



# ROAD CHATTER



NORTHERN ILLINOIS REGIONAL GROUP #8 ☐ P.O. BOX 803 ☐ ARLINGTON HEIGHTS, ILLINOIS 60006  
WEB SITE: [www.nirgv8.org](http://www.nirgv8.org) ☐ Volume 53 Issue #3 ☐ March 2019

## UP NEXT...

### Forthcoming NIRG Meetings & Events

#### March

03-17-19 Friendly Ford Swap Meet  
03-19-19 Pizza Meeting 7:00 at  
Papa Passero's Westmont

#### April

04-11-19 Board Meeting 7:30  
04-16-19 Members Meeting 7:30  
04-27-19 Eggs & 8s, Egg Harbor  
Geneva, IL 9:00 am



**Other Events: March 8-10**

**WORLD OF  
WHEELS**

Stephens Convention Center,  
Rosemont, IL  
[Autorama.com](http://Autorama.com)



### Milestone Commemoration

## 1949 Ford 70th Year Anniversary

This year marks the 70th Anniversary of the landmark 1949 Ford, the redesigned post war model that established Henry Ford II as a leader in the auto industry and influenced automotive styling up until this day. Above is a photograph taken by Tom O'Donnell of a 1949 Ford Custom Tudor owned by Jim Martin of Lancaster, PA., taken at our 2014 Central National Meet.

*See full story on Page 14.*

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## **2019 OFFICERS**

### **President**

Ron Steck

### **Vice President**

John Scheve

### **Secretary**

Gary Osborne

### **Treasurer**

Joe Serritella

### **Membership Chairman**

Ken Bounds

### **Health & Welfare**

Phyllis Madrigali

### **Tour Chair Persons**

Gary Osborne &

Pat Maroney

### **Newsletter Publisher**

Ken Bounds

### **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](mailto: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 wrote these lines February was almost to an end. I recall that the groundhog said that we would have an early spring so we will see how that develops. Our trip to Starved Rock turned out to be a very nice time for the ones who made it out there to see the eagles and the icy waterfalls. Our Valentine's Day lunch had a good turnout as well. The weather has been cooperative. With March upon us it'll be time to get the dust off our cars and get them out on the road once again soon.

We had an interesting tech talk film at our February meeting about the 1939 Fords and the options that you were able to order it with if you desired. It looks like we might have a couple new members joining soon as we had two interested visitors in the February meeting. One had attended in January and returned, so we hope to be adding them to our membership roles shortly.

I have had a couple of good responses from members about changing the meetings to get through all the business first. Now we have plenty of time to talk about cars and take questions from members about their car and problems that they may be having. If you are having a problem with your car, come to a meeting and there will be someone around who will be able to help you out. I have been very fortunate to be able to ask questions and get answers to problems that I have had in the past. We have some interesting tours and topics coming up so come on out and join us. Hope to see more of you as the weather improves.

*Ron*



*From the Editors:* Could this 1937 Ford really be restored? You will find out on page 10 in Gary Osborne's story. One clue as to how long it took, it's owner young John Scheve is pictured to the left with his 1937 Ford early in the restoration process.

With St. Patrick's Day upon us we present an Irish theme in this March issue. Hope readers will enjoy,

*John & Robin*



# Early Ford V-8's in Hollywood Movies



## Mickey Rooney and Judy Garland take a ride in a 1932 Ford Phaeton in MGM's *Girl Crazy*

by John Emmering

The hit Broadway musical “*Girl Crazy*” introduced in 1930 got a new look as an MGM feature film by the same name when it was released in 1943. The movie was the ninth and final paring of Mickey Rooney and Judy Garland in a feature film and featured seven Gershwin tunes some of which became standards.

As the plot begins young Danny Churchill, (Mickey Rooney) a student at Yale, is involved with a scandalous incident that makes headlines. This infuriates Danny’s newspaper publisher father, who decides to send Danny off to Cody College, a small all-male college out west without so many distractions.

When Danny arrives in town he faces an eight mile walk to the campus. Noticing attractive Ginger Gray (Judy Garland) under the hood of her 1932 Ford Phaeton mail car, Danny assists Ginger get the Ford running and flirts with young Ginger as they drive to the college. Unhappy at Cody College Danny later gets a ride back to the train station with Ginger in the ‘32

Ford and resumes his flirtation. Danny’s affection for Ginger causes him to change his mind about leaving Cody College. When he returns to campus, he is dismayed to learn that the Governor intends to shut the college down due to lack of enrollment. Ginger is despondent about the closing. To please Ginger, Danny comes up with the idea of holding a rodeo and beauty contest to raise funds and create interest in the college. He gets the Governor to grant a thirty day stay before closing the college.

Ginger misunderstands the situation as circumstances make it appear that Danny has started a relationship with the governor’s daughter. This is cleared up and of course Judy Garland and Mickey Rooney put on a show with the Tommy Dorsey band providing the musical backdrop, that saves the day. The dean is convinced to make the college co-educational as two hundred girls apply for enrollment. The college stays open and Danny and Ginger do a closing dance number. Great film with an interesting 1932 Ford appearance for Early Ford V-8 fans.







# Valentine's Luncheon

## A Very Enjoyable Gathering

By John Emmering

Outside, on Saturday February 16th the Macray Memorial Golf Club's course was a frozen tundra bereft of golfers. However inside the Oak Terrace Restaurant, the onsite golf club eatery, it was nice and toasty. On that afternoon twenty-nine Northern Illinois Regional Group members and friends gathered at the Oak Terrace Restaurant in Barrington for a romantic Valentine's Luncheon in what proved to be a great event.

As participating members filled the tables reserved for the luncheon, there was a nice time of conversation and some of the attendees took advantage of drinks from the cash bar. As mealtime approached participants were able to choose from the special menu offering a Black-Angus Hamburger, Chicken Boursin, Fish and Chips or a Chicken Breast Sandwich.

The clear weather and reasonable temperatures brought out a good crowd. Those who came out to enjoy the Valentine's Luncheon were Gladys Duzell, John & Robin Emmering, Terry & Kitty Freihage, Scott & Nicole Gilday, Earl & Gene Heintz, Paul & Janet Levine, Frank & Phyllis Madrigali, along with their friend Louise Engert, Pat & Dee Maroney, Joe & Millie Novak, Gary & Dawn Osborne, John & Este Scheve, Ron Steck, Jim & Harriet Taylor, Len & Irene Vinyard, and George & Dawn Zulas.

Members in attendance were grateful to Scott and Nicole Gilday for setting up this special Valentine's event. The Oak Terrace Grill came to Scott's mind when he discussed the possibility of a Valentine's Luncheon with his fellow board members. Scott and Nicole followed through and made the arrangements leading to a successful event. With two enjoyable winter activities already in 2019 the NIRG can look forward to a great year as spring approaches.









# Great weather for Starved Rock Winter Getaway Weekend

By John Emmering



Winter released its icy grip in time for the Starved Rock Winter Getaway Weekend which kicked off on Saturday February 2. Six NIRG members, John & Robin Emmering, Pat & Dee Maroney and Gary & Dawn Osborne met up at the parking lot of the Pheasant Run Resort at 8:15 am prepared to have a great experience at Starved Rock State Park.

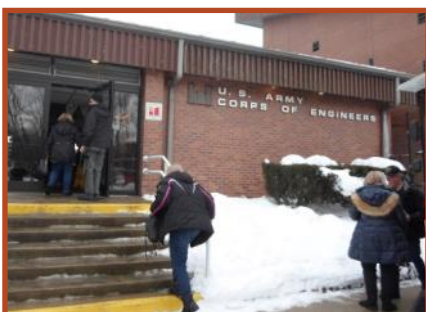
With John leading the way the convoy took off west bound on Route 64 on the sunny mild winter morning. Taking in the snowy white landscape on the journey the procession arrived at the Starved Rock Lodge at 10:30 am after a pleasant drive. Everyone of course drove “modern iron” as the V-8s were all safely tucked away for the winter. Ron & Colleen Steck and Este Scheve had already arrived at the lodge and the group met up and waited for lunch to be served.

The friendly hostess greeted the participants and escorted the group to a nice round table for nine in the dining room and showed them the special “Eagle Tour” menu. After ordering lunch choices, the group enjoyed conversation until lunch was served.

Pulling into the Illinois Waterway Visitors Center the trolley let the riders out for the highlight of the tour, which was the chance to observe Bald Eagles as they perched in trees along the Illinois River and flew over the river looking for fish. Using binoculars or the fixed binocular telescopes tour participants got a great view of the Bald Eagles. After viewing the eagles, a Corps of Engineer Ranger gave the group a short talk on eagles and opened the floor for questions. The Ranger showed a brief but informative video about the habits of Bald Eagles. Next stop was Starved Rock’s Visitor Center.



After an enjoyable meal, tour members left their seats and prepared to board the trolley which would take them on a guided tour through the Starved Rock State Park to view the winter scenery. Passing through the small town of Utica the guide explained some local history including a tragic account of a tornado that caused significant damage and loss of life.

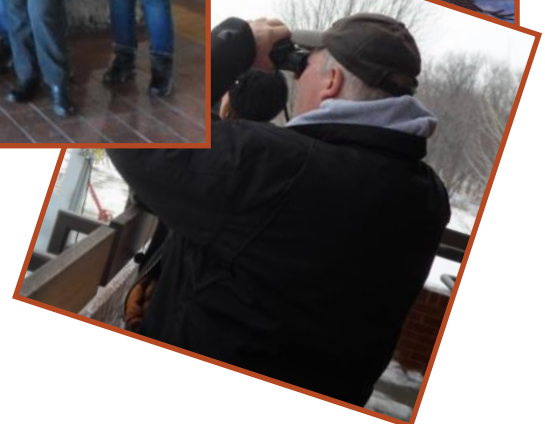




Driving the trolley back to the Starved Rock Lodge the guide finished the tour and participants met up inside to pose for a group photograph. Next the group headed out to Ottawa Canyon near the Starved Rock exit to view the impressive frozen waterfall. After parking their cars participants walked about half a mile down a snowy trail and were impressed by the sight of the large frozen waterfall caused during the frigid polar vortex experienced a few days earlier.

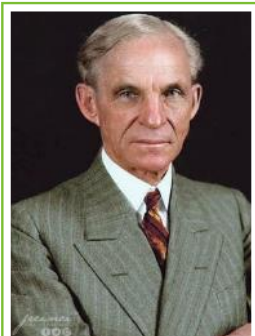
Arriving later on Saturday were George & Dawn Zulas along with their son Tom Zulas & Denise Brussels. Larry & Michele Hunkele, good friends of the Stecks and Dawn Osborne's sister Bonnie also arrived for the weekend.

Leaving after Saturday's activities were John & Robin Emmering, Pat & Dee Maroney and Este Scheve. The others had an enjoyable weekend hiking Wildcat Canyon, gathering at the lodge Saturday evening and meeting for brunch on Sunday morning at Hank's Farm Restaurant in Ottawa. Everyone involved, whether for just the Saturday tour and lunch or the whole weekend had a fun time and went away with a lot of great photos and memories.

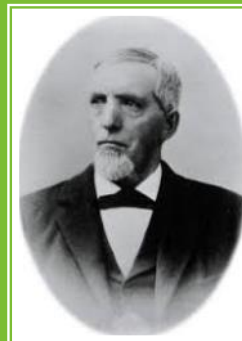


# HENRY FORD

DEVOTED SON OF IRELAND  
VALUED HIS IRISH ROOTS



HENRY FORD



WILLIAM FORD



By John Emmering



Visitors passing through Ballinascarthy, west County Cork Ireland may be startled to see a life size replica of a Ford Model “T” prominently displayed along the main thoroughfare as a memorial honoring American Industrialist Henry Ford. It shouldn’t be surprising because Henry Ford’s family emigrated from this area and Ireland always had a special place in Henry Ford’s heart. Ford’s attachment to his ancestral home was not merely sentimental as he went on to make an economic contribution to the area.

Leaving Somerset England in the 1700’s Henry Ford’s ancestor Thomas Ford and his family were sent to Ireland to farm part of the estate granted by the British Crown to nobleman William Bena Jones in Ballinascarthy. Ireland was at that time subject to British rule and England wanted to establish its presence in the country. The Ford family worked 44 acres of land at first, expanding to 200 acres. Living in a small cottage on the grounds of the estate the Ford family continued in this mode of life for a century.

The potato famine which struck Ireland in the mid 1800’s put an end to this arrangement as the land became unproductive. The Ford family was dismissed from the tenant farm. In 1847 Henry Ford’s grandparents John & Thomasina Ford along with their seven children, (including son William, age 21 who

would become Henry Ford’s father), decided to immigrate to the United States. They planned to join John’s three brothers already living in Dearborn, MI.

Booking passage on a steam liner to Canada the Ford family crossed the ocean. Tragically Henry’s grandmother Thomasina Ford died during the passage. The Fords continued on to Dearborn from Canada and were able to purchase 80 acres of land for a farm in 1848. William Ford married Mary Litogot and Henry Ford was born in 1863. Henry Ford had heard tales about Ireland from his kin and must have gotten an idealized picture of life in the Emerald Isle.

After Having achieved enormous financial success producing automobiles Henry Ford along with his wife Clara and son Edsel set out for a visit to Ireland, to see first hand the land of his fathers. Visiting the small empty tenant cottage where his father had been born, Henry placed an offer to buy the house and 30 acres where it sat. The owner, encouraged by the parish priest to hold out on the price, asked too much money and Henry abandoned his plan to purchase the site. The brief trip to Ireland gave Henry Ford a picture of the poverty that was present there and started him on his ambition to “Start Ireland along on the road to industry”, which would take much perseverance and a large financial investment on his part.



**H**aving developed a burning desire to establish a Ford factory in Cork, Ireland, Henry Ford contacted his head of the Ford organization in Britain, Percival Perry. Mr. Ford suggested Cork as the site of a possible new factory. Perry was against the idea but fate, years later took a turn in Henry's favor.

**W**hen World War I broke out in Europe the British Government saw a need for tractors to help farmers produce the increased domestic food production needed during the war. Impressed with the Fordson Tractor as the best option the British Government authorized the construction of a Ford plant in Cork, under the banner of the Ford & Son Company, a separate entity from the Ford Motor Company.

**C**learing the site of a large horse race track construction began on the Cork Ford plant on what was known as the Marina site. Construction took longer than expected and ironically the Fordson tractors for England had to be imported from the U.S.A after they were produced at the Rouge plant. The first tractor rolled off the line of the Cork plant July 3, 1919 but trouble soon followed. There was a downturn in the economy after World War I and the Irish War of Independence began. When Ireland won independence a 22.22 % tariff was placed on vehicles delivered to

England driving up costs and harming the business plan.

**I**t seems out of sheer loyalty to the cause of helping to industrialize Ireland, Henry Ford kept the Cork plant running in the face of many setbacks. The plant weathered the storm as a result of Henry Ford's philanthropy and by 1922 15% of Cork's residents were employed by Ford. Workers received five pounds a week at a time when 30% of the population lived on only one pound weekly. The Ford plant was a great boon to Cork's economy. By 1930 the plant employed 7,000 people making it the largest foreign Ford employer and the second largest employer in Ireland.

**T**he products of the Cork plant changed over time. With a downturn in tractor sales in 1922 the plant began producing Model "T" parts for Ford's Manchester England factory, and later Model "A" parts began to be made for export. The last Model "T" ever produced was assembled at the Cork plant in December 1927. Tractor production resumed in 1929 and the plant became the sole producer of Fordson Tractors until 1932 when tractor production again ceased.

**W**ith the high export tariffs other European countries charged the Cork Ford plant turned to assembling Ford cars for sale in

the domestic Irish market. This proved to be a winning solution and the Cork plant continued on in relative stability for fifty years along these lines.

**T**he 25,000<sup>th</sup> Ford vehicle was produced by the plant in 1938. The Irish public showed their loyalty through their car buying habits as more than 50% of the cars sold in Ireland were Fords. The Model "AB", Model "Y", English Ford Prefect, Escort, Cortina and Sierra were manufactured in great numbers in Cork. The plant continued through many stages having employed 20,000 during its sixty-seven-year run. Ford Motor company was forced to close the plant during a deep recession in 1984. New rules from the European Economic Community also caused difficulties leading to the closure.

**H**enry Ford truly did accomplish his goal of setting Ireland on the road to industry through his investment in Cork, Ireland. With the establishment and maintenance of the Ford plant for many years, he created a true bond with his ancestral home and improved the lives of many people in the Cork region. Although harsh conditions had forced his father's family to leave Ireland, Henry Ford returned to become a great asset to his family's former community.

## No regular March Meeting! Be sure to attend our **PIZZA MEETING**

**Tuesday March 19, 2019 7:00 pm**

*All you can eat + soft drinks: \$10.00 per person*



**Papa Passero's Pizza**  
16326 S. Cass Avenue  
Westmont, IL 60559



## **John Scheve's 1937 Ford Standard Tudor**

By Gary Osborne and John Scheve

Ford Motor Company was optimistic that their 1937 models would bring the company back to the lead of the automobile industry. The previous model year run had been lackluster as far as sales were concerned. Henry Ford never wanted to be second to anyone, so he was determined to make the changes needed to bring his company back to the top.

Styling, the first thing that attracts customers, had to be addressed. There is some disagreement about who designed the 1937 Fords, whether it was Edsel Ford and his team, or the Briggs Manufacturing Company. There were some significant styling changes to the cars. Some of the changes made were a large swept back grille, modeled after the Lincoln Zephyr, headlamps that were molded into the front fenders, a one-piece hood that was hinged at the rear, and an all steel top on the sedans instead of the fabric covered roof used previously.

Second, powertrains were of a concern for prospective customers. This was the year that the V-8 60 came into American production from Europe.

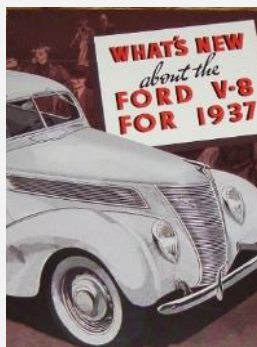
The sales brochures advertised this engine for those consumers, living through the depression, who wanted to drive a very economical car. The problem was that the engine didn't have enough power to propel the car as well as the 85 HP engine. As it turns out, most cars were sold with the larger engine and the V-8 60 was only utilized for four years in the U.S.

Part of the powertrain problems also had to do with the braking system. Ford still insisted on using mechanical brakes while other automobile manufacturers used hydraulic systems. However Ford made changes in the system by using cables instead of rods to actuate the brakes and using "floating" brake shoes instead of ones that were rigidly mounted. These brakes could still do what they were designed to do, and that is to simply stop the vehicle.

Ford made a big push to get as many cars as possible sold, so he brought 8000 dealers to Detroit to promote the 1937 cars. The Company had a goal of 1,000,000 units sold by September, and 1,300,000 units for the model year.



**John Scheve's 1937 Ford Tudor at the 2014 Central National Meet**







John Scheve receives his 75th Anniversary Certificate from EFV-8 Club President Ken Bounds at 2012 Central National Meet.



The Scheve's 1937 Ford parked on the grounds of Greenfield Village in Dearborn.

Henry Ford made a big push to get as many cars as possible sold, so he brought 8,000 dealers to Detroit to promote the 1937 models, setting a goal to sell 1,000,000 units by September, and 1,300,000 units for the model year. Neither one of these goals were achieved in the domestic market, with Chevrolet remaining in the top spot. One notable achievement for Ford was the production of the 25 millionth Ford vehicle built since 1903. Henry Ford himself watched as this car rolled off the assembly line.

The Standard Tudor Sedan pictured above is owned by our NIRG member John Scheve, who has been its caretaker since 1984. John saw the car at a friend's garage and wanted to buy it, but it was not for sale. John was persistent and eventually his friend relented. The car was delivered to the Scheve house in many pieces and looked to be complete. Well, we all know how that goes!

John is a man who likes to do his own work, so he began to learn the skills that he would need to restore the car. Learning how to polish and restore metal parts, do upholstery, tackle the wood graining on the interior, and even how to paint. Most of us don't get to paint our cars, but John was determined to do his. As you can see by the photos, he did a wonderful job.

este, John's wife also contributed a lot to this restoration. She was the one doing much of the research for correct parts and availability. She helped install many components, including the engine, and did some of the interior work. Because of the knowledge gained in this process, she now enjoys being a judge at the National Meets.

Life is filled with many paths that don't help to make a restoration timely, so after more than 20 years the car was finally completed in 2008. This was

the first year that the car was able to hit the road and destination #1 was the Grand National Meet in Dearborn. After the judging, the car received a 1<sup>st</sup> Place Award. Really desiring a Dearborn Award, John made the necessary changes, brought the car back to the National Meet in Auburn in 2009 and won his Dearborn!

Since that time the Scheves were invited to show the car at the Geneva Concourse d'Elegance in 2010, where it won a coveted Benz Award. The car was shown in 2011 at the Eyes on Design Concours d'Elegance benefiting the Detroit Institute of Ophthalmology. This show was held at Edsel Ford's home in Grosse Point Shores, Michigan. They were also invited to show the car at the Indianapolis Motor Speedway in 2013 at the Indy Concourse. Former race car driver, Mario Andretti picked their car for a 3<sup>rd</sup> Place Award in its class. Of course, they also got to take the car for a spin around the famed 2.5-mile track!

One thing that John has noticed over the years has been the fact that what was always said about the V-8 60 is true; it's a real dog! For the size of the car it is truly underpowered, but he wanted to keep the original engine. Because of this the car is not driven a lot, but the joy is getting to show this beautiful automobile many places. Maybe this year the Scheve's will drive the car to a club event and we can enjoy it with them.

\*Note: If you would like to read more about the Scheves' car, there is an article in the November/December 2014 V-8 Times.





## Irish O'Malley, Vivian Chase and the Ozark Mountain Boys drive Ford V-8s in Crime Wave

By John Emmering

Peering through the frosty windshield of his 1934 Ford V-8 roadster, side curtains tightly snapped shut, Irish O'Malley headed south down Route 62 and into downtown Okemah, Oklahoma followed by his cohorts trailing him in a pair of sedans, one a black 1934 Ford V-8 and one a Plymouth. At 4:45 am there was very little activity in Okemah on that snowy, freezing morning of December 22, 1934. The small town of 2,200 suffering the effects of the great depression was about to experience more bad luck as seven desperate criminals rolled into town in the three cars.

Taking the role of lookout Irish O'Malley cruised the downtown square in his roadster, while the Ford V-8 sedan pulled up next to the Okemah National Bank. The Ford's three occupants, members of the "Ozark Mountain Boys" gang Leonard Short, Dewey Gilmore, and Russell Cooper stepped out. Spotting the bank's janitor Claude Scarborough approaching in the predawn light the gang accosted him and forced him to grant them entry into the bank. Once inside they waited as each employee reported for work, tying each one up and holding them in a back room.

Nearby the Plymouth sedan stopped close to the town's other bank, the First National across the street and the masked passengers "Red" Melton and Fred Reese hopped out. They likewise intercepted 60-year-old J.M. Morgan that bank's janitor who was walking toward First National. The Plymouth's driver "Dapper" Dan Heady joined Melton and Reese who had jammed a .45 pistol to the janitor's chest demanding entry to the bank. The gang now occupied two of the town's banks simultaneously. Each group of robbers confronted arriving employees, taking them hos-

tage and binding them until the Bank presidents arrived. When the complete bank staff was present and the timed vault locks opened, the robbers helped themselves to the cash held inside. The robbery crews gathered their takes from each bank. The score from the First National Bank was \$9,391 with a take of \$14,892 from Okemah National.

Exiting the banks, the robbers met up with Irish O'Malley in his Ford V-8 Roadster just outside of town. The outlaws sped north on Highway 56, as the hostages back in Okemah worked to free themselves. The robbers had a quarter of an hour head start before the police were notified of the two bank robberies. Traveling one hundred miles north to their hideout in Rodgers County, Oklahoma the bandits made good their escape. The police had sent posses after the men, set up road blocks and conducted an areal search for the men using an airplane to no avail. The Okemah bank job would stand as one of the best orchestrated robberies in Oklahoma history.

Purported ringleader of the criminal band, "Irish" O'Malley was born Walter Riley in St. Louis, Missouri in 1898 to Irish parents in severe economic straits. When his folks split up, Walter was taken in by middle class foster parents, Mr. & Mrs. Holland. With little interest in school, Walter dropped out in 8<sup>th</sup> grade to work as a meat packer for Swift. Having joined the National Guard Walter was called to active duty for World War I. On Christmas Eve 1917 he deserted and fled to Canada. Regretting his actions Walter enlisted in the Canadian Army, seeing service in France. After the War he was given a bad conduct discharge from the U.S. Army after turning himself in.



Unable to settle into a job Walter fell in with bootleggers during prohibition and began his illicit activities assuming the moniker “Irish O’Malley”. Taking a wife, the short marriage ended due to his bootlegging activity.

O’Malley hung with a rough bunch of St. Louis toughs, called “Egan’s Rats” who helped enhance his criminal skills. He spent most of the 1920’s in prison for a number of robberies such as the robbery of a Railway Express messenger of \$17,423 in Granite City, and robberies of banks in Panama and Iuka, Illinois. In 1922 O’Malley was arrested, tried and given a one to twenty-year sentence to be served at the Southern Illinois State Penitentiary at Menard.

Surprisingly paroled in November 1929, O’Malley was turned loose as the depression began and the roaring twenties ceased. Returning to St. Louis O’Malley made his living as a bunco artist circulating among underworld characters. Moving to Kansas City, he ingratiated himself with organized crime figures and began a criminal partnership with hoodlums Clarence Sparger and John Langan pulling burglaries and robberies.

Love again entered Irish O’Malley’s life as he teamed up with Vivian Chase, a 30-year-old thrill seeker who had kept company with some of the worst outlaws of the time. Vivian was an escapee from the Clay County Jail in Liberty, Missouri where she had been held for a bank robbery.

In July 1933 O’Malley enlisted Vivian and some cohorts to kidnap wealthy August Luer, of Alton, Illinois. After kidnaping the 77-year-old Mr. Luer and holding him in a crude cellar the plot was abandoned. Luer was in poor health and O’Malley couldn’t formulate a workable plan to pick up the

\$100,000 ransom demanded, so Mr. Luer was released unharmed.

On a stop in Springfield, Missouri enroute to Kansas City after the failed kidnapping, O’Malley made the acquaintance of Leonard “Shock” Short leader of the Ozark Mountain Boys gang. Comparing notes, the two decided to join forces. The O’Malley gang combined with the Ozark Mountain Boys was an unusual amalgamation of rural and city criminal enterprise. Together the two factions committed many successful bank robberies, such as the Okemah robbery.

In one such robbery of the First National Bank of Neosho, Missouri on March 2, 1935 the outlaw band again utilized a dark 1934 Ford V-8 along with a Chevrolet to transport the gang. Working in the same manner as in Okemah, they took over the bank and emptied the vault of \$16,689. Their Ford V-8 was found abandoned outside of town, wiped clean of fingerprints.

The criminal combination prospered until the spring of 1935. O’Malley associate Dewey Gilmore was captured by the FBI and was convinced to turn informant. Gilmore’s information led the agents to Irish O’Malley’s plush apartment in Kansas City where they captured him on May 26, 1935.

O’Malley was tried for the Luer kidnapping in Madison County Court, Edwardsville, Illinois and sentenced to life in prison, the bitter consequence of the actions he chose. Although Irish O’Malley was behind bars his criminal associates continued their illicit activities. Vivian Chase, Clarence Sparger, John Langan and others were still on the loose committing many crimes, often behind the wheel of a Ford V-8. *(See the April Road Chatter to learn the conclusion.)*



Irish O’Malley after his capture



The Luer Home in Alton, scene of the kidnapping



Elderly kidnap victim August Luer



Crude cellar where Mr. Luer was held



Ford V-8s were often employed in O’Malley Gang crimes.



More than just a slogan “There’s a new Ford in your Future” was a fact in spring of 1948 as the Ford Motor Company prepared to unveil the all new post war 1949 model Ford line of automobiles. Suspense surrounded the details of Ford’s new offering even among Ford Motor Company employees in Dearborn who were not directly involved in the project. The July 1948 Ford Times magazine commented that in the spring of 1948 “a man who knew a man who had seen the new 1949 Ford could achieve fame and social prominence without trying.”

New York’s Waldorf-Astoria Hotel greeted throngs of curious potential automobile buyers on June 8, 1948 for the big unveiling of the 1949 Ford models. It was a scene reminiscent of the introduction of the Model “A” Ford back in December 1927 and the Model 18 V-8 in 1932. Ford dealers had been introduced to the new line of cars at six regional shows held throughout the country exclusively for them during May 22-25, 1948. Ford assembly plants held open houses to introduce worker’s families to the new cars before the public saw them. On June 18<sup>th</sup> local dealership showrooms begin to display the new Fords. An estimated ten million people viewed the new 1949 models. It was said that 100,000 orders were placed for 1949 Fords at these early showings.

The road to develop the post war 1949 Ford was a rocky one and has been often told in many articles on the subject. While not gladly, Henry Ford gave up the reins of the Ford Motor Company to Henry II, his eldest grandson. Henry II came in after his discharge from the Navy as Executive Vice-President and

## The 70th Anniversary of the 1949 Ford

by John Emmering



then took the helm as company president in September 1945. A new era began for the Ford Motor Company which was losing money and appeared to be on the wane. Job one for Henry II was a new management team and he brought in John Bugas to alter the company’s management practices under the new president’s aggressive style. Management whiz Ernest Breech, former GM executive and Lewis Crusoe from Bendix were brought in, bringing their business expertise. Breech recruited Harold Youngren from GM, who became Ford’s new chief engineer. Ten Army Air Forces Veterans known as “The Whiz Kids” were added to the team, improving management.

Ernest Breech believed Ford needed an innovative concept for the new car. Ford management wanted the new car to be about the same size as the 1947 Ford, offer a larger interior, be lower, weigh less resulting in better performance, offer improved fuel economy and have a competitive price.

Besides assigning E.T. “Bob” Gregory and his styling department staff to work on a new design Ford executives choose George Walker’s outside firm to develop a design of their own in competition with Gregory. Walker got a former Studebaker designer Richard Caleal on the project promising him a lucrative position at Ford if he could come up with the winning design. Caleal worked with other automobile stylists, Bob Bourke and Holden “Bob” Koto, to make a clay model on which the slab sided 1949 Ford would be based. The unique spinner grill was said to have been added to the car’s design by stylist Joe Oros. Of the many accounts of the development of the 1949 Ford’s styling, this one seems most accurate.



The moment of decision came, and Ford executives choose Walker's design over Gregory's larger model. Gregory's larger Ford and Mercury designs would be utilized as the new 1949 Mercury and Lincoln cars. E.T. Gregory left the company after his design for the Ford car was not used. The race was now on and Ford Motor Company did the work necessary to get the new "8BA" 1949 Ford into production.

While two to three years was a reasonable time period to develop a new car, the 1949 Ford went from the drawing board to production in just 14 months. The cost of retooling was estimated at 37.5 million dollars. The engineers started with a clean slate and did not retain the traditional transverse leaf springs or closed torque tube drive shaft opting for open driveshaft Hotchkiss drive. The new car had independent front suspension and would be lower and 200 pounds lighter than the earlier model.

Luckily for Henry Ford II the 1949 Ford, the first all new car produced under his leadership, really struck a cord with the public and was a big hit. The car was all new except it carried over the somewhat improved flathead V-8 and 6 cylinder engines.

Ford produced four "standard" models for 1949 just called Fords. They were the Business Coupe, Club Coupe Tudor and Fordor. (In 1950 the standards took on the name "Deluxe".) Top of the line were the Customs which included a Club Coupe, Tudor, Fordor, Convertible and Station Wagon.

The 1949 Fords were available with a 100 horsepower V-8 or the 95 Horsepower 6. A Borg Warner overdrive was optional along with the new Magic Air heater. A host of other authorized dealer installed accessories were offered such as turn signals, back up lights, spot light, fog lights, map light, etc....

Early production models were found to have some problems such as doors that flung open on turns and water leaks. Improvements were made during the production year. Sales took off in 1949 and Ford sold over a millions cars, bringing the company back into profitability after suffering several years of net losses.

Ford's 1949 model was a milestone for Ford and set the pace for the future, beginning a new era in the company. While modernized, the Forty-niner is still a member of the Early Ford V-8 family with it's flathead V-8 engine and is a great collector car.

## Ford's Out Front with "The Car of the Year"!



**It's a Dream Wagon...this '49 FORD**  
with its heart of steel and the new FORD 'FEEL'!



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This new Ford "Dream Wagon" has two wide doors instead of four narrow doors, a blessing to parents of small children. There's more visibility all around, and the safety, never sleeping of King. See brakes that are 37% more acting.

### And feel that comfort!

There's plenty of room for eight big people, plus a ride that's in a class by itself—thanks to new "Hush-Gulf" four springs and new "Down-Flow" rear springs that smooth out the roughest road!

### Feel that power!

You'll love this great car's performance...it's powered with the famous 100 h.p. Ford V-8, the same type of engine used in America's excellent cars. Why not see the new Ford Station Wagon today? Take the wheel—try the new Ford "Feel"!



Take the Wheel  
try the new  
Ford Feel!

### It's steel, steel, steel.

Yes, it's all steel—even under that gleaming mold at plywood paneling. It's Ford's famous all-steel "Ligament" body, welded into a rigid unit for even greater strength and safety. Truly a heart of steel, wrapped in luxury!

### It's sealed against dust.

The convenient easy-opening valance—as well as the doors—is completely weather-sealed to guard against annoying dust and water leaks. Here's a feature you'll certainly appreciate, especially when you're resting.



**Beauty fore and aft  
plus the "Mid Ship" ride**

Ford's mid-ship styling with the look of the post-Lord graceful lines and its new line center of gravity give it that "Dream Car" silhouette.

You Ride "Mid Ship"...with new placed between the wheels, not over the wheels. The center of gravity is lower to give you a new road-hugging ride.



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There's a new Ford in your future

100 H.P. V-8...in both V-8 and 200 new, optional "Type R" "Coping" new "Deep Breath" manifold and a new lubrication system.

95 H.P. 6...Ford's new six-cylinder power house is one of the two big "Hush-Gulf" engines you can get for your Ford. Gas mileage up to 17.5.



# MEETING MINUTES

## TUESDAY FEBRUARY 19, 2019

Submitted by Gary Osborne

President Ron Steck opened the meeting by greeting all the attendees who took the time to come out and spend an evening together. There was one first time visitor in the crowd, Rusty Medlin. He is the owner of a 1949 Mercury and has been on several tours in Texas.

Ron showed a certificate in honor of Norm Collins that was sent to the NIRG from the Early Ford V-8 Foundation for the donation of a memorial brick.

Ron also had a certificate from the National Early Ford V-8 Club of America to announce that the Road Chatter had received 1<sup>st</sup> place in the newsletter competition for 2018. Congratulations to Ken & Carolyn Bounds, and John & Robin Emmering for all the hard work they have done to make the Road Chatter such an award-winning newsletter.

John Emmering handed out some packets to several members to announce a little contest that he is promoting in order to attract new members. If someone gets a new person to join the Club, they will get free pizza at our Pizza meeting at the end of the year. Also the member who brings in the most new member will be honored as "Recruiter of the Year" and be presented with a special plaque.

### Treasurer's Report

For the current month the Club had income of \$1067.00 for membership dues, business ads, and the Installation Dinner. There were expenses of \$1161.57 for meeting room rent, Road Chatter, and the Installation Dinner.

### Health and Welfare Report

Phyllis Madrigali gave the following report: Ken Bounds is recovering well, Frank Koeder is well and was back at the meeting, (Frank thanked all for the card sent) Joe Kozmic is out of the hospital and recovering, but Nell Kozmic is in the hospital. Please keep all of these folks in your thoughts and prayers. If you have a health concern that you would like the Club to be advised of, let Phyllis Madrigali know about it.

### Past Events

John Emmering shared about the Starved Rock Weekend on Feb. 2-3. It was a great time had by all who attended the Eagle Tour. We got to see about 9 or 10 eagles in their natural habitat flying around the Illinois River. One of the Park Ranger Eagle Experts gave a short talk and showed a video about eagles. Then the Trolley Tour went through the town of Utica before returning to the Lodge. For those that stayed for the weekend it was a very enjoyable time relaxing in the Lodge and spending time with other Club members.

Ron Steck shared about the Valentine's Luncheon held on Saturday, February 16<sup>th</sup>. There were 29 people who attended it, the food was very good, and of course the fellowship is always great. Thank Scott & Nicole Gilday for organizing it.

### Upcoming Events

**MARC Swap Meet at Friendly Ford- March 17**  
**NIRG Pizza Meeting – 7:00 pm March 19**  
**Eggs and Eights in Geneva- April 27**  
**National Drive Your V-8 Day- June 15**

### Additional Items

In commemoration of the 80th Anniversary of the 1939 Fords John Emmering showed a couple of videos about the 1939 models. They were promotional films meant to demonstrate the superiority of the Ford products.

The 50/50 Raffle winner of \$28 was Ron Steck. The meeting was adjourned and then there was plenty of time for everyone to "talk shop".

### Attendance

Ed Crane, Ron Dopke, John Emmering, Terry Freihage, Jay Hinshaw, John Judge, Frank Koeder, Paul Levine, Frank Madrigali, Phyllis Madrigali, Pat Maroney, Roger Obecnny, Gary Osborne, John Scheve, John Slobodnik, Ron Steck, Jim Taylor, Jeff Trilling, Ron Vaughan, Len Vinyard, George Zulas, visitors Richard Kuenstler, and Rusty Medlin





**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.*

**46-48 Ford radiator,** good condition, cleaned and checked, \$250. *Contact Roger Obecny at 708-772-1925*

**Ford Parts:** Many 41 parts & others, tools, rear drum puller, valve tools, compressor, lower hose drill bit. Ford Signs, NIRG V-8 Clock - *Contact: Bob Paladino 630-918-7804*

**Set of 1939 Original Ford fender skirts,** restored, one lock assembly missing, Complete rebuilt 1949-51 Ford differential assembly, 4:10 gears. *Call Jack Frank at 630-918-8880.*

**1936 Ford Fordor Sedan Hot Rod** For more information, *call Mike Gallichio at 630-858-8066.*

**1933 Ford Transmission:** Condition not known. *Call George Zulas 630-582-2056*

**1939 Ford restored running boards,** \$850, rebuilt transmission \$550, 1940 rebuilt transmission with 1960's Hurst shifter, \$875, Electrolite 2200 headlights, good shape \$2000. *Call Frank Koeder at 847-840-7557.*



**1963 Ford Galaxie 500XL Convertible,** 81,000 miles, 390 T-Bird engine, auto trans, power steering, like new radial tires, electric fuel pump. Rose Beige with white top. \$41,000. *Call Earl Heintz at 847-650-6214.*



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




**1939 Ford De Luxe Tudor Sedan:** Outstanding restoration. Car located in Antioch, Illinois. *Call Jerry Gunderson 847-395-2370, or email: jessegun1@att.net*

**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*

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**Sunday March 17th**

There are always plenty of good Ford V-8 items at the Winter Parts Swap sponsored by the *Illinois Region Model "A" Club* at Friendly Ford, 333 E. Irving Park Rd. Roselle, IL

*Join your fellow NIRG members at Bulldog Ale House across the street for lunch at noon.*

• H • A • P • P • Y •

# Birthday

**MARY MCMAHON (03/05)**  
**GLENN LINDQUIST (03/06)**  
**HARRIET TAYLOR (03/06)**

**NICOLE GILDAY (03/20)**  
**MADELEINE O'DONNELL (03/26)**

# Happy Anniversary!

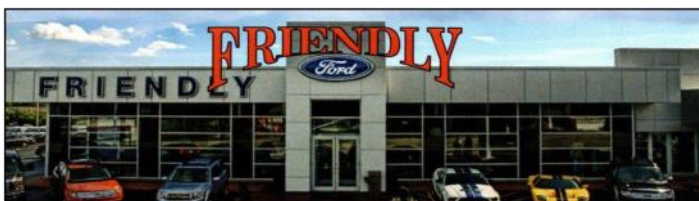
**JOE & PAULA BAUGHN (03/09)**  
**RAY & MARY MCMAHON (03/20)**





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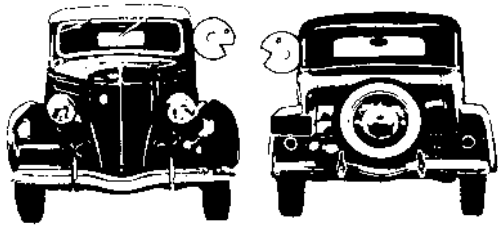
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### **Photo of the Month**

Enjoying the Valentine's luncheon at the Oak Terrace Grill on the Makray Golf Club in Barrington are (l to r) event sponsors Scott and Nicole Gilday, along with Dee and Pat Maroney. Those attending appreciated Scott and Nicole for setting up the event .