



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 #11 November 2019

UP NEXT...

NIRG Meetings & Events

November

11-09-19 **Veteran's Day Lunch** 12:00
Sam's of Arlington

11-19-19 **Pizza Meeting** 7:00
Papa Passero's Westmont

December

12-15-19 **Holiday Luncheon** 1:00
Chessie's in Barrington



MEMBERSHIP RENEWAL *Annual Dues*

Now is the time to mail in your
renewal form and payment to
Membership Chairman Ken Bounds



Ford Flatheads Over the years ...

A Tale of Two 1941 Fords (Part 1) ...

Gary Osborne has worked his way up to 1941 in his series covering NIRG members' Ford V-8s. This month Joe Serritella's 1941 Ford Coupe is featured. Part two will follow next month covering Ed Crane's 1941 Ford Convertible. Joe's 1941 Ford Coupe is pictured above.

See full story on Page 8

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2019 OFFICERS

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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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Ford V-8 Regional newsletters
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

Another summer has come and gone and the time to store our cars for the coming winter has rolled around once again. I'd like to thank all those that participated in our various club events over the past spring, summer and fall. It's been an active year and a lot of fun. We still have a couple more events set to go before 2019 draws to a close.

We elected the new officers and board members at the October meeting, and I would like to thank all those who took on positions of leadership to keep our regional group running smoothly during the upcoming year. We are in the process of planning a possible National Tour next year in Michigan and we will keep you posted on our progress in preparing that event.

November brings our traditional Veteran's Day Lunch on Saturday November 9th. Also don't forget this month is our fall Pizza Meeting at Papa Passero's in Westmont on Tuesday November 19th. See the announcements in this issue. Hope you all have an enjoyable Thanksgiving and keep our Holiday luncheon in December in mind. Hope to see you soon.



Ron

Join us for a
Holiday Luncheon
Sunday December 15th, 2019 1:00 pm
Cash Bar opens at 12:00 noon



Chessie's Restaurant

200 Applebee Street
Barrington, IL



**Sign up at the Pizza Meeting, or contact Scott Gilday
at 312-953-6855 or email: srgilday@msn.com**

Reserve your place with Scott by December 4, 2019

—More details to come soon—

Members Enjoy 12th Annual NIRG Poker Rally

By Ken Bounds

Anticipating a fun weekend, a group of Northern Illinois Regional Group members gathered in Arlington Heights on Friday, September 25th for the first driving tour of the fall – our 12th Annual Lake Geneva Poker Rally. The group consisted of Ken & Carolyn Bounds, 1951 Mercury Sport Coupe; Ed & Diane Crane, 1941 Ford Convertible; Joey & Millie Novak, 1953 Mercury Monterey; Tom & Madeleine O'Donnell, 1953 Lincoln Sport Coupe; Dan & Diane Pudelek, 1950 Ford Crestliner, and John & Este Scheve, 1947 Ford Coupe. Arriving in modern vehicles were Ron Steck with his son Chris and grandson Bennett, and Larry Webb & Virgie Burnquist. Joey Novak once again presented everyone with their rally buttons.

The weather started out cool and dry, but we knew we would run into rain. The dark clouds had already descended on Dan & Diane when one of their rare Crestliner wheel covers flew off on the trip to the meeting place, taking a fender skirt with it. The fender skirt can be repaired; the wheel cover was a total loss.

As our group drove northwest over secondary roads, the dry skies gave way to sprinkles, then rain. Regardless, we had a pleasant drive over some old roads and some new ones – we try to never repeat our route. By the time we reached our lunch destination, our first-ever stop at the Sand Bar & Island Grill in Twin Lakes, Wisconsin, the skies had opened up. We were met for lunch by Ron Dopke & Bernice Short, and Dick & Linda Livingston. Although Dick & Linda traveled all the way from Springfield, they were spending a few days at their family home on nearby Geneva Lake.

The lunch location had a pleasant nautical motif and would have been even more scenic if we had sunny skies to enjoy the view over the lake. We enjoyed a delicious lunch with great service and began our Poker Rally by drawing the first card.

As we continued our drive toward our hotel in Delavan, Ed unfortunately experienced coil failure on his Convertible. After much discussion, it was decided that Diane would continue on with our group and Ed would get the '41 towed back home. Showing that he is a trouper, Ed then got into his modern car and joined us in Delavan during the wee hours of the morning.

While we had worked on Ed's car, Ron led part of the group on to Delavan and the rest of us joined a little later, along with Gary & Dawn Osborne. We were anxious to play our traditional car games, but the weather had turned cold and rainy. We determined that a better plan was to assemble a large group in the hotel lobby where we proceeded to solve several of the world's most pressing problems and to draw our second card. Friday evening we drove to a traditional location on Delavan Lake, the Village Supper Club, for dinner. The third poker card was drawn as well.



Ready to go



Enjoying lunch

Saturday morning, after we drew our fourth poker card, we were joined by Terry Elliott who had driven up from Chicago in his Datsun 280-Z to join us for our traditional Saturday driving tour. This year we had the incredible fortune to be invited by 1979-1981 National V-8 Club Director Al Egelseer and his wife Carol to see their fabulous collection near Hustisford, Wisconsin. We had perfect weather as we drove an interesting 60-mile route up backroads through the Kettle Moraine Forest. The Early V-8s, and some modern cars, hummed along perfectly while we enjoyed the country scenery and arrived right on schedule at 10:30.

We were greeted by our hosts Al & Carol Egelseer and their son-in-law Brian Ninneman. Also present were a number of members of Al's Badger State Regional group and several of Al's friends. After introductions and chatting, we dove right into Al's incredible collection of Early V-8s and a handful of other brands spanning two large buildings. Many of the Early V-8s were Dearborn winners and all vehicles were meticulously restored to the highest standards. It would be nearly impossible to find a flaw on any of them. To assist in our enjoyment, Al had placed a brief story about each vehicle on the windshield: how he had found it, details of the restoration, unique features, etc. To be sure, many vehicles were not restored to original specifications – they were done the way Al envisioned them. In summary - "spectacular." We saw dozens of beautiful vehicles - see the pictures of just a few of them at the end of this article.

The Egelseers had even arranged for a catering truck to be present with a delicious meal of pulled pork sandwiches, barbequed ribs, coleslaw, beans, and chips. Soft drinks were furnished, but a few of us provided our own choice of beverage.

After several hours of V-8 viewing, lunching, chatting and otherwise enjoying V-8 camaraderie, it was time to begin the drive back to our hotel. Tom & Madeleine returned home in their Lincoln, as did Terry



John & Este having a good time



Gary & Dawn try "blind toll booth"



Millie Novak was a winner - closest to the cone



in his 280-Z. The rest of us went over a different 65-mile route over scenic secondary roads back to Delavan. The good news was that the weather had been dry all day and we had time to play the games we had missed on Friday. Clouds had darkened the sunny skies, but it was warm enough to have a good time.

There were a lot of laughs as we played blindfolded driving, blind toll booth, and back-in parking. There were no injuries, but there was plenty of embarrassment and the orange cone used in two of the events was nearly killed. We were happy to greet John Slobodnik who arrived with wife Barb and son John during the games. John had a recent knee replacement and it was great to see him getting around.

With the car games completed we all gathered in the hotel for a round of people games. We played the Ford V-8 buzzer game, stacking lug nuts, and Mercury Assembly – a puzzle. Everyone had a fun time. Afterwards there was time for visiting before participants went to their rooms to get ready for dinner.

For the second year, we were treated to a catered dinner prepared by Chef George of Greenie's Clubhouse at Delbrook Golf Course. The hotel had graciously set us up in their private meeting room where Alison from Greenie's laid out a beautiful spread of tossed salad, crab salad, green beans, chicken, and tenderloin of beef. The food was fantastic and far more than we could eat. Alison also brought along a selection of desserts to complement the cookies that Carolyn made for each person.

Just before dinner the final poker card was drawn and everyone examined their hands. Ken made the announcements of all the winners. Prizes were awarded for each player who drew a joker and for winners of the car and people games. Some took a second "Carolyn Cookie" as their prize. Dan won the blindfolded driving game while Carolyn took second;



Dan seems used to driving blindfolded



Dawn playing the V-8 buzzer game



Ron Dopke won the low hand

Carolyn & Ken won blind toll booth and Dawn & Gary were second; Millie was closest in backing into the cone with Gary second. For the people games, Gary took first in the V-8 buzzer and Dawn was second; Dick won lug nut stacking with Dawn second; and Dick took first in Mercury assembly with Dawn second. There was tension in the air as the winners were announced in the poker rally. Ron Dopke won \$20 for the low hand (a Jack low!) and John Slobodnik came out of nowhere to win \$100 and the Dick Alfini Memorial Hand Award with three queens. Before we knew it, the fun weekend was coming to an end. Sunday morning everyone headed for home as rain put a damper on any more events. Everyone who participated already has a hotel reservation for next year – we can't wait!

12th Annual NIRG Poker Rally

Just a few of the beautiful cars that we saw at the Alan Egelseer Collection



The car that Henry never built -
Custom-created 1941 Mercury Sportsman



The real deal -
Fully restored 1947 Ford Sportsman



Beautifully-done 1940 Ford DeLuxe Coupe



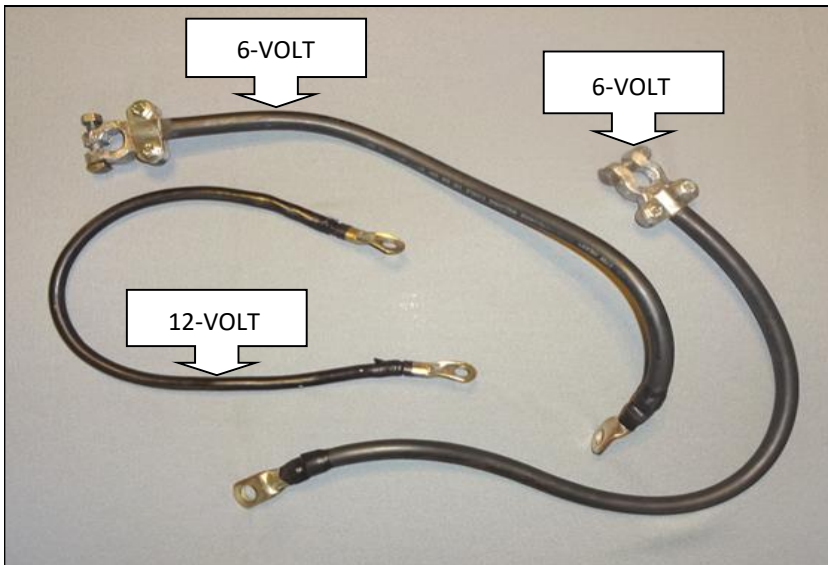
Ready for cruising - 1951 Mercury Convertible



Mildly-customized 1935 Ford Roadster

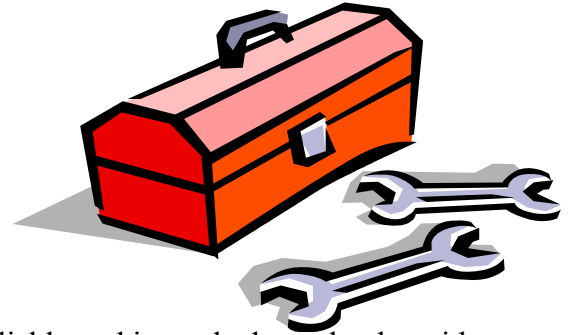


Period-correct 1932 Ford Roadster Hotrod



BRIGHT & TIGHT!

By Richard Volkmer, former NIRG member now of Naper A's.



Our 6-volt, positive-ground 1950's car was not starting very reliably and it cranked too slowly, with a dead spot on the starter. So, last Winter, out came the starter and off it went for a rebuild. We also ordered a full set of three new battery cables and a fresh starter solenoid. These repairs have made a profound improvement in starting performance and reliability for the car.

Scrubbing all the connections with a wire brush before our reassembly recalled our Dad's favorite electrical expression, "Always keep your connections Bright & Tight!" Truer words were never spoken, nor have paid greater dividends in reliability and dependability, where old cars are concerned. And no single part of your car's electrical system is more critical than your battery, its cables, and its connections.

First off, be sure you have the right-sized cables. Somewhere along the line, our car got fitted with a solenoid-to-starter cable for a 12-volt car. All three of your battery cables should be made up of #1 flexible multi-strand welding cable, not the lighter duty cables used in 12-volt cars since the mid-1950's. Our cables were cut to factory specs for correct lengths and came with well-crimped terminal ends and connectors, and nice shrink-wrap insulation on cable ends. The stout #1 starter cable helped get our V8 twirling like a modern car. Everything fit like a glove and the whole project only took a couple days.

You need some specialized tools for battery cable work in order to do it right. Get a square-jawed battery pliers to hold the square nut head of the battery terminal bolt so it does not rotate when you tighten or loosen the hex nut on the other end. A battery terminal spreader tool works much better than wiggling a screwdriver in there to open up the battery terminal. A battery terminal puller will easily lift a balky terminal off the battery post gently, whereas twisting that terminal around could damage the battery post or even cause internal damage to the battery plate connection. A can of battery cleaner neutralizes that nasty white battery acid sulfite corrosion that 6-volt systems seem to generate more heavily than 12-volters.

Rinse and flush everything down with water after using it, then wipe it all dry with a clean rag. The felt anti-corrosion pads can help keep future corrosion at bay. A coating of dielectric grease on your connections before putting them together will minimize corrosion while enhancing the conductivity of your connections. Battery terminal and post wire brushes come in a different styles. I rely more on the wire brushes than the reamer tool to do the job.



BATTERY TOOLS (Left to Right): Dielectric Grease, Square-jaw Battery Pliers, Battery Terminal Spreader Tool, Battery Terminal Puller, Battery Terminal and Post Wire Brush Tool, Battery Acid Cleaner/Neutralizer, and Battery Terminal & Post Reamer. (Top): Another style of Battery Terminal & Post Wire Brush, and Battery Post Anti-Corrosion Pads.

Early Ford V-8s Over the Years

1941 FORD SUPER DELUXE COUPE

By Gary Osborne
& Joe Serritella



The new 1941 Fords were introduced to the public amid much fanfare in September 1940. Over 6,000 dealerships all around the country were welcoming prospective customers to take a look at how much the new Fords had improved. The cars had been advertised as really a whole new automobile that any informed person would truly enjoy owning.

There were so many improvements that Ford Motor Company could honestly call it a brand new car. The larger body sat on a frame that was made significantly more rigid. Of course, it was attached with 14 newly designed rubber mounts to cushion the ride. Between the newly designed shocks, springs, and body mounts, the car offered a very comfortable ride.

But, let's not leave out the improvements made to the interiors. The new deeply padded seat cushions were also much wider

than previous years. The gauges and dash knobs were arranged for good viewing through the steering wheel. This car was meant to be driven for the comfort and pleasure of the motoring public.

In this two-part series I decided to look at two models so that you can see the styling differences. A Super Deluxe Business Coupe, and a Super Deluxe Convertible. In this first installment let's look at the Coupe, owned by Joe and Delice Serritella.

The first thing to notice about this Coupe is the larger body and how much more visibility one has due to the larger glass area. This car has been fully restored and painted the correct Mayfair Maroon. Joe has kindly written some history of the car up through his ownership, so I will let him tell it: "Lloyd Duzell had been helping me check out cars for about a year when he heard of a car for sale from an old colleague named Gale Braunsdorf.

Lloyd suggested we check out the car, a 1941 Ford Super Deluxe Business Coupe. On our way

to see the car, Lloyd remarked that Gale's restoration standards were like his own - no Bondo body filler, and no lead except where factory applied. Upon arriving, one look at the 1941 Ford Coupe affirmed Lloyd's assessment of Gale's skill - the car was gorgeous! Chrome, paint and sheet metal were near perfect and the interior appeared to be 100% LeBaron-Bonny.

Gale mentioned that in addition to what was visual the car had a new 59A engine, a reconditioned radiator and steering gearbox. He then took out an album which showed the extent of the body and paint work. Hood, trunk, doors and fenders were removed. The pieces were then stripped of old paint, sheet metal straightened as needed, acid etched primed, surfaced and refinished with DuPont Centari acrylic enamel. In addition, it appeared that many hours of hand sanding and polishing were invested to produce so fine a finish. The restoration was completed in the early 2000's and the car was not driven much since. It had only been driven to a few local shows and was in a Chicago based movie.



At the time he mentioned the car had been in storage for about 5 years, and he wasn't too sure how well it would run with the old gasoline in the tank. There was no attempt to start the car. He mentioned what he thought the car was worth. I thanked him and mentioned I would get back to him if I had further interest. A week or so later Lloyd mentioned that Gale had taken the car off the market.

About six months later I found out the car was back on the market. An appointment was made for me to fully inspect and drive the car. I was pleasantly surprised on how tight and rattle free the car drove. Gail and I settled on a price and I purchased the car in September 2010.

In driving the car home (50 plus miles) three problems were not-



ed. First, the gears would clash going from second to third, indicating the synchronizers were worn; second, all lights were very dim indicating a lot of resistance in the electrical system; and third there was an exhaust leak. The rest of the car appeared OK with a quiet motor, good oil pressure and a firm brake pedal.

Although I was anxious to take the car on its first club tour, common sense dictated me to do the transmission first. The proce-

cedure of dropping the rear end and pulling it back in order to remove the transmission was really easy as there were no rust issues to deal with in removing the various fasteners. Once the transmission was disassembled, I found no chips in the engagement tangs – pilot shaft, 2nd gear or synchronizer drum. The sharp edges of the tangs were just a little bit rounded due to normal wear. All that was needed was a sanitary cleaning of the housing and all parts; and replacement of the synchronizer rings, gaskets and seals. I decided to deal with the second problem (dim lights) later.

The third problem (exhaust leak) was found to be a rusted-out heat exchanger, which is part of the factory installed "Hot Air" heater. Since the part is no longer produced, I had little choice but to repair the heat exchanger. The rusted-out rear section was cut away and a replacement was made of a weldment made out of schedule 40 tubing and an old header adapter.

On our first tour an elusive fuel starvation problem reared its ugly head. The condition resulted in many non-scheduled stops along the way. I must again thank the half dozen or so club members who helped me with parts and advice. Ultimately the solution to the problem was removal of a floating mass of gelatin like goo that had formed in the gas tank.



Since the purchase of my 1941 Ford Super Deluxe Coupe, it has been driven 6000 miles over a nine year period of fun filled tours, shows and a few unplanned repairs. Some of the other work performed either to make the car factory correct or more roadworthy were: fuel line, fuel pump and carburetor replacement; distributor overhaul; distributor coil and voltage regulator replacement; generator overhaul; and a replacement of the drive shaft center support bearing."

I am sure many of you have seen Joe's beautiful car at our Club events. *(Next month in our December issue I will write about our member Ed Crane's 1941 Ford Super Deluxe Convertible, and the differences between the two body styles.)*



Fall Colors Tour to Jim Manz Collection



By Tom O'Donnell

Greeted by a nice sunny day, a band of Northern Illinois Regional Group members met at the Town and Country Center parking lot in Arlington Heights on Saturday, October 12th for what would prove to be a very enjoyable Fall Colors Tour. The weather was on the chilly side so most members came in their modern cars.

My son, Steve and I arrived in my 1953 Lincoln Capri Coupe and met Diane and Ed Crane, Ron Dopke, Kitty and Terry Freihage, with Gladys Duzell riding along, Terry Elliot, and Dawn and George Zulas, all traveling in modern cars. Pulling up in additional vintage cars were Jay Hinshaw and his son, Jack, 1940 Ford Tudor, Joe Serritella, 1950 Oldsmobile 88 Coupe, and Len Vinyard, 1957 Thunderbird.

We drove north along local roads 11 or 12 miles to Hawthorne Woods, where we entered a subdivision and enjoyed seeing some fall colors. A bonus was getting to view all of the homes with three and four car garages as we cruised through the upscale Hawthorne Woods neighborhood. Just a little garage envy on the way to the Jim Manz Garage Mahal.

When we arrived at Jim's home we were met by fellow members Alan Bryant and Mike Freund in Alan's 1940 Ford Coupe. As the procession arrived the old cars parked around a circular drive just outside of gates leading to the inner driveway by the museum.



Overview



Some of the memorabilia

Jim greeted each of us as we entered his museum and then began describing the history of his collection and how he acquired each of the cars he proudly has on display. He also took time to describe the unique features of each of them.

His collection included a Krit Automobile. Krit Motors made cars in Detroit from 1909-1915. The car was well liked in Europe and Krit did a great business exporting them. The First World War interfered with the export business and Krit Motors had to shut down. Presently there are very few Krit cars left in the USA. The radiator badge was a swastika and most of them were scrapped during the World War II scrap drives.

The interesting collection Jim has gathered also includes a couple of modified Model "T" Fords, a Gull Wing Mercedes Coupe, a Kaiser Darin, a Rolls Royce, a Mercedes 300 SL roadster and a 1939 Lincoln Zephyr Three Window Coupe.

Jim also allowed us to tour his workshop area where he had more cars stored along with many shelves of parts for his cars. He also had many large signs in the workshop area.

After viewing the collection, we came outside to temperatures which were more friendly than earlier that morning and drove to Oregano's Corner Café for a good lunch and conversation. All participants agreed that the opportunity to view Jim's collection was a real treat. Our 2019 Fall Colors tour proved to be a great success.



Our host and owner of the collection Jim Manz



Krit Automobile



Model T Speedster



Pack Ford





MEETING MINUTES

TUESDAY OCTOBER 15, 2019

Submitted by Gary Osborne

President Ron Steck began the Meeting at 7:30 PM with a hearty welcome to all the members. There were no visitors this evening, and the attendance was a little low. Maybe it was the weather!

The first order of business was to complete the election of officers for the 2020 term. There were no new nominations added to the existing list, so the vote was taken, and the following people were elected for next year's term:

President: **Ron Steck**

Vice President : **John Scheve** (reappointed by Ron)

Treasurer: **Joe Serritella**

Secretary: **Gary Osborne**

Board of Directors: **Scott Gilday, John Emmering, Pat Maroney, George Zulas, and Ron Blum**

Congratulations to them all as they lead our Club to another great year!

Ron also talked about our Club hosting a National Driving Tour next year. There has been a committee formed that will be making the plans. Stay tuned!
Board of Director's Report

There was a Board Meeting held on October 10th. Most of the discussion was about the upcoming events that are scheduled including a National Driving Tour. It was decided to form a committee to look into it. Those who volunteered to be on it were: Ron Steck, Este Scheve, Tom O'Donnell, George and Dawn Zulas. This meeting was attended by: Ron Steck, John and Este Scheve, Scott and Nicole Gilday, Gary Osborne, Pat Maroney, Tom O'Donnell, and George Zulas.

Membership Report

If you have not renewed your membership dues, now is the time to take care of that. Please send your check to Ken Bounds so that we can plan for next year. Dues are \$35 with paper newsletter, \$20.00 if by Email.

National Club News

Ken and Carolyn Bounds are working very hard on securing the venues for our Club to host the 2021 Cen-

tral National Meet. They will keep us posted.

Treasurer's Report

Joe Serritella gave this report: expenses of \$163.35 for Road Chatter, Income of \$190.15 from 50/50 raffle, and register adjustment.

Health and Welfare Report

Phyllis Madrigali reported that John Judge is doing much better. There are also others in our group who have needs and would appreciate your prayers for them. Please let Phyllis know if you have a need that you would like the club to help with.

Past Events

Tom O'Donnell reported that the tour he hosted to see the Jim Manz Collection was very successful, and all had a great time.

Future Events

- Model A Club Turkey Dinner– Sun. Nov 3
- Veteran's Luncheon– Sat. Nov 9
- Pizza Meeting at Papa Passero's– Tues. Nov 19
- Christmas Luncheon at Chessie's– Sun. Dec 15

Additional Items

After the business portion of the meeting Jay Hinshaw gave a presentation on the Mecum Auction and how it all works. It was very informative for all of us to be informed on how this auction operates to make it an enjoyable experience. The 50/50 raffle was drawn, and Scott Gilday was the lucky winner of \$23. At the end of the meeting we gathered to talk "shop" while enjoying cookies supplied by Tom O'Donnell.

Attendance

Ron Blum, Ed Crane, Ron Dopke, John Emmering, Scott Gilday, Jay Hinshaw, Frank Koeder, Frank Madrigali, Phyllis Madrigali, Pat Maroney, Tom O'Donnell, Gary Osborne, John Scheve, Joe Serritella, Stan Stack, Ron Steck, and George Zulas.

Pizza Meeting
Tuesday Nov. 19th at 7:00 pm
Papa Passero's Italian Restaurant
6326 S. Cass Avenue
Westmont, IL 60559



Cost: \$10.00 per person
includes all you can eat pizza, soft drinks, tax and tips
Cash bar

It's time once again for our annual Fall Pizza Meeting.
There will be a couple of surprise awards given out to some special members!

Please note there will be no meeting in Arlington Heights



Veteran's Day Luncheon
12:00 noon Saturday November 9th
At Sam's of Arlington Restaurant
1863 W. Central Road
Arlington Heights, IL



*Contact Ken Bounds to confirm your attendance at 630-858-9474
or email ken@boundshome.com*

Happy Birthday

Happy Anniversary

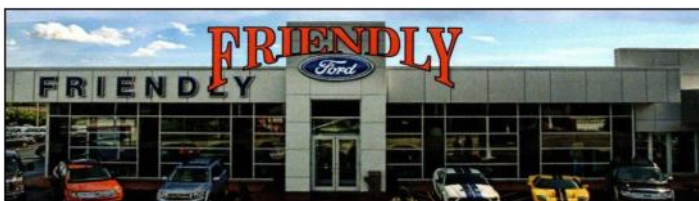
Lou Prazza	(11/3)
Joe Baughn	(11/7)
Tom O'Donnell	(11/7)
Este Scheve	(11/7)
Maureen Adam	(11/9)
Mike Freund	(11/12)
Barbara Slobodnik	(11/14)
Terry Freihage	(11/17)
Robert Magnusson	(11/17)

Maurice & Maureen Adam	(11/01)
John & Barbara Slobodnik	(11/15)
Earl & Gene Heintz	(11/24)



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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

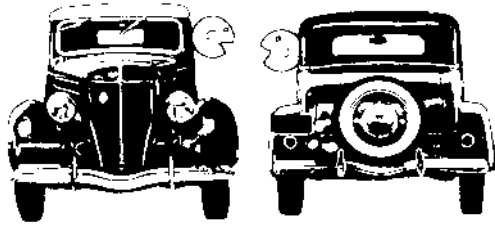


1936 Deluxe Ford Fordor Sedan. 56,000 original miles. New White Wall Radial Tires, Rebuilt Distributor, Carburetor and Fuel Pump, New Water Pumps, Complete Tool Kit, Original Rear Window Shade. Paint and body in excellent condition, no rust. **\$24,000.** *Call Pat Maroney 224-489-3196*

Six 17 inch spoke rims for 1933-34 Ford, painted red. Excellent condition and are original. Buy two, four, or all six Price determined by quantity purchased. Two 17" steel rims painted black. Good condition and are original. \$75.00 contact *Bob Miller 847-651-7207 or Robertmiller2@comcast.net*

Harmon Collins distributor with coils \$500.00
 Electroline 2200 headlights, \$2,000 Von Esser high compression heads and dual intake manifold \$1,800. Grandcor Flathead Heads, \$800. Call Frank Koeder at 847-840-7557

FREE: Harbor Freight Auto Parts Wash Tank with safety lid. Call George Zulas at 630-460-0095



Road Chatter
PO Box 803
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Photo of the Month

John Slobodnik was the winner of \$100 and the Dick Alfini Memorial Hand Award with three queens, during the 12th Annual Lake Geneva Poker Rally.