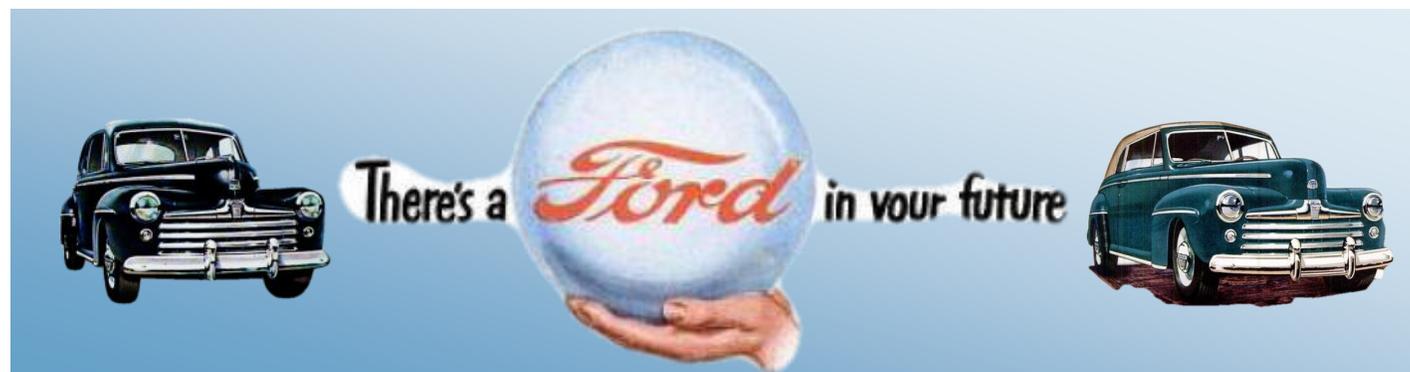
by John Emmering

Still eager for new transportation the motoring public, tired of nursing that old pre-war jalopy many of them had been driving, looked with anticipation at the new 1947 line of Ford automobiles.

The second model year production after the war, the 1947 Fords started out identical to the previous year's 1946 offerings. The slightly redesigned models began to roll off the assembly line on February 19, 1947. The most noticeable styling change was the placement of the parking lights under the headlights rather than above the grill. The red trim was removed from the grill and the Ford script removed from the rear bumper. It was said that some early 1947 models came without a hood ornament.

More subtly an attempt was made to give the 1947 Ford a new closer to the ground look by lowering the side trim strips and rear bumper. The 1947 bumper guards were redesigned and heavier.

Behind the scenes, Ford Motor Company President, Henry Ford II found himself in conflict with the U.S. Government Office of Price Administration. Fearing runaway inflation after the war, caps had placed on the prices the company could ask for their cars. The caps were lifted in May 1947. Ford had lost \$300 per unit on 1946 models during some points in that year. Prices for 1947 models were raised an average of \$120 and some of the changes made were actually price cutting measures.



Not all the changes in the 1947 Ford models were seen as positive. Journalist and automotive critic Tom McCahill commenting about the 1947 Ford wrote, "How do the 1947 Fords and Mercurys stack up to the 1946 models? Are they better, have they put more into them? The answer is no and they have put less into them". McCahill pointed out the elimination of the crank handle to open and shut the vent windows as one example of a cost cutting measure that he did not favor. Still McCahill had appreciation for the 1947 Fords as he admitted "I don't know where you can find a better buy than offered in either Ford or Mercury".

Deluxe and Super Deluxe designations were retained for 1947, as well as the choice of a six cylinder or V-8 engine. The six cylinder engine saw an increase in horsepower to 95 hp from 90. Standard rear axle ratios were altered in the 1947 models from the 3:54:1 to 3.78:1, slightly changing performance. Some new body colors such as Rotunda Gray, Barcelona Blue, Monsoon Maroon and Tucson Tan were made available expanding the choices available for customers. Maize Yellow and Pheasant Red were reserved for both the Super Deluxe and Sportsman Convertibles. A business coupe, with no back seat and with shorter Fordor sized doors was offered in the more inexpensive "Deluxe" line. Tudor and Fordor body styles were also part of the Deluxe lineup.

Supporting extra quality upholstery material, dual interior armrests, assist loops on Tudors and Coupes, horn ring, two dashboard ash trays, a cigar lighter, clock and wheel trim rings the "Super Deluxe" models were priced an average of \$73 more than the Deluxe cars. The Super Deluxe line included a Sedan Coupe, with a back seat and longer Tudor style doors, a Tudor, Fordor, a Station Wagon, Convertible, and the Sportsman Convertible. The choice of a V-8 engine over the six, which was standard on most models, cost an additional \$76. Both the Super Deluxe Convertible and the Sportsman came only with the 100 horsepower V-8 engine. The Super Deluxe Tudor was the most popular model, with 135,126 units produced. Coming in second was the Super Deluxe Fordor with 116,744 coming off the assembly line. The two lowest production models were the Super Deluxe Station Wagon with 16,104 produced and the Sportsman Convertible with a mere 2,774 produced, making it the rarest of the 1947 model Ford automobiles.

The automobile hungry public purchased 429,674 of the 1947 Ford Cars which brought a profit to Ford Motor Company of \$64 million. This was up from the barley break even 1946 fiscal year. Ford dealers were given more discretion in setting prices. Some drove profits up by adding expensive accessories to many of the cars in their stock to increase profits.

As the last automobile manufactured by Ford Motor Company during Henry Ford's lifetime, the 1947 Fords, along with their virtual twin, the mostly unchanged 1948 models represent the end of an era in Early Ford V-8 history. It was the final appearance of transverse leaf springs and the torque tube. With two Early Ford V-8 Club of America National Meets scheduled for 2022 the 1947 Fords will take the places of honor as the 75th Anniversary car.





MEETING MINUTES

TUESDAY SEPTEMBER 21, 2021

Submitted by Gary Osborne

After a very long time with no Member Meetings, it sure was good to be back having one in our normal place. There were 19 members in attendance, so it was a good start for future meetings.

Our President Ron Steck started the Meeting promptly at 7:30 PM. He welcomed us all, and then encouraged us to continue participating in the Club activities. Next month there will be nominations for leadership positions in the Club. There is a need for Directors, and a Secretary. Also, the Road Chatter will most likely be totally on-line, so the costs will be lower for the Club.

Membership Report

Ken Bounds reported that we currently have 79 members in the Club.

Next month the Club will begin collecting dues for next year. There was some discussion about the cost of dues being changed. Stan Stack made a motion to put dues at \$25. Scott Gilday made a second on the motion.

Ken also made mention that the Illinois Antique plates have a new extended use period. Check the Secretary of State website for more info.

National Club Report

Ken Bounds reminded members that they must be a member of the National Club in order to be a member in the Regional Club. The Central National Meet is June 1-5, 2022 in Franklin, TN. Ken and Carolyn are handling the registration which is now available.

There will also be a Western National Meet in Washington State next year.

Treasurer's Report

Ron Blum has taken over as treasurer for Joe Serritella, who has moved away. Thank you, Joe for all the many years that you have served as our Club Treasurer. Due to the lack of meetings, etc. the main expense has been the Road Chatter.

Health and Welfare Report

Phyllis Madrigali reported that she has hurt her leg, but is going through the recovery process well. Len Vinyard is recovering from shingles. Please keep these people, and others from the Club, in your thoughts and prayers.

Past Events

August 15th was the annual picnic which was well attended and reported on in the September Road Chatter. August 28th was the Friendly Ford Customer Appreciation Day reported on in this issue.

September 24-26 Poker Rally in Wisconsin was once again a great time for those that attended. See the November Road Chatter for a full report and photos.

Future Events

October 2- DuPage County Sheriff's Car Show

November 13- Veteran's Day Lunch at The Patio in Lombard

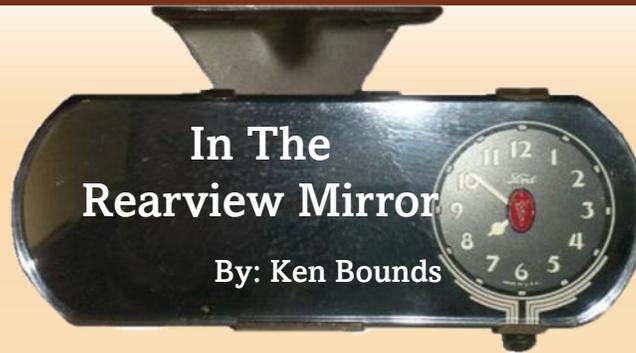
Additional Items

After the business portion of the meeting, the members just kind of caught up on some of the work and problems they were having with their cars. It was like an indoor "tire kicking" session.

Last, but not least was the 50/50 Raffle Drawing. The lucky winner to take home an additional \$26 was Ken Bounds.

Attendance

Ron Blum, Ken Bounds, Allen Bryant, Tim Carlig, John Emmering, Scott Gilday, Jay Hinshaw, Paul Levine, Frank Madrigali, Phyllis Madrigali, Pat Maroney, Russell Medlin, Joe Novak, Tom O'Donnell, Gary Osborne, Dan Pudelek, John Scheve, Stan Stack, Ron Steck



10 Years Ago This Month – October 2011

On October 9, 22 members driving eight Early V-8s and several modern cars enjoyed a very nice Fall Colors Tour hosted by Ron & Arlene Blum. The group met in Arlington Heights and drove to Wright Woods Forest Preserve, then drove over to the historic University of Saint Mary of the Lake, also known as Mundelein Seminary. Lunch was at Grandma V's, followed by another tour of the Fort Hill Heritage Museum, an old train depot which is packed with historic photos and artifacts from Mundelein.

20 Years Ago This Month – October 2001

Officer and board elections were held at the October 16 monthly meeting with the same slate of officers being returned for another year; Ken Bounds, President, Carolyn O'Hare, Secretary, and Earl Heintz, Treasurer. Ken reported on the club's tour to the Lake Geneva Classic Car Rally. Several of the 32 V-8ers in attendance won door prizes and our club contributed \$720 to the Corinne Kreissl Fund.

30 Years Ago This Month – October 1991

The October Road Chatter contained concerns about club member participation in events, including signing up and not showing up for tours. The October 15 monthly meeting featured a speaker from Fel-Pro gaskets, Product Engineer Mitch Lelito. Dick & Dotty Alfini hosted a night out at King's Manor Medieval Dinner Theatre in Chicago October 26. Eight V-8 couples enjoyed a huge feast (without utensils) and a musical comedy revue.

40 Years Ago This Month – October 1981

The October newsletter contained a letter from the National Club announcing that the Road Chatter had placed 2nd in the 2nd annual newsletter competition. Chuck & Diane Wrobel hosted an Oktoberfest celebration October 17 at the Transfiguration Church in Wauconda. Thirty-two V-8ers and family enjoyed great German cuisine, a brass band, and pitchers and pitchers of beer. Several in attendance won door prizes. At the October 13 monthly meeting a slate of officers was nominated and elected; Marty Duling, President, Tom O'Donnell, Vice President, and Bob Paladino, Secretary/Treasurer.

45 Years Ago This Month – October 1976

The October meeting was the last one held at Hewlett-Packard in Skokie as the office was moving to Rolling Meadows. There was a great turnout of 57 people for a Halloween costume party hosted October 30 by Ray Tognarelli. Prizes were awarded for the best costumes, followed by dancing and games. The food was served at midnight! (I don't think we would do that today. Editor)



Future Northern Illinois Regional Group Events ...



Veteran's Day Luncheon
11:00 Saturday November 13th, 2021



Join your Fellow V-Sers at a *NEW LOCATION*

The Patio
2780 S. Highland Avenue
Lombard, IL 60148

Contact Este Scheve to confirm your attendance at 630-567-1775 or
email teamscheve@comcast.net



**The Illinois Region of the Model "A" Restorers Club
Invites you to their 7th Annual Turkey Dinner
At the Lions Club, 500 Filmore St., Elburn, IL**

Sunday November 14, 2020 - 12:00 pm

\$26.00 per person
(\$9.00 children 4-11 - 3 and under free)

Dessert contributions will be very much appreciated!!

**Join with your friends from the antique car club community
for this turkey dinner with all the trimmings. Cash Bar**

Get a registration form at the October 19 Meeting (members will receive one via Email) or
contact Melinda Pritchard by Nov. 1st at 630-842-7065 or melindaborck@yahoo.com

UPCOMING

Mark Your Calendars

EVENTS



July	August	September	October
<p>24 Fords & Friends “Duels Night” at Warrenville Culver’s With Model A Club 5:00-8:00 pm</p>	<p>15 NIRG Annual Picnic 10:00 am at the St. Charles Culver’s on Route 64.</p>	<p>21 Member’s Meeting 24 Lake Geneva Poker Rally</p>	<p>2 DuPage Sheriff Car Show for Special Olympics 19 Member’s Meeting 7:30 pm</p>
November	December	January	February
<p>9 Member’s Meeting 13 Veteran’s Day Lunch Patio Restaurant, Lombard, 11:00 am 14 M.A.R.C. Turkey Dinner, Elburn, IL</p>	<p>21 No Member’s Meeting this month Christmas Luncheon At Chessie’s Restaurant? Date to be announced</p>		

Happy Birthday

- Colleen Steck (10/2)
- Sue Adams (10/5)
- John Emmering (10/5)
- Diane Crane (10/8)
- 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)





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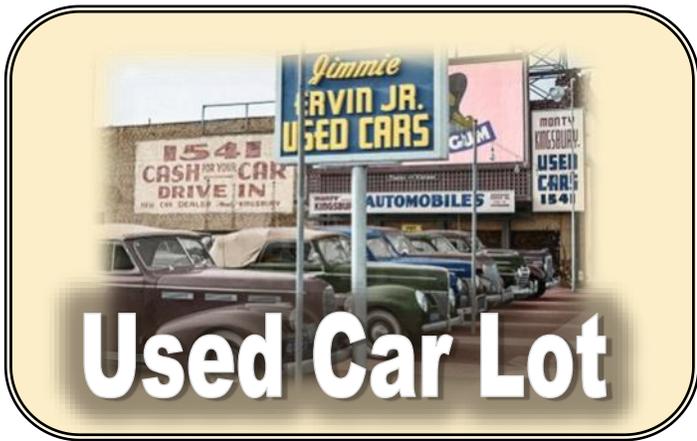
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1953 Ford Customline Tudor. Car is a survivor, no rust, my aunt and I were the only owners, never been in the salt. Total rebuild -Engine, Trans. rear end, front wheel bearing, exhaust system, double manifold, new radiator, springs, brake system. Less than 2,000 miles on rebuild. I have all the receipts on the work, over \$20k.. This is real driver. **\$17,000** Contact Stan Stack at 847-382-4223.



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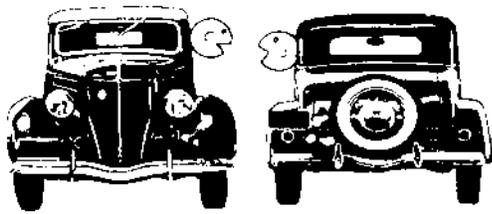
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Road Chatter
3890 Woodlake Drive
Hanover Park, IL 60133



Photo of the Month

The Friendly Ford Customer Appreciation Day Car Show presented by our own member Randy Yockey was back after a one year hiatus. Part of the group out for the event with their Ford V-8s and a Mercury were (L to R) Ken Bounds, Pat Maroney and Dan Pudelek.