



Northern Illinois
THE EARLY Ford V-8 CLUB
OF AMERICA
Regional Group

ROAD CHATTER



NORTHERN ILLINOIS REGIONAL GROUP #8 □ P.O. BOX 803 □ ARLINGTON HEIGHTS, ILLINOIS 60006
 WEB SITE: www.nirgv8.org □ Volume 53 Issue #7 □ July 2019

UP NEXT...

NIRG Meetings & Events

July

- 07-11-19 Board Meeting 7:30
- 07-15-19 Driftless National Tour
- 07-16-19 Members Meeting 7:30
- 07-18-19 Barrington Cruise Night
- 07-28-19 Picnic at Timmermann's Ranch

August

- 08-03-19 Friendly Ford Car Show 9:00 am
- 08-17-19 Fords & Friends at Culver's in St. Charles 5:00
- 08-20-19 Members Meeting 7:30
- 08-24-19 Central National Meet Auburn, Indiana

September

- 09-17-19 Members Meeting 7:30
- 09-27-19 Lake Geneva Poker Run



OTHER EVENTS

Sun. July 7th, 2019 9:00am-3:00pm
Great American Car Show IV
 American Legion Post #76
 570 S. Gary Ave., Carol Stream, IL
 \$15 .00 entry fee



Milestone Commemoration

85th Anniversary of the 1934 Ford

A worthy milestone we highlight this month is the 85th Anniversary of the 1934 Ford. The 1934 Fords were designated as Model 40, introduced in 1933 and continued into 1934 with subtle changes and improvements. Styling was the work of E.T. "Bob" Gregory. The above example is a DeLuxe Phaeton owned by Frank Weiler of Sunnyvale California. Photo by Tom O'Donnell

See full story on Page 6

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2019 OFFICERS

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Ron Steck

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Gary Osborne

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Joe Serritella

Membership Chairman

Ken Bounds

Health & Welfare

Phyllis Madrigali

Tour Chair Persons

Gary Osborne &

Pat Maroney

Newsletter Printing by

Solid Impressions

Newsletter Editors

John & Robin Emmering

Board of Directors

John Emmering

Scott Gilday

Pat Maroney

Tom O'Donnell

George Zulas

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

editor@nirgv8.org

or call

331-425-1187

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are welcome to use material
from the Road Chatter,
provided that

Road Chatter is credited as
the source.

President's Message

A Word From NIRG President Ron Steck



As I sat writing some of these lines I was at the Oak Brook Father's Day Classic Car show. I had been at another car show recently with my 1940 Ford pickup truck and was invited by the gentleman who is in charge of putting the Father's Day event together. He asked me if I would be interested in showing my truck at their show for Father's Day and I said that I would. There were 100 cars in the event and they ranged from 1900s and up into the early 2000's.

Currently I am in California and will be going to the "Woody's on the Wharf" in Santa Cruz on Saturday. This event has been going on for over 25 years in this particular town. I recently had my article on my tour to Montana last year published in the May/June 40 Times Magazine.

I think summer has finally gotten here although the rain continues to cut into our driving time in our old cars. I will be going to Winona Minnesota for the "Driving the Driftless" tour that is being put on by the Twin Cities Ford V-8 Regional Group. I'm hoping to see some new and old members show up to our meetings this summer and be more involved in club events. In the next couple of months we are going to do the business part of the meeting and then weather permitting, we will go outside and do car talk with all those who attend. I hope you will be joining us. Until next month.

Ron



Last month we bought the USB flash drive containing the contents of all the V-8 Times Magazines from 1965 to 2014. It's a real help in researching articles and valuable for finding restoration information on our Ford V-8s. At \$19.95 it is a bargain. Check out the online store on the National EFV8C website www.earlyfordv8.org



We really need articles from the membership to feature in Road Chatter. Why not write out a story about your car, recent mechanical or restoration work or V-8 memories and send it to us.

John & Robin



Barrington Cruise Night

Thursday, July 18th 6:00—8:00 PM



***Join your Fellow Ford V-8
Club Members for
Ford/Mopar/Jeep Night***

215 S. Cook Street, Barrington, IL

Sign-up at the July Meeting or Contact Scott Gilday at srgilday@msn.com

Annual NIRG Picnic

Sunday, July 28 10:00 am



29550 W. Roberts Road, Island Lake, IL

Food - Drinks—50-50 Raffle—Fun
Drive and Display your Early Ford V-8

Bring along a side dish or desert to share.

Bring your own adult beverages if you desire & don't forget your lawn chairs.

Club provides: Charcoal, Hot dogs, brats, burgers, plates, napkins utensils, water & soft drinks.

Guests are Welcome!

Northern Illinois & Rockford Regional Groups Team Up for “Drive Your Ford V-8 Day”

By John Emmering



Anxious to celebrate “Drive Your Ford V-8 Day” and the 116th birthday of the Ford Motor Company, a group of 19 enthused members and friends of the Northern Illinois Regional Group of the Early Ford V-8 Club of America gathered shortly after eight o’clock am at the Hanover Park Train Station on Saturday June 15th. Several members were clad in their commemorative T-Shirts designed with special logos observing the day and each driver received a commemorative dash plaque especially prepared for the occasion.

Overcast skies with a chance of rain were a worry for the planners and participants of the event but keeping a positive attitude and hoping the weather would remain dry, participants lined up their cars to proceed to the destination, Rockford’s Midway Village Museum Complex. The procession headed out of the train station at 8:30 and then south down County Farm Road. Next it took a right turn for a long west bound stretch on Stearns Road.

As the cars passed by Randall Road in Elgin, Pat Maroney noticed noise and vibrations from the engine compartment of his 1936 Ford. Pulling off into a parking lot Pat parked his Ford and the others followed. A group gathered to render assistance. It was discovered that the generator became loose, and the fan had slipped out of position with the blades encountering the coil. Once the generator was secured back in place, Pat’s 1936 Ford started up once again and was ready to continue on its way.

The tour vehicles headed north on Burlington Road through the quaint hamlet of Burlington, Illinois, passing through the vintage buildings that comprise the town’s business district. Continuing to Route 72 and turning west, the group came to the small town of Genoa where a short pit stop was made at the McDonald’s Restaurant. Tom O’Donnell in his 1953 Lincoln joined the group at this point. When the short stopover was completed the vehicles involved in the tour, now including seven Early Ford V-8s headed back onto Route 72 and then north on Genoa Road.

An especially rural and isolated section of road came next as the group headed up Cherry Valley Road and crossed over the Kishwaukee River through an area of forest preserves. From there it was a straight shot north on Mulford Road and right on Guilford where the much anticipated sign indicated that we about to enter Midway Village.

Pulling into the village driving Early Ford V-8s was Ken Bounds, 1951 Mercury Sport Coupe, Ed & Diane Crane, 1941 Ford Super DeLuxe Convertible, John & Robin Emmering, 1951 Ford Custom Fordor, Pat & Dee Maroney 1936 Ford DeLuxe Fordor Sedan, Tom & Madeline O’Donnell with their daughter, Maureen and son-in-law Joe Joos, 1953 Lincoln Sport Coupe, Joe Serritella, 1941 Ford Super DeLuxe Coupe and George and Dawn Zulas, with their 1940 Ford Standard Tudor.





Driving modern iron were Terry Elliot, Gary Osborne & Ron Steck, John & Este Scheve and John & Barbara Slobodnik. Roger Obecny with friend Mary Partyka drove in Roger's 1963 Buick. The NIRG group entered the parking lot and found parking spots alongside the various Ford V-8s and other antique cars from the Rockford Early Ford V-8 Club Regional Group. Heading into the Village most of the NIRG participants joined a tour in progress which worked its way through several of the 26 different historical buildings on the site. The Village commemorates the original settlement, called Midway. It eventually grew into the City of Rockford.

After the tour of the village the NIRG group explored the 20,000 square foot Museum Gallery. One of the museum highlights was an exhibit about early immigration to the area called, "Many Faces, One Community." A 1929 Ford Model "A" Tudor on display caught the eye of many in the group.

Of special interest was the Flight Gallery displaying the restored airplane "The Greater Rockford". The plane was flown in 1928 by Colonel Bert Hassell in an attempt to fly from Rockford to Stockholm, Sweden. When Colonel Hassell lost his way he landed the plane in freezing Greenland. Hassell and his co-pilot survived. However the plane was not recovered until fifty years later in 1968. Now after restoration it can be viewed at the museum.

After the tour of the Museum the two groups gathered for a very enjoyable lunch at the Thunder Bay Grill and reflected in conversation on the events of the day. Rockford Regional Group President Don Johnson and his wife Liz played hosts and contributed much by making tour and lunch arrangements. NIRG participants really did "Dive their V-8s" over 100 miles on the tour. It was a great event shared by the NIRG and the Rockford Regional V-8 Club.





Dream Design 1934 Ford is Still A Beauty At Age 85

By John Emmering

Sleek and streamlined the 1934 Fords were a real trend setter at the time of their introduction back 85 years ago. Many current day Early Ford V-8 enthusiasts continue to hold a deep affection for these unique automobiles. The 1934 Fords were the second production year for the "Model 40" introduced in 1933. Subtle changes were made in the 1934 models.

Most well-known of the design changes for 1934 would be the a thicker stainless steel boarder on the grill without the slight concavity of the '33 grill, the two painted hood handles on the '34 rather than the center mounted chrome handle on the '33 hood and the curved louvers on the '33 hood compared to straight louvers on the '34. An article by Cliff Helling on page 42 of the V-8 ALBUM published by the Early Ford V-8 Club of America pointed out 65 differences between the 1933 and the 1934 Model 40 Fords.

The question might be asked how Ford Motor Company went from the conventional looking Model 18 Ford in 1932 to the more stylish Model 40 after only one year of Model 18 production. The answer is the effect of the unique Model Y automobile introduced by Ford into the British market in 1932. Ford's Model "A" had been marketed in England with

limited success, as the British motoring public found that they were a little large for English roadways. Although the engines were sleeved down to reduce the taxable horsepower from 24, using the British system to 14.9, it was still considered high for purposes of taxation.

Sir Percival Perry, head of the Ford Motor Company Branch in England implored Henry Ford to develop a unique small car with for the British market along the lines of an Austin, Morris or Triumph which all had excellent sales in the United Kingdom.

Folks at the Dearborn headquarters went to work on designing a new small car. Ford engineer Joe Galamb hit the drawing board and in effect scaled down the Ford Model "B" to the desired proportions. The car looked good and might have gone into production except the project manager decided to give 23 year old auto designer, E.T. "Bob" Gregorie, recently hired by Edsel Ford at the Lincoln Division, a crack at the design. Gregorie reworked the design, tilting back the grill 20 degrees. He extended the running boards into the fender line curving them. His new plans produced the Model "Y", a practical car that had style. The new 8 hp Ford became a hit in Europe.





As 1932 wore on Edsel Ford began to formulate his plan for the styling of the new 1933 model year Ford cars. It was decided to make major design changes to the bodies of the 1933 cars. Edsel, who had been pleased with Gregorie's Model "Y" turned to Ford draftsman Clare Kramer and asked him to re-proportion the Model "Y" into a larger car suited for the U.S. market. The wheelbase had to be altered from 90 inches to 112 in the new design and the roofline was raised by 5 inches from 5'3" to 5'8".

Edsel showed the completed drawings to Gregorie who recognized the car as his Model "Y" Americanized. This version contained all the basic stylistic features such as the swept-back grill matching the slope of the windshield, the hood louvers and the "suicide doors", hinged to the rear among other features. Gregorie had unknowingly designed the Model 40 Ford. His working relationship with Edsel Ford would grow from this point leading to a decade with Gregorie as Ford Motor Company's premier stylist.

Upon introduction the new models were enthusiastically received by customers. Ford joined other Detroit Automobile manufacturers in featuring more flowing lines in their new models. Besides the V-8 a four cylinder engine was offered. Ford retained the Model 40 into 1934 and made those many subtle improvements mentioned earlier which really make the 1934 Fords stand out. The V-8 engine went up

from a 75 hp rating to 85 hp. This was accomplished mainly through the addition of a dual throat manifold and a new "48" carburetor also with dual throats.

Making its final appearance in 1934 after a one year hiatus was the Victoria, a stylish two door model. Only 5,240 of these cars were produced. The 1934 Ford paint scheme now saw bodies and fenders all painted body color instead of the traditional black fenders. A new enamel paint was used for bodies and fenders giving an exceptional luster to the 1934 Fords.

The production vehicles were divided into the standard and the more attractively adorned DeLuxe models. DeLuxe cars featured twin chrome plated horns, a stainless steel windshield frame and two tail lights. DeLuxe models also featured a wood grained dash board and interior garnish moldings.

The greyhound radiator ornament was a popular accessory and was officially authorized by Ford in 1934. A radio, clock, heater, spot light, seat covers and a few other accessories were available. 1934 Ford car prices ranged from \$515 for a standard five window coupe to \$660 for a V-8 Station wagon. Best seller was the standard Tudor, with 125,055 units sold at \$535 each. Ford had a great car for 1934 resulting in respectable sales. The beautiful automobile with its V-8 engine set the pace for Ford's line of autos for the rest of the decade of the 1930's.





Harvey Bailey



Machine Gun Kelly

Harvey Bailey got away clean in a Ford V-8 But Captured in Machine Gun Kelly Raid

By John Emmering

With the bullet wound to his leg that he received breaking out of the Kansas State Prison in Lansing almost healed, and money running low, Harvey Bailey knew it was time for him and his gang to hit another bank. Known as the “Dean of Bank Robbers” Harvey Bailey made a name for himself as the most prolific bank robber of the 1920’s and early 1930’s. Bailey was known for his part in the \$200,000 robbery of the Denver Mint in 1922, where a guard was killed and the 1930 \$2,6000,000 robbery of the National Bank of Lincoln, Nebraska in September 1930. Bailey trained his protégés Eddie Bentz and “Machine Gun” Kelly in the bank robbery trade.

After his 1932 capture by Federal Agents while he was enjoying a game of golf at a Kansas City golf course and his subsequent imprisonment, Bailey, age 45, was free once again after his escape from the Lansing Kansas Prison on May 30, 1933. He and his fellow escapees hid out in Oklahoma’s Cookson Hills. Bailey’s two priorities as he prepared for the first bank job after gaining his freedom was a Ford V-8 automobile as a getaway car and a Thompson Submachine gun. Bailey was introduced to the fast new Ford V-8s before his 1932 arrest and felt he could intimidate his victims best with a “Tommy Gun”.

The Ford V-8 was easily obtained, stolen off the streets of Blackwell, Oklahoma. A machine gun was harder to find so Harvey Bailey and his gang did the job without one, hitting the First National Bank of Clinton, Oklahoma July 3, 1933. Their tan 1933 Ford V-8 sedan pulled up to a side entry to the bank and Bailey and four other men alighted. The gang herded bank employees and customers into the back of the bank and gathered up \$15,000 in cash and bonds.

Taking two young ladies as hostages the robbers sped out of town with the Ford V-8 on Route 66, dropping the girls off as they left the Clinton city limits. Less than an hour later the Ford V-8 sedan was spotted by witnesses driving eighty miles an hour through Sayre Oklahoma, fifty miles away.

Harvey Bailey still felt the need for a “Tommy Gun” for his next job and what better a person to borrow it from than his former crime partner George “Machine Gun” Kelly. Bailey headed out to the Paradise Texas Ranch owned by Kelly’s in-laws where he borrowed a machine gun from Kelly’s father in law Robert “Boss” Shannon. Little did Bailey know that Kelly and his partner Albert Bates were off plotting the kidnaping for ransom of Oklahoma City oil millionaire Charles Urschel. Later that month Kelly and Bates snatched Urschel from his Oklahoma City mansion and brought him out to the Paradise Texas Ranch until the \$200,000 ransom was delivered. The crime grabbed major headlines and stunned the nation.

After stealing a shiny black 1933 Ford with bright red wire wheels owned by Ben Wince in Muskogee, Bailey and two confederates, Jim Clark and Bob Brady drove up to the People’s National Bank of Kingfisher, Oklahoma on Wednesday August 9, 1933 at 1:45 pm. This time Bailey positioned himself at the front of the bank with his borrowed machine gun covering the people inside. Emptying the cash drawers Clark and Brady gathered up \$6,000 in cash before heading back outside to the waiting Ford V-8 getaway car. People from the bank were ordered to stand on the running boards for a time as the robbers pulled away from the bank, discouraging police gunfire.

The bandits headed east on Route 33 and attempted to ford the shallow Cimarron River to avoid possible roadblocks. As they tried to cross through the water the V-8 Ford got stuck in the middle of the river bed. The bandits abandoned the car and waded through the river switching to another Ford V-8 waiting on the opposite riverbank driven by fellow gang member Wilbur Underhill with a female companion. Sheriff's Deputies recovered the 1933 Ford sedan from the river later that evening.

Heading up to a cabin near Shawnee, Oklahoma the outlaws split up the loot from the Kingfisher bank robbery. Bailey then headed back down to Paradise Texas, to return the machine gun he had borrowed from Kelly.

When Bailey arrived at the Paradise Ranch at 3:00 am August 12, 1933 "Machine Gun" Kelly and his wife Katherine were absent once again. He returned the Tommy Gun to "Boss" Shannon, who in turn handed him an envelope left by Kelly containing \$1,000 in cash, repayment of a loan Bailey had made to him earlier.

Tired from the long drive to Paradise, Bailey stretched out on a cot for some sleep before making the return trip to Oklahoma. As the sun rose that morning Bailey was rudely awaked by Federal Agents who found the hideout with the help of clues provided by kidnapping victim Charles Urschel. The raid was conducted with hopes of capturing "Machine Gun" Kelly.

Bailey found himself in the wrong place at the wrong time. Bills from the \$1,000 paid back to him, found in an envelop on his person were traced to the Urschel ransom linking him to the crime.

Delighted to have caught Bailey in this position the U.S. Department of Justice went after him with full force for the Charles Urschel kidnapping although he had taken no part in it.

Transferred to the Dallas County Jail to await trial, a strange turn of events occurred. A deputy sheriff jailor, Tom Manion secretly placed a gun and a saw blade under the pillow in Bailey's cell. The deputy, then staked out an exit from the jail to capture or kill Bailey as he escaped with hopes of being hailed as a hero.

Taking advantage of the opportunity Bailey sawed the bars of his cell, hanging a towel over them until the job was completed. On September 4, 1933, which was Labor Day, Bailey slipped through the bars and confronted a jailor, Deputy Nick Tresp with the gun. He then headed out the jail's rear exit with Tresp, escaping Deputy Manion's notice. Bailey asked Tresp if he had a car. He pointed to a green Ford Model "A" Coupe.

With Deputy Tresp as his hostage Bailey drove the Model "A" all the way to Ardmore, Oklahoma. There the police spotted him as he was gassing up. Driving off, Bailey sped through the streets of Ardmore, but the Model "A" banged into a curb, bending the right front wheel, allowing the police to overtake and capture him.

Bailey was found guilty of the Urschel kidnapping and sentenced to life in prison. He served time in Alcatraz and then Leavenworth and was released in 1964. Harvey Bailey had a wild three months of bank robing adventures in Ford V-8s in 1933 but paid for it with 30 years in prison. The "Dean of Bank Robbers" couldn't get away with a life of crime forever.



Dallas Cell after escape



Harvey Bailey upon release



MEETING MINUTES

TUESDAY JUNE 18, 2019

Submitted by Gary Osborne

Vice President John Scheve opened the meeting for the evening, in place of vacationing President Ron Steck. Everyone was welcomed, and we were introduced to a new visitor; John Zero. John is the owner of a 1937 Ford "slant back".

The June meeting was the first of our summer meetings where the Tech Talk is really about the members going back outside after the business portion of the meeting for a little "tire kicking". Since the weather permitted it, we did exactly that.

Board of Director's Report

No board meeting this month, next scheduled quarterly meeting scheduled for Thursday July 11th.

Membership Report

Ken Bounds reported that we are still holding at 87 members.

National Club Report

Ken Bounds reported that the Central National Meet in Auburn, IN has 243 registrations. There are 22 members from the NIRG who will be attending. He also reported that a good friend of the National Club, Larry Menard, had passed away in March.

Treasurer's Report

Joe Serritella reported that the Club had income of \$24 from the May 50/50 Raffle, and expenses of \$163.59 for the Road Chatter. At this time Ken Bounds brought up some concerns he had about the cost of the Road Chatter printing. The Board has addressed this and will continue to monitor it in the future.

Health and Welfare Report

Frank Koeder will be starting rehab for a back injury. Phyllis Madrigali is still recuperating. Please keep these people and others in the Club in your thoughts and prayers.

Past Events

Ken Bounds reported that the Spring Fling in Missouri had several members from our Club in attendance. He said it was a very nice drive, however; all along the route they saw how serious the flooding was in that area of the country.

John Emmering reported on the June 15th National "Drive Your Ford V-8 Day" Tour to Rockford. It was a good turnout for all three Clubs involved. The lunch was very good, and the driving route was very scenic.

Scott Gilday reported on the Mt. Prospect Car Show. They had lots of rain, but still had a good time.

Future Tours/Events

National Driving Tour-Drive the Driftless-July 15-19 Minnesota

Barrington Cruise Night-Thursday, July 18

NIRG Annual Picnic-Sunday, July 28

Friendly Ford Car Show-Saturday, August 3

Duals Night-Saturday, August 17, St. Charles Culvers

Geneva Concourse-Sunday, August 25

Central National Meet-August 23-27, Auburn, IN

Lake Geneva Poker Run- September 27-29

Additional Items

At this time the 50/50 raffle was drawn, and the winner was Dan Pudelek, who took home \$22.

The members went back outside to look at the Ford V-8s driven to the meeting by members and talk "shop". It was a beautiful evening, and hopefully the next few summer meetings will be just as nice.

Attendance

Ken Bounds, Ed Crane, Ron Dopke, John Emmering, Scott Gilday, Jay Hinshaw, Pat Maroney, Joe Novak, Tom O'Donnell, Gary Osborne, Dan Pudelek, John Scheve, Joe Serritella, Jim Taylor, Len Vinyard, Larry Webb, George Zulas. Visitors: Kevin Laughlin, John Zero.



A surprise was in store for some of our Northern Illinois Regional Group members as they attended the 51st Father's Annual Day Classic Car show in Oak Brook on Sunday June 16th. Among the pristine classic cars stood Ron Steck's beautifully restored 1940 Ford Pickup truck. As Ron stood beside his pickup he encountered John and Robin Emmering who happened by. Soon Ray and Mary McMahon, who were also taking in the car show at the Oak Brook Mall stopped by for a chat. Roger Obecnny happened by also with three grand kids in tow. Three other sharp Ford V-8s, unrelated to the NIRG were displayed also. A 1936 Ford Coupe, a 1936 Ford Club Cabriolet and a 1937 Ford Tudor. There were about 100 vehicles displayed. The event, which has become tradition for west suburbanites, was sponsored by the Greater Illinois Region of the Classic Car Club of America.



Despite the threatening weather forecast, five club members came to the Mount Prospect Bluesmobile Cruise Night on June 1, hosted by the local Lions Club. Both our Northern Illinois Region of the EFV8 Club and Stallions Gate Mustang Club headlined the event. Members in attendance included Scott Gilday with his 1941 Ford Convertible, Tom O'Donnell with his 1940 Mercury, Tom Myers with his 1945 Ford Pickup, and Dan Ciancio and Tina Kukla with their 1934 Ford Fordor. Even Sam and Janis Dix came by with there modern car as the weather started to take a turn for the worse. While we had to leave the show early and got a little wet on the way home, we're glad we made the trip.

Scott Gilday



CAR SHOW

CUSTOMER APPRECIATION DAY

Saturday August 3rd at 333 E Irving Park Rd., Roselle

Free Registration 9:00-Noon, Awards at 3:00 pm

All makes, years and model cars have a chance for a trophy!

Arrive early so we can park together



Happy 4th of July!



Happy Birthday

Rick Claybaugh	(7/02)
Joanne Linzer	(7/02)
Joan Kelly	(7/04)
Jordon Beller	(7/13)
Rhonda Miller	(7/18)
Paul Linzer	(7/19)
Tony Mireles	(7/19)
Pat Maroney	(7/21)
Phyllis Gallichio	(7/25)

Happy Anniversary

Mike & Phyllis Gallichio	(7/17)
Rich & Mary Anderson	(7/29)
Joey & Millie Novak	(7/30)

*Ford V-8
Snap shots
from the past*

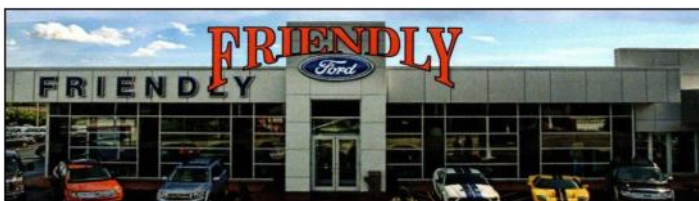
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1953 Ford Customline Tudor. No rust, total mechanical rebuild. A real coast-to-coast driver. Rated #3. Price reduced to \$22,000. *Contact Stan Stack at 847-382-4223.*

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.*

1937 Ford Brakes—Shoes, Backing Plates & Cables *call John Zero at 708-423-4259.*



1950 Ford Deluxe Tudor . Original paint and interior . Excellent condition . \$14,000
Call Rich Anderson 847-871-7324



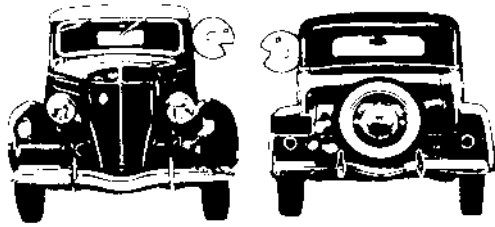
1936 Ford Club Cabriolet. Includes additional 36LB engine being rebuilt. \$43,000.
Call Ray McMahon at 630-853-6832



1932 Ford Deluxe V-8 Roadster. Absolute top condition. Restored to original. \$102,000. *call Garry Kelly Jr., 847-679-5008.*

Wanted: Trunk handle for 1941 Ford Convertible *call Ed Crane at 773-318-9357.*

Wanted: Gauges for 1952 F1 Truck
call Jim Morris at 630-377-9903



Road Chatter
PO Box 803
Arlington Heights, IL 60006



Photo of the Month

Some of the *Drive Your Ford V-8 Day* participants clad in T-shirts commemorating the event held Saturday, June 15th. Pictured left to right: John Emmering, John Scheve, Pat Maroney, Gary Osborne, Ken Bounds, Joe Serritella, Ron Steck, Ed Crane and George Zulas.