

Road

Website: www.nirgv8.org

Chatter

Northern Illinois Regional Group #8 Volume 55 Issue #3/4

*Ford Flatheads
over the Years*

**Kim Taylor's
1952 Ford
Customline
Club Coupe
SEE PG. 4**



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**John Emmering's
"Fully Accessorized"
1949 Ford Custom Fordor
SEE PG. 8**

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Newsletter Editors
John & Robin Emmering

MEETINGS

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

NEWSLETTER

Send submissions to
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or call
331-425-1187

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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



As I write these lines, I see we are going through another polar vortex. Hope all of you were able to stay warm. As many of you know a couple of our members have had serious bouts with COVID-19. Our treasurer Joe Serritella, who winters in Arizona had a bad case. Joe was hospitalized but fortunately is now recuperating at his Phoenix home. Here in northern Illinois, we recently found out that Ron Dopke had COVID as well. I spoke to Ron last week and he is doing much better and is home after a long stay in the hospital. Please keep him in your thoughts. We were saddened recently to learn that Art Timmermann, who hosted our summer picnics at his horse ranch for many years, passed away at age 86. We send our condolences to his wife Carol.

We had a board meeting on Zoom on Tuesday, February 2nd. It was learned that the Model A Club Swap Meet at Friendly Ford scheduled for April 18th was cancelled. We were glad Joe Serritella was able to join us for the meeting. We discussed having a get together in May to try to do a little driving tour just to be able to get our cars out on the road. We will keep you informed about that tour and where we are planning to go. Information on the event will be sent out by email and also in the next issue of the Road Chatter. The national club has not given the ok to have regular meetings yet, but we know that groups are getting together just to keep the camaraderie going. If any of you are working on your cars and would like to let the club members know what you are doing contact John Emmering, our editor and give him an update and he will put it in the Road Chatter. That is about all I have at this point. If you have any questions please give me or one of the other board members a call. Hope to see many of you this spring when we get our tour together.

Ron

The Editor's Desk



Here is our second bi-monthly edition for **March-April**. We have a great article by Gary Osborne about Kim Taylor's 1952 Ford which should interest our readers. Our series on Ford V-8s used in crime, which began with crimes of the 1930's, has moved up to 1957 with a well known cold case. (*The fact that it involves a 1949 Ford Fordor is purely coincidental.*) Then we again turned to our own 1949 Ford for an article about the various Genuine Ford Accessories we have added. Like to see your car on these pages? Get in touch with us about it.

John & Robin

WHAT'S NEW?

WITH OUR



Pat Maroney, John Emmering & Stan Stack and others gathered for Ron Blum's 80th Birthday drive by.



Ron & Arlene Blum greeted well wishers with a bag of donut treats on Saturday January 23rd.

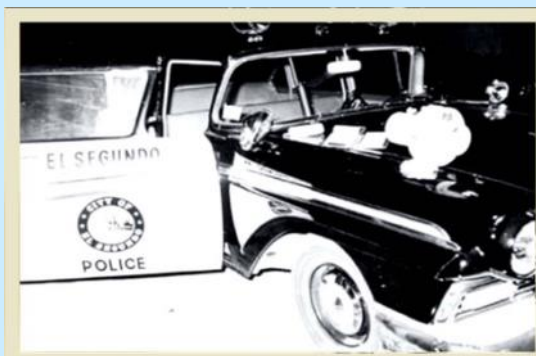
IN
THIS
ISSUE:



Kim Taylor's beautiful 1952 Ford Customline Club Coupe is the subject of Gary Osborne's "Ford Flatheads Over the Years" feature.



We examine accessories for the 1949 Ford.



Crime segment features a 1957 Cold case.

Ford Flatheads Over the Years

Surveying NIRG Members' 1932-1953 Early Ford V-8s



Kim Taylor's 1952 FORD Customline Club Coupe

By Gary Osborne

Many of you might be asking, just who is Kim Taylor? Well, she is the daughter of Rick and Marisa Claybaugh from Oklahoma. She is now married to Benny Taylor, hence the name change. Because they are long distance members of our regional group we normally do not see them until a National Meet comes along. Kim is the proud owner of this car and loves to drive it all around her hometown.

In 1952 there was a lot happening around the world, including the United States' involvement in the Korean War. Europe was still in the rebuilding process from World War II, and the Cold War was beginning to take shape. Back here in the States the presidential election was of concern to many citizens looking to understand our role in these world affairs. The person elected would need to lead our nation not only on the world stage, but keep our economy growing. Automobile production was of high importance for a robust economy. Ford of course, was willing to help in this area by supplying jobs and cars for consumers.

Ford Motor Company was now in its 49th year of automobile manufacturing and they knew how to attract buyers. Make the product appealing and dependable! The former was always in the eye of the beholder, but the latter was not a problem because of the reliable flathead V-8 engine.

So, what did Ford do to make the new car appealing to car buyers? It added more car lines and models to allow for a bigger selection. The car lines were Mainline, Customline, and Crestline. Each line featured several models to give the buying public more choices. The bodies were streamlined to give them a low appearance. The front grill, headlights, and taillights were also enhanced for a sleeker look. Inside the interior was upgraded with a new instrument panel and the seats were made to give more comfort to the passengers.



Flathead V-8 engines were retained once again because of their reliability. They came with about 10 more horsepower than the previous model. But the big news in the engine department was the addition of an overhead valve inline six-cylinder engine. This might have been a signal that the end of the flathead V-8 was near. But for now, it gave buyers a choice of powerplants to meet their needs.



Let us get back to Kim's 1952 Customline. This car has been around her life for several years through the previous owner. Approximately 13 years ago she met Alice Culhane who had been driving the car around the country to a lot of car shows. They began a relationship that grew over the years as they met up at the events. Alice had named the car Myrtle after the original owner, and that name has stuck. Myrtle has taken Alice and Kim on many tours as they worked on their friendship.

In 2017 Kim was about to graduate from college, and her parents had offered to get her a car that would be her own to drive at the Early Ford Club's events. Alice was also thinking that it might be time to pass Myrtle on to a new owner. Kim's parents made a deal with Alice to purchase Myrtle without Kim knowing about it. They surprised her with the car the night before she graduated.

The car is very original with just a few modifications previously made. Since Kim has owned it, she has put back in a stock radio, generator, and repaired some of the wiring. She really wants to keep it as it came off the assembly line. The next addition will be for seat belts to allow her to safely bring her growing family.

Kim has taken the car on a few Spring Flings, a Texas Tour, some parades, and many local tours. She has won several awards at many of these events. Kim and her car were also featured in the Wall Street Journal on September 13, 2017. A fun thing that she likes to do with Myrtle is to drive it to her job where she works at a private school with middle and high school kids. The kids really get excited about seeing Kim drive up in Myrtle, and it makes a great conversation starter. Who says young people do not like these old cars?

Hopefully, as our country gets back to "normal", and the Early Ford V-8 Club of America begins to have national events again, we'll be able to see this beautiful example of a 1952 Ford that Kim owns. I am sure that she and her husband Benny would be thrilled to share with us in the Northern Illinois Regional Group how much fun it is to drive this classic automobile.



HOW EVIDENCE FROM A 1949 FORD



SOLVED 45 YEAR OLD COLD CASE MURDER OF TWO POLICE OFFICERS

Dusty and looking forlorn, the 1949 Ford Fordor sat for over 45 years in the basement parking facility of the Los Angeles County Sheriff's Department Headquarters. Roped off and covered with yellow evidence tape, the old Ford served as a silent reminder to generations of police officers who passed it each day of a terrible crime that took the lives of two of their fellow officers many years ago. The old 1949 Ford sat captive until the cold case could be solved, but would a solution ever be found?

The 1949 Ford probably started out life as transportation for a family but by 1957 the eight-year-old Ford was owned by a teenaged boy. Dual exhausts had been added by the teen and seat covers had been placed over the worn upholstery along with a couple other custom touches. On the night of Sunday July 21, 1957, the teenaged driver accompanied by his pretty girlfriend and another couple in the back seat, after an evening of fun, pulled the Ford

into a wooded area just east of his hometown of El Segundo, California. The area had a reputation as a "lover's lane" used by high school students. On what seemed to be a care free night the two couples began their "make out" session unaware of the danger that would soon confront them.

A rude knock on the Ford's driver side door and the sight of a gun protruding through the window held by a young man, startled them. The man first demanded that the teens hand over their money and valuables, taking their cash and wrist watches. As more devious thoughts entered the offender's mind, he ordered the teens out of the Ford, forced them to disrobe and tied their hands. The gunman forced one of the girls into the Ford and assaulted her. After threatening the four teens at gunpoint once again, the offender stole the 1949 Ford and drove off from the scene leaving the four teenagers tied up.

Fallen El Segundo Police Officers



Richard Phillips



Thumb print found on steering wheel



Milton Curtis

Unaware of the assault on the teen victims or of the car theft, El Segundo Police Officers Richard Phillips, age 28 and his rookie partner Milton Curtis, 25 sat alongside the intersection of Rosecrans Avenue and Sepulveda Boulevard in an undeveloped area of town monitoring what little traffic passed by at 1:30 am. From the passenger seat of the patrol car Officer Curtis observed a blue 1949 Ford sedan slow down and then proceed through a red traffic signal. Alerting his partner, Phillips activated the squad car's red lights, pursuing the Ford and pulling it over to the side of the road.

Believing they only had a routine traffic violation the officers were relaxed in confronting the driver. When another squad car passed by Officer Phillips held up four fingers signifying "Code Four" meaning everything is okay. The driver, at first glad the officers did not know the '49 Ford was stolen, panicked when he realized that the traffic ticket would tie him to his earlier crimes.

As officer Phillips turned to go back to his squad car to write the ticket, the driver drew a small caliber revolver and shot Officer Phillips three times in the back. He then turned and shot Officer Curtis three times also. Rushing back to the stolen 1949 Ford the offender threw the car into gear, but in his last act, Officer Phillips sat up and fired six rounds into the fleeing Ford hitting the rear window and trunk. The 1949 Ford, now well known to police, was later located abandoned a few blocks away. The

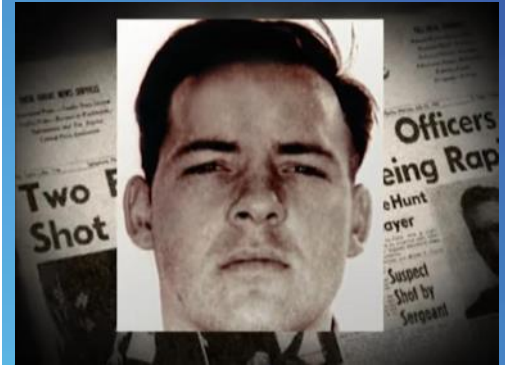
offender then fled on foot. The fallen police officers were rushed to the hospital where they both died. A massive manhunt began that involved police from all over Los Angeles County. The teen victims were interviewed and an artist's sketch of the offender was prepared and widely circulated.

Checking every inch of the stolen 1949 Ford's interior two partial fingerprints of a left thumb were lifted by a Sheriff's evidence technician from the steering wheel. The thumbprint was the only physical evidence found in the vehicle. Unfortunately no match could be found for the thumbprint.

Very little progress was made in the investigation until a homeowner found the killer's revolver and two watches on their property three years later in 1960. The gun was traced to its point of purchase in Shreveport, Louisiana, however the buyer used an alias.

After receiving a false tip on the case in 2002, a new generation of detectives looked into the 45 year old murders. Entering the suspect's thumbprint in the FBI's new Automated Fingerprint Identification System, a match was found. Gerald Mason age 68 of Columbia, S.C. had a fingerprint card on file which was a perfect match. Synching the deal was a scar on Mason's back from one of Officer Phillip's bullets that had struck him. Mason pleaded guilty to the murders and received two life sentences. He died in 2017. Justice was served and the 1949 Ford was released from the L.A. County Sheriff's garage at long last.

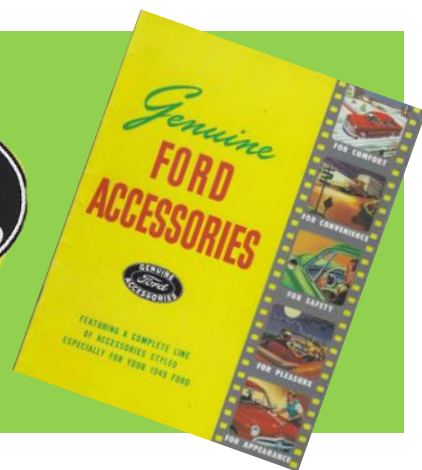
GERALD MASON MURDERER





My Fully Accessorized 1949 Ford Custom Fordor

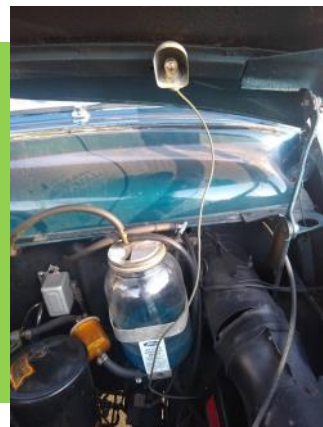
By John Emmering



My first 1949 Ford Custom Fordor entered my life when I was 16 years old in 1971. Soon after assuming ownership of my car I climbed up to the attic of our home and found a cardboard box full of my father's old Ford literature. It was then I came across the 1949 Genuine Ford Accessory book stored for many years among hundreds of other old car brochures. Ford Dealers had these accessory brochures available for prospective car buyers and found that the sale and installation of accessories were an excellent way to make a little extra profit from a car sale. Wanting to keep my 1949 Ford stock, but still desiring a few upgrades, I studied up on the line of accessories Ford Dealers sold as extra equipment for their cars. Becoming familiar with the items offered that year, I began to scan Hemmings Motor News monthly for genuine Ford accessory items listed for sale.

As luck would have it I regularly found great deals on NOS Ford accessories. The car was only 22 years old and not yet an antique or of much interest to collectors. For only a few dollars I was able to pick up an outside rearview mirror, a non-glare rearview mirror, a visor vanity mirror, lights to illuminate the hood, trunk and glove compartment, along with a courtesy and map light. Soon I located a pair of fender skirts which we painted Sea-Mist Green to match the body. With no reproduction items being produced at that time everything had to be original Ford. The most sought after item on my list was a complete NOS genuine Ford 1949-50 turn signal kit. After scanning the pages of Hemmings Motor News for over a year I was excited to finally find a kit for sale, priced at \$60.00. I got my money order in the mail and soon received the turn signal kit which my father and I soon installed.





Moving ahead 34 years, here I was once again the owner of another 1949 Ford Fordor. As the restoration of my second 1949 Ford began I renewed my desire to fill it with genuine Ford accessories like my original forty-niner. And so began my quest for accessories. This time eBay replaced Hemmings as my go to source for NOS items. I was also aided by the fact that fender skirts and mirrors are now reproduced. Fortunately genuine Ford accessories were more plentiful and less expensive back in 2005 than they are today. I was able to find each of the accessories I had on my original 1949 Ford and also

add a couple. I recently had a pair of original accessory "Road Lamps" installed as well as two accessory front bumper guards, and an original spotlight. I was fortunate to find all off these rare items after years of checking eBay listings.

The accessory I am asked about the most is the rear window wiper. Many do not believe it could be original but it certainly is. While the Fordor sedan is considered the "Plain Jane" of 1949 body styles, I have spruced my Fordor up with many accessories to make it a little more attractive.

The turn signals, glare proof rear view mirror and side mirrors have proven to be real safety aides. The overdrive which I added is a big improvement in performance and mileage. Others are just for fun. My 1949 Ford originally had an outside visor but I chose not to use it.

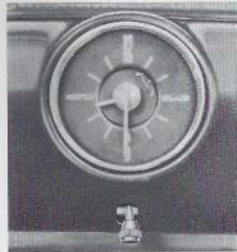
If I ever list my car for sale I will certainly be able to say it is loaded with extras. When I show the car at Car Shows and Cruise Nights it is always fun to point out the many genuine Ford accessories. Check out pages ten and eleven for a list of my added Genuine Ford accessories.



Optional Equipment on my 1949 Ford



Custom Radio



Electric Clock

This precision-built Genuine Ford Electric Clock is electrically calibrated and carefully balanced for accurate performance and long life. The easy-to-read indirectly illuminated dial can be seen by passengers in rear seat as well as in front. Has a soft, non-glare light. Clock can be reset by turning convenient knob located at base of dial. Uses only small amount of current at intervals. Electrically wound—*automatically*. Fits 1949-50 Ford Passenger Cars. PART NO. 8A-18374-D



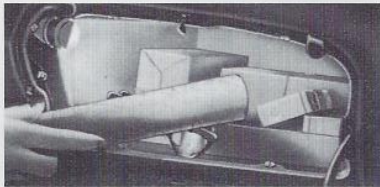
Top Cowl Antenna

Specially engineered for the Ford Custom and Ford Deluxe Radios. Mounts on the right-hand side of cowl for better vision and minimum ignition interference. Manually operated. 22 inches extends to 56 inches. PART NO. 8A-18813-B



Engine Compartment Lamp

Lights *automatically* when hood is raised. For emergencies and routine services. Fits 1937-1950 Ford Passenger Cars. PART NO. 8A-18375



Glove Compartment Lamp

Turns on *automatically* when compartment door is opened. Makes it easy to locate maps, etc. Fits all 1949-50 Fords. PART NO. 8A-18254



Luggage Compartment Lamp

Lights up *automatically*. Provides illumination to store or remove luggage, tools, etc. Fits 1949-50 Ford Cars. PART NO. 8A-18256



Spotlights



Courtesy and Map Light



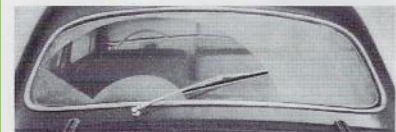
Tailored Composite Seat Covers



See Clear Windshield Washer

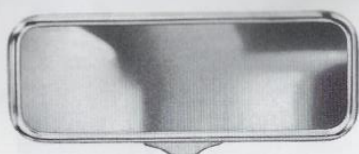
With the Genuine Ford "See-Clear" Windshield Washer, all you do is press your foot down on the floorboard control button and two streams spray your windshield *instantly*. Wipers can then clear away dirt, bugs and dust for better, safer vision.

A two-quart jar for water or Ford All-Weather Solution is conveniently located under the hood for easy refilling. Fits all 1941-50 Ford Passenger Cars. PART NO. 8A-18293-A



Rear Window Wiper

A Genuine Ford Rear Window Wiper provides safe, clear vision in back at all times. Wiper follows contour of 1949-50 Ford Passenger Car rear window—wipes clean and dry. Simply pull out control knob below front wiper control on instrument panel and the wiper swings into action. Blade returns to out-of-the-way position. Speed is regulated by turning control right or left. Fits 1949-50 Ford Tudor and Fordor models. PART NO. 8A-18387-A



Glare Proof Rear View Mirror



Vanity Mirror



Road Lamps

When driving conditions are at their worst, Ford Road Lamps are at their *best*! A convenient switch on the instrument panel operates these practical, powerful lamps. They're styled to match the beauty of the new 1950 Ford. Exposed parts are plated with sparkling chrome over non-ferrous metal for maximum weather protection.

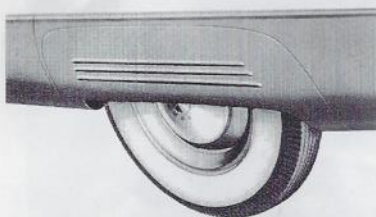
PART NO. 8A-18207-A



Back-Up Lamps

Here are useful, practical Back-up Lamps that become part of the car. They have a built-in look that blends with the 1950 Ford design. Light a wide area in back of car for parking and backing up—and they work *automatically*. The lamps are switched on when the car is shifted to reverse gear and switched off when taken out of reverse. Available for left side only or in pairs.

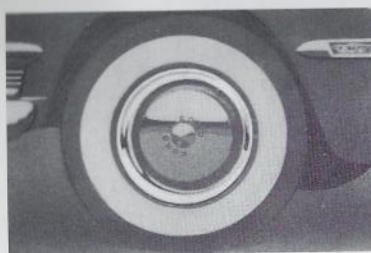
PART NO. 8A-18274 (RH) • PART NO. 8A-18275 (LH)



Rear Fender Shields

Add an extra look of fleetness to your '50 Ford with these style-streamlined Rear Fender Shields. They'll make your new Ford look even longer and lower, more beautiful than ever. Fit 1949-50 Fords.

PART NO. 8A-18973



Wheel Trim Rings

A new Genuine Ford Accessory to add an extra touch of distinction and individuality to your car. Ford Wheel Trim Rings are made of stainless steel—retain their sparkle—are easy to clean. Quickly installed. Rings are held fast to the wheel by steel grippers. Available in sets of five for all 1949-50 Ford Passenger Cars.

PART NO. 8A-18303-A (16") PART NO. 8A-18303-B (15")

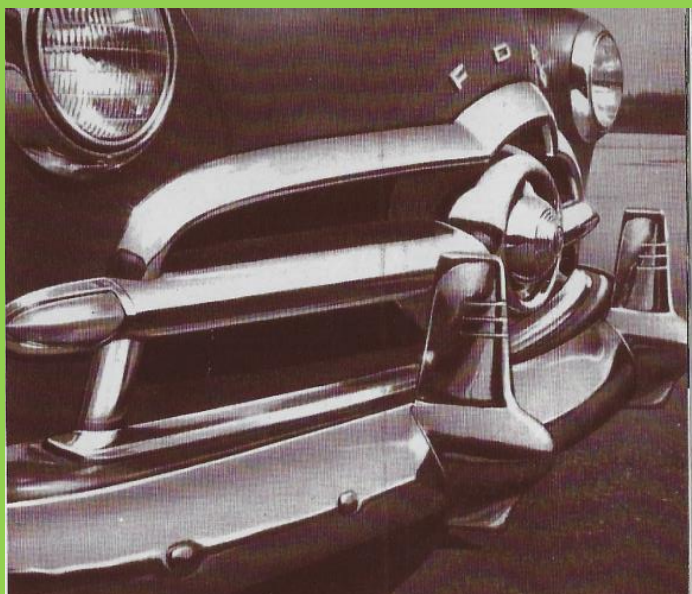


Turn Indicator

This efficient accessory offers owners a safe, convenient method for signalling turns—no matter what the weather! Signals approaching cars both front and rear. Convenient finger-tip control allows driver to keep both hands on the wheel for greater safety when making turns.

The Ford Turn Indicator is conveniently located on the left side of the steering post under the steering wheel. A flick of the finger, up or down, signals right or left hand turns. Parking light and tail light flash the signals to oncoming cars. The lights go off *automatically* when the turn is completed and wheel returns to normal position. Signals are visible night and day. An audible clicking sound is heard when the signal is on and illuminated arrows beneath the speedometer show whether the indicators are flashing the proper turn. Fits all 1949-50 Ford Passenger Cars.

PART NO. 8A-18440



BUMPER GUARDS

★ Styled for your Ford



Outside Rear View Mirror

Styled especially to blend with the 1949-50 Ford "Fashion Car" design. Provides extra vision to sides and rear of car—eliminates blind spots. Metal finished in sparkling chrome. The big 4-inch non-glare mirror is easily adjusted to desired angle. Fits all 1949-50 Ford Passenger Cars and many other earlier models.

PART NO. 0A-18402-A



10 Years Ago This Month – March 2011

In the March Road Chatter, President Dan Pudelek announced that Ken & Carolyn Bounds had been awarded First Place for the Road Chatter in the 2010 Newsletter Competition. In the Tech Corner, Ken Bounds showed how to etch Ford “bugs” onto glass. On March 13, 18 members of the Northwest Indiana RG joined 28 NIRG members for a joint tour to Cantigny Museum followed by a lunch at Barone’s in Glen Ellyn.

20 Years Ago This Month – March 2001

President Ken Bounds welcomed new member Paul Linzer at the March 20 monthly meeting. Treasurer Earl Heintz advised that we may need to consider increasing dues. Highlights were read from a letter received from our National Director Jim Edison: the Club was looking for a webmaster; the Club was going to introduce 20, 25, and 30 year membership pins; and the new “Touring A” class would be discussed at the April Board of Directors meeting.

30 Years Ago This Month – March 1991

In the March newsletter, Editor Diane Wrobel announced that the Road Chatter had placed 2nd in the Early Ford V-8 Club Newsletter Competition. On March 23 George & Betty Cech hosted a candlelight bowl event at Des Plaines Bowling Lanes. About 30 V-8ers, family, and friends had a great time bowling, followed by a delicious meal, prizes, and good conversation.

40 Years Ago This Month – March 1981

At the March 10 monthly meeting, incoming President Alan Wall introduced the new officers. This was Alan’s first meeting as President as the February meeting was cancelled due to the weather. Marty Duling presented an interesting and informative tech talk on the Columbia overdrive. Unfortunately, a planned March 13 tour of the Chicago Ford plant had to be cancelled because of no second shift.

45 Years Ago This Month – March 1976

The March newsletter advised that a vote was held at the February meeting recommending that the annual NIRG Christmas Party be changed to a January Installation Dinner. At the March 9 meeting Ray Tognarelli held the first ever NIRG auction, resulting in lots of fun and the addition of \$72.82 to the club treasury. Tom & June Young hosted a pizza party at Jakes Pizza in Elk Grove with about 45 in attendance.



Members of Joint Tour gather at the Cantigny Information Center in 2011



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Show-ready

Tool kits for

**"FlatHead"
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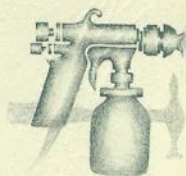
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Used Car Lot



1953 Ford Customline Tudor. Car is a survivor, no rust, my aunt and I were the only owners, never been in the salt. Total rebuild -Engine, Trans. rear end, front wheel bearing, exhaust system, double manifold, new radiator, springs, brake system. Less than 2,000 miles on rebuild. I have all the receipts on the work, over \$20k.. This is real driver. **\$19,000 Contact Stan Stack at 847-382-4223.**



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



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1949 Ford Custom Tudor. 63,669 miles. Original interior. Minor rust on inner quarter panels. Needs new exhaust. Has rebuilt carburetor, new fuel & water pumps, hoses, belts and wheel cylinders. **\$12,000**

Email Jordon Beller at b1932@hotmail.com



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. **\$22,500.**

Call Pat Maroney 224-489-3196



1951 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.** Many more photos available



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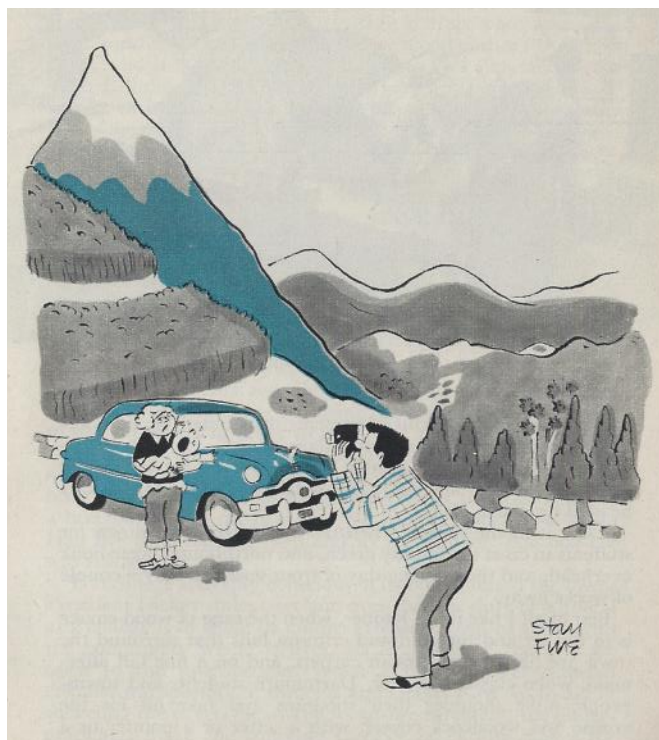
Happy Birthday

Mary McMahon (3/05)
 Glen Lindquist (3/06)
 Harriet Taylor (3/06)
 Nicole Gilday (3/20)
 Madeleine O'Donnell (3/26)
 Dee Maroney (4/02)
 Tom Brecheisen (4/07)
 Judy Myers (4/07)
 Paul Levine (4/16)
 Russ Shmerl (4/19)
 Ron Ek (4/21)
 Ron Vaughn (4/23)
 Xiaoyin Brecheisen (4/25)
 Robin Emmering (4/28)

Happy Anniversary

Joe & Paula Baughn (03/09)
 Ray & Mary McMahon (03/20)
 Tom & Judy Buscaglia (4/08)
 Eric & Cheryl Kozmic (4/20)
 Jim & Harriet Taylor (4/23)
 Joe & Delice Serritella (4/25)
 Tony & Caroline Mireles (4/28)
 Marshal & Sue Adams (4/29)
 Len & Irene Vinyard (4/30)

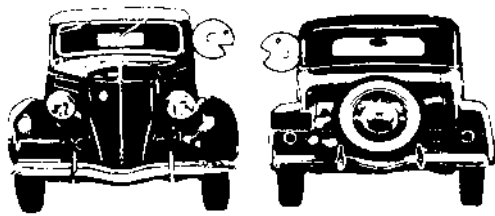
FORD TIMES OCTOBER 1953



"Try to look majestic, dear-- I'm sending this shot to the FORD TIMES."



"You'll have to admit, though---it's a pretty clever idea for a boy of ten."



Road Chatter
3890 Woodlake Drive
Hanover Park, IL 60133



Photo of the Month

Our member Kim Taylor behind the wheel of her 1952 Ford Customline Club Coupe, our featured car this issue. The car is a treasured college graduation gift from her parents Rick & Marisa Claybaugh.