

Early Ford V-8 Club of America

July 2021

Road

Website: www.nirgv8.org

Chatter

Northern Illinois Regional Group #8 VOL. 55 Issue #7



Virtual Car Show
**Dick Livingston's
1938 Ford Coupe**
SEE PG. 6

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**Yellow 1951 Mercury used by
Perpetrator of Botched 1960
Adolph Coors Kidnap Attempt**
SEE PG. 8

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John & Robin Emmering

MEETINGS

7:30 pm on the third
Tuesday of the month at
the Wheeling Township
Service Center, 1616 N.
Arlington Heights Road,
Arlington Heights, IL

NEWSLETTER

Send submissions to
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Other Early Ford V-8 Regional
newsletters are welcome to use
material from the Road Chatter,
provided that Road Chatter is
credited as the source.

A Word From NIRG President Ron Steck

President's message



Well the state is finally open and car shows are opening up all over the area. So far this spring we have been able to hold two tours. The first was the Oregon-Amboy Tour on May 22nd, and we celebrated “Drive Your Ford V-8 Day” by driving to Dekalb for lunch and touring the Whiskey Acres Distillery on June 19th. You can read reports on these tours in this issue.

We held an in person board meeting on Thursday June 17th, getting together at John Emmering’s home. We discussed future events for our regional group. This was the first time the board met in person in over a year. We have scheduled events up through December at this point. Please check the calendar on page 13 for some of the dates of upcoming activities.

The national club has a new editor for the V-8 times as Jerry Windle is set to retire this year. Her name is Shannon Olson. She is from the St. Louis Missouri area and has done magazines for other car clubs. We all look forward to seeing her hand in coordinating and laying out the V-8 Times.

I hope that more of you will join us in these scheduled events as you see fit. We certainly look forward to getting together with everyone. Although our normal meeting place will not be open until at least September we do have other things on the agenda. Hope to see many of you as possible in the next few months as our club gets back on track.

Ron

We mourned the passing of Barbara Slobodnik. wife of John Slobodnik, who left us on April 28. John sent along this photo of Barbara from the fall of 1957 with this new 1958 Edsel. It was taken after she had won an Armed Forces beauty contest. We all have fond memories of Barbara and miss her greatly.





'33 Ford V-8 Stolen by Dillinger from Sheriff Holley for Escape Located and Returned to Crown Point

by John Emmering

The whereabouts of the 1933 Ford V-8 Standard Fordor stolen by John Dillinger from the Lake County Indiana Sheriff's Office on March 3, 1934 after his jail break, and used to flee to Illinois, had remained a mystery for almost 87 years. John Dillinger abandoned the car on March 7, 1934, leaving it running in front of 1057 W. Ardmore Avenue in Chicago. The Ford V-8 had been Sheriff Lillian Holley's assigned personnel police car.

After it's return, Sheriff Holley placed the Ford V-8 up for auction. It was eventually purchased by a Milwaukee man, who later moved with the car to Maine. The owner kept the car for many years not knowing it's significance. After his death it was passed to his son, who continued to store the car hoping to restore it someday.

Having acquired an interest in the exploits of John Dillinger, Mark Love of Avondale, Arizona decided to initiate a hunt for Sheriff Holley's 1933 Ford. He began a search for the car that took him 27 years. The V-8 was located after it's serial number turned up in a computer check through the State of Maine's Bureau of Motor Vehicles.

Love purchased the getaway car and had it restored to it's 1934 appearance. When he informed city officials in Crown Point, Indiana they welcomed the chance to host the Ford V-8's return to town. On April 3, 2021 a special event was held with a reenactment of Dillinger's flight from the county jail. Plans are being made to permanently display the Ford V-8 in Crown Point. The '33 Ford will finally be back in Indiana where it belongs.



Sheriff's car recovered in Chicago Mar. 7, 1933



Sheriff's Car in Crown Point April 3, 2021



Oregon - Amboy Tour Great Comeback for the NIRG

By John Emmering

A beautiful sunny day greeted an enthusiastic group of seven Northern Illinois Regional Group members and six guests as they gathered at Culver's Restaurant in St. Charles on the morning of Saturday May 22nd. The group was prepared for a much anticipated tour to visit attractions in the northern Illinois towns of Oregon and Amboy. After a full year of very sparse activity for the NIRG, this was truly a comeback tour showing that the group is ready to resume activities.

Five early Ford V-8s were ready to take to the road for the approximately 180 mile tour. Members driving their Ford V-8s were: Ken Bounds, 1951 Mercury Sport Coupe, John Emmering, 1951 Ford Custom Fordor, Dan Pudelek, 1950 Ford Crestliner, Joe Serritella, 1941 Ford Super Deluxe Coupe, and tour leader and organizer, Ron Steck, 1941 Ford Super Deluxe Station Wagon. John Judge, accompanied by his friend Linda Luplow, Gary Osborne, John Slobodnik, accompanied by his son John Jr., rode in modern vehicles. Riding along with Dan Pudelek in his Crestliner were Dan's daughter Katherine, son-in-law John and grandchildren Jack and Izzy Tauley.

By 9:00 am sharp tour leader Ron Steck got the tour rolling, leaving Culver's lot heading west on Route 64 for the 60 mile jaunt to Lowden State Park in Oregon, the first stop on the tour. The group sped along the route, making one pit stop near Rochelle and continued through the scenic countryside, arriving in downtown Oregon at 10:30 am.

Driving through town the tour group crossed over the Rock River bridge and took a left turn parallel to the river until they reached the Lowden State Park entrance, the first stop on the tour. Cruising slowly through the park, tour goers observed the camp sites of weekend RV campers before entering a densely wooded area following the signs reading "statue", indicating the famous Blackhawk Statue was ahead.

Parking the Ford V-8s and modern cars in the lot adjacent to the statue, tour goers got a chance to view the majestic statue. Officially named "The Eternal Indian" when the work of art was dedicated in July 1911, the statue produced by artist Laredo Taft, has come to be known as "Blackhawk" after the Chief of the Sauk Indian Tribe. The statue, standing 48 feet is the second largest monolithic statue in the world. Members posed for a photo in front of the statue and the group spent about 30 minutes taking in the view of the huge figure Rock River Valley.

With lunch time approaching the group headed out of Lowden State Park and back across the river, stopping at Jay's Drive-in, a 1950's based eatery. With cool air conditioning inside several of attendees choose to dine in rather than be served by one of the car hops. After a great lunch experience our tour leader altered us that we needed to get going on the last leg of the journey which was a 25 mile trip down to Amboy Illinois.



Following behind Ron's '41 Ford Wagon the group headed south for a scenic drive along the Rock River on Route 2. The group passed the old John Deere Homestead in the town of Grand Detour and drove through downtown Dixon as they made their way down to Amboy. After the picturesque half hour drive to Amboy, the group pulled into the Amboy Depot Museum lot. Of special interest was a steam locomotive, coal car and caboose displayed next to the museum. It was learned that the locomotive engine was manufactured in 1929 by Baldwin Locomotive works and was in service with the Grand Trunk Railroad until 1958. The caboose was open for inspection and several tour goers stepped inside for a look. The museum acquired the Locomotive from a Steel Company in Sterling, Illinois in 1980.

The museum itself was quite interesting. Housed in the former Depot and regional headquarters of the Illinois Central Railroad, the depot building was constructed in 1876. It replaced the old depot which had been destroyed by fire. The building was in daily use until it closed in 1967. The empty structure had been victimized by vandals over the years until the City of Amboy was able to lease the property and begin restoration through volunteers and donations. It was open to the public in 1976 in time for the Bicentennial celebrations. The city purchased the property in 1984 and after it was named to the National Registry of Historic places grant money became available to do a full restoration. The tour group enjoyed wandering through the many rooms full of displays of interesting items from days gone by. There were many artifacts pertaining to the history of the Amboy area.

As the Amboy visit came to an end the Ford V-8s and modern cars gathered up for the 70 mile trip back to the Chicago suburbs along Illinois Route 30. It had been a long but enjoyable day of driving and a fun way to bounce back from a year of inactivity for the Northern Illinois Regional Group caused by the COVID-19 restrictions.





“V-8 Fun in 2021!”



Early Ford V-8 Club 2021 Virtual Car Show



Our Ford V-8s will unfortunately not be hitting the concourse at an Early Ford V-8 Club of America National Meet again this year due to the COVID-19 pandemic . However the national leadership has set up the next best thing, a Virtual Car Show for 2021. Photos of members Early Ford V-8s were solicited by the V-8 Times and the deadline for entry was May 1st.

Seven members of our Northern Illinois Regional group responded and submitted a photo of their car to V-8 Times Editor Jerry Windle, entering the competition (You can see all those entry photos on opposite page) . First, Second and Third Prizes will be awarded . There are three classes; Original, Restored and Modified. Categories were established for Pre-War and Post-War Fords, Lincoln, Mercury and Pre-War and Post-War Commercial Vehicles. Photos of entered vehicles will be published in the July/August issue of the V-8 TIMES. Winners will be announced in the September/October V-8 TIMES. Lets hope some of our NIRG V-8s come out as prize winners.

NIRG Entries to the 2021 Virtual Car Show

Paul Levine
1935 Ford Pick-Up
Restored
Commercial
Pre-War 1932/45

Roger Obecný
1940 Ford DeLuxe Tudor
Restored
Pre-War Ford 1932/42

John Emmering
1951 Ford Custom Fordor
Restored
Post-War Ford 1946-53

Dick Livingston
1938 Ford Standard Coupe
Original
Pre-War Ford 1932/42

Ron Blum
1940 Ford DeLuxe Fordor
Restored
Pre-War Ford 1932/42



Pat Maroney
1953 Ford Crestline Victoria
Restored
Post-War Ford 1946/53

Tom O'Donnell
1953 Lincoln Capri Custom Coupe
Original
Lincoln 1932/53

NIRG ENTRIES TO THE EFV8CA VIRTUAL CAR SHOW





Attempt Kidnap / Murder of Adolph Coors III Facilitated with 1951 Mercury Which Later Yielded Critical Evidence

by John Emmering

Riding her horse alongside her father on the family ranch in the picturesque Colorado mountain country near Morrison, 16 year old Cecily Coors knew she had a great life. Her father, Adolph Coors III, grandson of the Coors Brewery founder, was now company president. He ran the Golden, Colorado firm with his two brothers under the watchful eyes of his father Adolph II. Cecily along with her siblings Brooke, 18, Adolph IV, (nicknamed Spike), 14 and the youngest Jim, 10 had a happy life with their Dad and mother, Mary.

As if a vile omen of the misfortune to come, while atop her horse, Cecily spotted a yellow older model Mercury car stopped next to a fence that encircled the ranch. Cecily exclaimed "Daddy, there's that car again!" The car had been observed by other family members and neighbors recently prowling the area. Thinking the driver might be a poacher, "Ad" as Adolph III was known and Cecily rode toward the Mercury, but it drove away disappearing down the road.

Little did anyone know that the nine year old 1951 Mercury belonged to Joseph Corbett, Jr. using the alias Walter Osborne. Corbett, a former Fulbright scholar at the University of California-Berkley had killed a U.S. Air Force Airman hitch-hiker in a botched 1950 robbery. Corbett went to prison on a Second Degree murder charge but escaped in 1955 after his transfer to the minimum security prison at Chino, California. Assuming his new identity, Corbett relocated to Denver Colorado.

Obtaining employment with the Benjamin Moore Paint Company and renting a modest room at the Pearlmore Apartments in Denver's Capitol Hill neighborhood, Corbett kept to himself. He did not socialize with his neighbors, who referred to him as "Mystery Boy". His room was always very neat but spartan, containing only bare necessities. The few coworkers Corbett spoke with said he sometimes talked about pulling a "big score" someday and that he would disappear after it.



Key evidence;; A Yellow 1951 Mercury



Turtle Creek Bridge Crime Scene



Preparing for his “big score”, which would be the kidnapping of Adolph Coors III, Corbett purchased a Smith & Wesson K-32 Revolver by mail and also ordered three pair of both handcuffs and leg irons to keep his future victim captive. He also obtained a small tent and camping equipment, planning to hole up in a secluded wooded area where he could keep Ad Coors under wraps until the \$500,000 ransom he would demand was paid.

The Coors family move in 1958 from Denver to the ranch near Morrison set Corbett’s kidnap plan back over a year. Corbett bought the used yellow 1951 Mercury for \$400 and kept it hidden in a garage so he wouldn’t be identified with it. Learning the location of the Coors ranch, he used the Vassar Yellow 1951 Mercury Sport Sedan to case the ranch’s surroundings. So frequent was Corbett’s reconnoitering the of area that the yellow Mercury drew the suspicion of local residents and the Coors family.

Fellow residents of the Pearlmore Apartments recall hearing the sounds of a typewriter as Corbett typed his ransom note to Mary Coors in which he demanded \$500,000 in small bills. His typewriter, a Dutch made Royalite, could never be located as evidence.

The morning of February 9, 1960 seemed ordinary with Ad Coors waking up, drinking his coffee and bidding his family goodbye as he headed for his 1959 International Travelall Wagon. Following his normal route to work, a gravel road that led to the main highway, Ad attempted to drive across the rickety Turkey Creek Bridge. However a yellow Mercury with it’s hood up and driver door open was blocking the narrow bridge.

Stepping out of his vehicle, Ad inquired of a tall bespectacled man in a suit and fedora hat what the problem was. It was apparent that the driver of the Mercury made threatening contact with Ad Coors and a scuffle had ensued with both men’s hats and Ad’s glasses falling into Turkey Creek. It appeared that Ad had turned and attempted to flee to his vehicle. Evidence found seven month later, on September 11, 1960, when Ad’s remains were found, indicated Ad had been shot twice in the back.

His plan gone terribly awry, Corbett pulled the mortally wounded Ad Coors into the back seat of his Mercury and fled the scene, dumping the body in a secluded area. Heading back to his Denver apartment he removed his belongings and left the next day.

Ad’s International Travelall had remained running on the bridge until a milkman, whose path had been blocked, moved the vehicle off the bridge and then informed the Sheriff’s Department.

Law enforcement authorities investigated and a witness who had seen the 1951 Mercury in the area the day before gave police the partial license plate number AT 62. With only four Mercurys in the state with that prefix, the plate AT 6203 stood out. It was registered to the only yellow one, belonging to Walter Osborne. A fingerprint on Osborne’s driver license application identified him as escaped killer Joseph Corbett, Jr. He was added to the FBI’s ten most wanted list and a nationwide manhunt began.

Corbett fled to Atlantic City New Jersey, where he torched his Mercury and took a train to Toronto, Canada. Constantly moving the law caught up with Corbett in Vancouver, B.C. on October 29, 1960. At trial soil samples from the Mercury tied him to the crime scenes. Corbett was convicted of Murder. His life sentence was cut short when he was paroled in 1980. Corbett died of suicide in 2009. Joe Corbett may have gotten away had he not chosen such a distinctive car as a yellow 1951 Mercury.



Three V-8s and Nine Members and Friends Headed to Dekalb for "Drive Your Ford V-8 Day" by John Emmering

Commemorating the Fourth Annual "Drive Your Ford V-8 Day", three Early Ford V-8s and one modern vehicle gathered at the Rt. 38 and County Farm Rd. McDonald's Restaurant in Wheaton at 9:45 am on Saturday June 19th, to prepare for the 40 mile trip to the destination for the day, Dekalb, IL.

Driving Ford V-8s were John Emmering with his 1949 Ford Custom Fordor, John Judge, accompanied by Linda Luplow in John's 1951 Ford Victoria and Ron and Coleen Steck in their 1940 Ford pickup. John Slobodnik and his son, John Jr. took up the rear in John's new Ford Bronco. Before departure John Judge's car had a problem with vapor lock, but Ron Steck remedied it. John Emmering, who coordinated the tour, led the group on a scenic route down Fabian Parkway, re-entering Rt. 38 at Rt. 47.

First stop upon arrival in Dekalb was Fatty's Pub. The group was joined by Robin Emmering and Este Scheve who drove modern cars to the location. The tour goers enjoyed some great meals and drinks from Fatty's menu and appreciated the chance to visit and catch up one another after the long suspension of club activities caused by the pandemic.

After lunch the group was off again, heading six miles south-east to Whiskey Acres for a tour of their distillery. Upon arrival the group relaxed in the guest building and some sampled mixed drinks. The tour soon began and participants learned the techniques of producing Bourbon and Rye Whiskey and Vodka from corn and grain grown on the premises. There was also an opportunity to taste the products. The tour was an enjoyable day for all involved.





10 Years Ago This Month – July 2011

July 9 – 14 Ken & Carolyn Bounds and Joe & Nell Kozmic drove their early V-8s to the Eastern National Meet in Saratoga Springs, New York. At the meet we met members Rick & Marissa Claybaugh and daughter Kim from Oklahoma and Mike Kubarth from Wisconsin. Joe's '53 Mercury was awarded the President's Choice trophy by National President Bob York. On July 31 Tom O'Donnell led a group of eight members on a tour to the LaPorte County Indiana Historical Society Museum.

20 Years Ago This Month – July 2001

At the July 17 monthly meeting, President Ken Bounds talked about the benefits of having a CB while touring and donated several CB radios which were auctioned off with the club ending up \$250 richer. Ken hosted a very popular tour to Door County July 20. 44 V-8ers and friends and at least 16 Early V-8s plus other antique cars participated. A large crowd and many Early V-8 beauties attended the annual picnic July 29, hosted by Don & Elaine Braun. The lively auction took in over \$400!

30 Years Ago This Month – July 1991

The July 16 monthly meeting was held at Meineke Muffler in Mt. Prospect where several members showed off the underside of their Early V-8s on the rack. Several members attended the rain-plagued AACA meet in Barrington. Sadly, there was no report of the event. Was this the infamous horsey field meet? The Moreys and the Popes hosted the annual picnic on the shores of the Fox River July 28. The large attendance and abundance of food and activities made this one of the best club events of 1991.

40 Years Ago This Month – July 1981

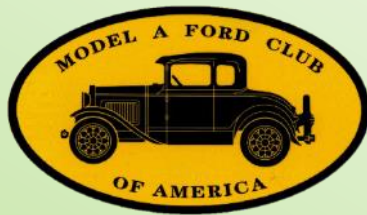
July was an action-packed month with several parades, shows, and swap meets in addition to two club events. Howie Bischoff hosted a garage tour July 12 to Bob Tessarolo's parts store, Bob Paladino's garage, and Restorations Unlimited, finishing at the Fontanini home. A mob of over 125 members, family, and friends attended the "Jack Groot Memorial Picnic" hosted by Lloyd and Gladys Duzell at their home. There was a fleet of Early V-8s on hand and plenty of food and fun for everyone.

45 Years Ago This Month – July 1976

The July newsletter appealed to members to send in stories and pictures about their cars. (Editor: hint, hint.) Chuck and Diane Wrobel hosted a well-attended tour of Volo and the Wauconda area July 25. Around 60 V-8 members, family, and friends in over 20 Early V-8s and a few modern cars enjoyed a full day of driving, museums, orchards, collections, and all-around run



Fifth Annual "Fords and Friends"
 (formerly known as "Duals Night".)



**Joint Activity of the Northern Illinois Regional Group of the Early Ford V-8 Club
 and the Naper A's Chapter of the Model "A" Ford Club of America
 Get together with friends and have dinner at Culver's**

**Saturday Evening July 24th 5:00-8:00 pm
 Culver's Restaurant, (Rt. 59 just south of Rt. 56)
 3S525 Illinois Route 59, Warrenville. IL**

For Information contact John Emmering Shoeboxford.john@gmail.com

**2021 Elgin Historical Museum Classic Car Show
 Sunday, July 11th (rain date July 18th)**



The NIRG has been invited to participate in the 2021 Elgin Classic Car Show
 Registration Begins at 10:00 am **360 Park Street, Elgin, Illinois**
No Entry Fee Donations to the Museum Appreciated

UPCOMING



Mark Your Calendars

EVENTS



| July | August | September | October |
|---|--|--|----------------------------|
| 24 Fords & Friends "Duels Night" at Warrenville Culver's With Model A Club 5:00-8:00 pm | 15 NIRG Annual Picnic 10:00 am at the St. Charles Culver's on Route 64. | 21 Member's Meeting 24 Lake Geneva Poker Rally | 19 Member's Meeting |
| November | December | January | February |
| 13 Veteran's Day Lunch Bohemian Crystal Westmont. 14 M.A.R.C. Turkey Dinner, Elburn, IL 16 Member's Meeting | 21 No Member's Meeting this month Christmas Luncheon At Chessie's Restaurant Date to be announced | | |

Happy Birthday

Rick Claybaugh (7/2)
 Joanne Linzer (7/2)
 Valerie Rygel (7/2)
 Joan Kelly (7/4)
 Jordon Beller (7/13)
 Rhonda Miller (7/18)
 Paul Linzer (7/19)
 Tony Mireles (7/19)
 Pat Maroney (7/21)

Happy Anniversary

Glenn & Valerie Rygel (7/20)
 Rich & Mary Anderson (7/29)
 Joe & Millie Novak (7/30)



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1936 Ford Club Cabriolet. Excellent restoration. Rare Body Style. \$36,750 *Call Ray McMahon at 630-853-6832.*




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



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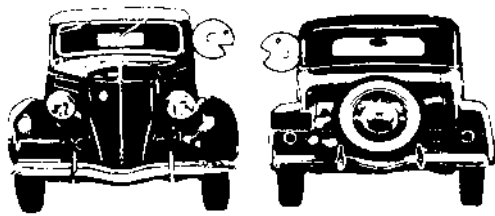
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Photo of the Month

Some of the participants in our Saturday, May 22 Oregon-Amboy Tour, at the foot of the giant Blackhawk statue were, left to right ; John Emmering, Dan Pudelek, Gary Osborne, John Slobodnik, Jr., back row; Joe Serritella, Ron Steck, Ken Bounds, and John Slobodnik, Sr.