

“The Headliner”

Newsletter of the Northern Ohio Regional Group #20 Early Ford V-8 Club of America



Volume 22 Number 9

September 2015

Mission Statement: “To preserve and authentically maintain vehicles manufactured by the Ford Motor Company for the model years 1932 through 1953 inclusive, and to serve as an accurate and technical source of information concerning these automobiles for the benefit of its members as well as the general public.”

Getting into some cooler weather I got to thinking about what a busy schedule we have had this year. As we get a little bit older time has a way to rush by and we realize the opportunity to do something has already past. As a family oriented club we had lot of those opportunities to participate in, but I noticed that the attendance in some of our outings and events was kinda thin.

To be very honest I am very disappointed and sad that our fundraiser for Upside of Downs at the Herrmann Ponderosa was an embarrassment to our great club. Ginie and Dan put their heart into this and we let them down.

I'm open for any suggestions as how to get us up and running again like the well oiled machine that I know and am proud to represent. We were always the envy of a lot of the other Regional Groups because of our tenacious nature to be very active.

Let's get off of the couch and hit the floor running again. You won't be sorry you did.

N joy ur V8 B4 it's 2 L8

Jeep



Officers & Board 2015

President: Jeep Iacobucci
Vice President: Frank Posar
Secretary: Virginia Herrmann
Treasurer: Dan & Diane Francis

Directors

Jack Bukszar
Rich Jandrey
Steve Kronen
Earl Peters

**All Meetings are held at
Stow Community Center
3800 Graham Road
Stow, OH**

“Kick Tires”: 7:00
Meeting Begins: 7:30
Ends: 10:00 or Sooner

Website:

www.norgv8club.org

Editor

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September Program

At the time of this printing, Program Chairperson, Rich Jandrey, had calls into potential speakers. We spoke to Rich and he strongly believes that there will be a speaker for the September N.O.R.G. meeting



MINUTES OF August 21, 2015 N.O.R.G. MEETING

The meeting was called to order at 7:35 p.m. by president Jeep Iacobucci. Members were asked to introduce themselves and tell some lies about their cars. Jeep informed us that he and Georgene are celebrating their 55th wedding anniversary (not a lie)--and they are still talking to each other!

Congratulations Jeep and Georgene!!

Jeep thanked Frank and Ginger Posar for the coffee and cookies for this evening. Ginger did the cooking and Frank did the tasting. Frank said it was a tough job, but somebody had to do it! No comment from Ginger.

Rich Jandrey introduced our speaker for this evening, Mike McNall, who presented an interesting and informative history of the Lincoln highway. This was the first coast-to-coast national highway in the nation. In 1912 the United States had only 2.2 miles of rural highway. The idea of the Lincoln highway was conceived by Karl Graham Fisher, who proposed that the highway be completed by 1915. Private efforts to build the road resulted in the establishment of the Lincoln Highway Association on July 1, 1913. The ambitious attempt to build this extensive road experienced many ups and downs--including many local battles over the route to be taken, including several in Ohio. The highway eventually was completed and the Lincoln Highway Association was dissolved, but it has recently been revived. Its goal now is to preserve the highway and the memories associated with it. Many thanks for this enjoyable history lesson!

Dan Francis gave the treasurer's report. We still have some money, somewhere. Ron Mihalek moved that we accept the report, seconded by Georgene Iacobucci--or the other way around. We did.

Vice president Frank Posar reported that an estimated 15,000-20,000 people attended the Cost of Freedom display. "YouTube" ran a feature story on the event. Frank thanked all the NORG and Nifty Fifties members who put their cars on display.

Temporary secretary Neal Garland noted that the July business meeting was very short due to the fact that many members went to--or tried to go to--the Central National Meet in Minnesota.

Craig Gorris noted that a memorial brick to be included in the patio of the national Ford V8 Museum in Auburn has been purchased to commemorate the passing of Norm Mamajek. Norm was a long-time member of NORG. He lived in Campbell, Ohio, and was active in the club for many years.

Webmaster Regis Schilling told us that the club's website is doing fine. Send him any information or pictures you would like to have posted on the website.

Neal Garland, Acting Secretary

2015 Activities At A Glance

- **Friday September 18th 7:30 PM** Monthly Business Meeting at Stow City Center
- **Wednesday, September 23rd** Luncheon The Tavern of Stow, located at 4976 Darrow Road in Stow, Ohio 44224. **See this page for more info**
- **Friday October 16th 7:30 PM** Monthly Business Meeting at Stow City Center



Cookie Bakers



September Meeting	Beth Schilling
October Meeting	Annette Gorris
November Meeting	Rose Deyling

SEPTEMBER LUNCHTIME OUTING

Our lunchtime outing for August was held at the Dolphin Family Restaurant in Northfield. Eight NORG/Nifty Fifties members enjoyed a very pleasant lunch, then followed Jack Bukszar to the Crawford Auto Museum warehouse in Macedonia. We were treated to a guided tour of the collection of vehicles in various stages of restoration or repair and then allowed to wander around the extensive facility filled with all sorts of interesting cars, trucks, and even airplanes. We also saw the Western Reserve Historical Society warehouse full of antique furniture. It was fun!

Our outing for September will be held on Wednesday, September 23 (the first official day of fall) at The Tavern of Stow, located at 4976 Darrow Road in Stow, Ohio 44224. The phone number for the restaurant is 330-342-0024. The restaurant is located in a small shopping area called "The Shoppes of Stow." Again, plan to arrive by 11:00 a.m. so we can beat the noontime rush. This will be a lunch only event, with no other activities planned.

Neal Garland, Activities Chair

IDEA FOR A POSSIBLE FALL TOUR

Beth and Regis Schilling have been exploring the possibility of a club outing on the Cuyahoga Valley Scenic Railroad during either the weekend of October 16th or 30th. In order to get a discounted price of about \$15 for the ride we would need a minimum of 20 people.

We would board and depart from the train in Peninsula. Fall leaf color should be great in late October.

Come to the September meeting ready to discuss this idea. If enough people are interested we will need to purchase tickets right away because the train is very popular during the fall season.

More Pictures From The N.O.R.G. ~ N.I.R.G. Cruise to Dayton



Left Picture:
The first successful airplane, the
“Wright Flyer”

Bottom Left:
One of the many interesting bicycles
in the Bicycle Museum

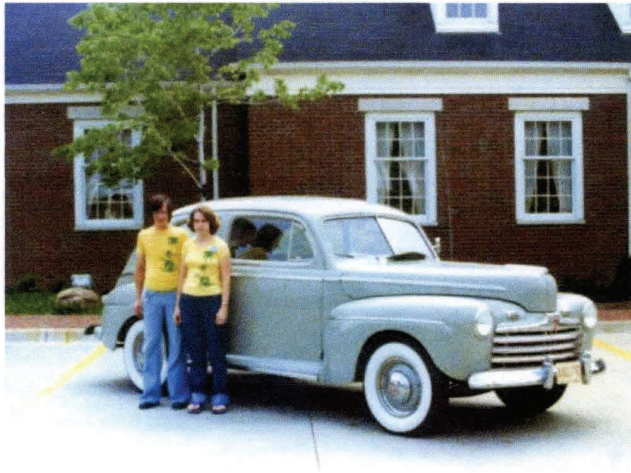
Bottom Right:
A Maxwell, one of the many automo-
biles built in Dayton.



How I Found Our V-8 *By Regis Schilling*

It was 1974 and I had just graduated from High School but had been bit by the old car bug. I had a fat fendered Ford in my sights but my resources were limited. The Newspaper or Swap meets were the place at that time to find Antique Cars. I did not know about the Early Ford V8 Club until years later. I found a Black 1946 Ford Sedan that was rusty but drivable.

It had the V8 Flathead and the original drive train still in it. I drove the car around for a couple of weeks before deciding it really needed a complete restoration. So the restoration started with marking everything and complete disassembly of the body and interior. A year later the body was painted Moonstone Gray, the engine was cleaned up and painted, transmission rebuilt and new brakes installed all the way around. The interior was the last part of the project to get done. I drove the car around town but did not venture very far. It took a while to work out the bugs the car ran really well for about 15 minutes then it would stop. It took a while to find a rag floating in the gas tank!



In 1978 Beth and I met the Coleman's at an Open House at the Walton Hills Ford Stamping Plant. Shortly after that we went to our first NORG meeting at the Ohio Savings Bank building in Cuyahoga Falls. We soon made friends and started going to activities. In May of 1979 Beth and I were married and NORG was invited, we ended up having all old cars for the wedding party.



Over the next couple decades our Vacation destinations usually were to car shows. Our kids went along with us in that 1946 Sedan all around the eastern part of the USA, they enjoyed having extra attention of esteem Grand Parents while we traveled.



Who would have known that we would still be part of NORG 37 years later and still having fun in that very same car?



**If You Would Like to Share a Story With N.O.R.G. Members
Regarding Your Car, Please send it to the Editors**

The History of the Carter Carburetor Company

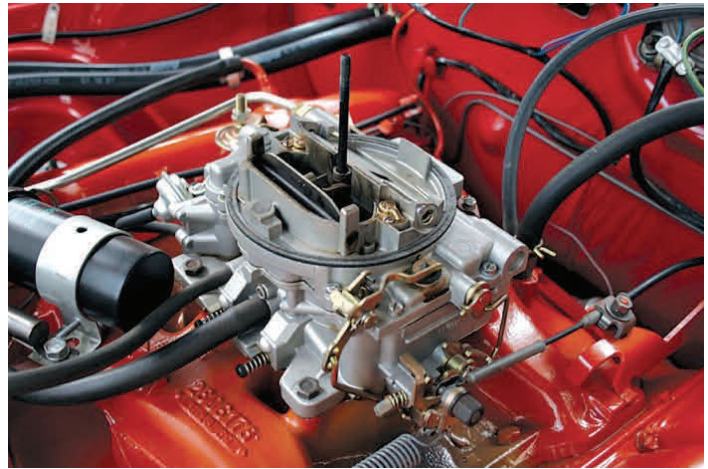
For decades, Carter remained a cornerstone of the carburetor industry, supplying many of the major carmakers, but then the adoption of electronic fuel injection wiped the company out nearly overnight. For 30-plus years, the old Carter Carburetor factory has sat empty, an admonition to the intractable, until this week, when the cleanup of the site began in earnest with the St. Louis factory's demolition. Founder William Carter didn't remain with his carburetor company all that long, in the grand scheme of things. He began his carburetor development in 1902, at the age of 18, and seven years later founded Carter Carburetor, claiming to provide the most accurate carburetors—thanks to his precision molding techniques—at a time when the practice of mixing air and fuel more resembled magic than science. Various sources have also credited Carter with developing the choke valve for carburetors and the downdraft carburetor design. The factory came six years later, in 1915. Designed by renowned St. Louis architect Hugo K. Graf—who would also later design the Carter Carburetor office building and whose other buildings have gone on to inclusion in the National Register of Historic Places—the four-story, 480,000-square-foot factory on the 10-acre site on North Spring Avenue in North St. Louis, just across the street from the stadium where the St. Louis Browns played, illustrated just how important a supplier Carter had become to the automobile industry. –



While Carter is best known for supplying Chevrolet, Buick, Oldsmobile, and later Chrysler, the company also built carburetors for Packard and Hupmobile, among many others. William Carter, however, bowed from the company in 1924 after he sold it to American Car and Foundry Company, a railcar conglomerate formed in 1899 that had started to diversify into automotive suppliers in the mid-1920s. Carter operated as a standalone unit within ACF for the next 60 years, during which time it employed as many as 3,000 people and introduced the first four-barrel carburetor (the 385-CFM WCFB, introduced on Buick's straight-eight in 1952) as well as the World War II Jeep's waterproofed Y-S single-barrel carburetor. But by the early 1980s, as automakers switched over from carburetors to electronic fuel injection, Carter's business began to erode. The company's only apparent attempt to diversify was in the form of aftermarket fuel filters, hardly a line that would sustain it. ACF shut down Carter Carburetor and shuttered the St. Louis factory in 1984; the last OEM use of a Carter carburetor was in the Jeep Wrangler in 1990, likely built by another company that obtained the Carter molds. –

Nor was that the end of ACF's troubles. Three years after ACF closed the plant, the Environmental Protection Agency found polychlorinated biphenyls on the site, left over from the hydraulic fluid used in the die cast machines that William Carter had worked so hard to perfect, enough to declare the plant a Superfund site. In addition, the EPA would later find trichloroethylene and asbestos throughout and in the soil underneath the plant, the former used as a degreaser for the carburetors. Some of the PCBs and TCEs were found as far as 20 to 25 feet underground, as far as the bedrock in the area, according to the St. Louis Post-Dispatch.

Legal wrangling over who would clean the site up ensued for decades and only came to a resolution in July 2013, when the EPA reached a \$30 million cleanup agreement with ACF and the company that controlled the site. While contractors hired by ACF had already removed windows and asbestos to prepare the site for demolition over the last several months, the EPA announced last week that demolition of the factory would begin Monday, with the remnants of the factory and the soil underneath it to be hauled away for treatment and decontamination. Demolition—by wrecking ball rather than explosives—is expected to last through April 2016; cleanup is expected to extend into late 2017. No post-cleanup plans for the site have been announced, though the St. Louis Business Journal noted that the Boys & Girls Clubs of Greater St. Louis has an option to buy all or part of the site once work is finished. -



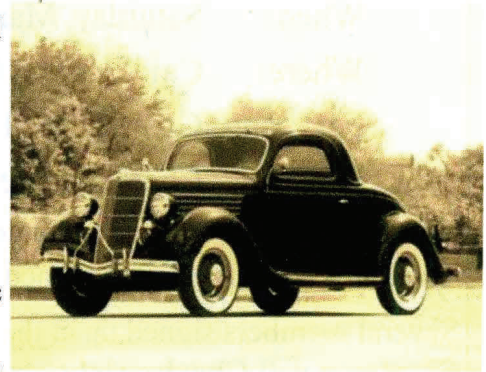
Ford Tri Motor rides will be available at the Liberty Air Museum, 3515 E. State Road, Port Clinton Ohio (419) 732-0234 October 12th through October 18th. For more Information contact the Liberty Air Museum <http://www.libertyaviationmuseum.org/>



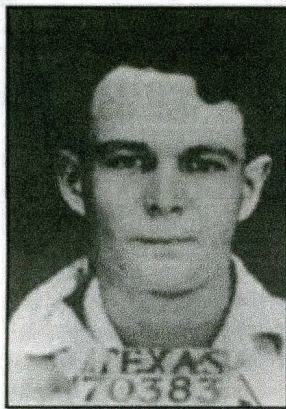
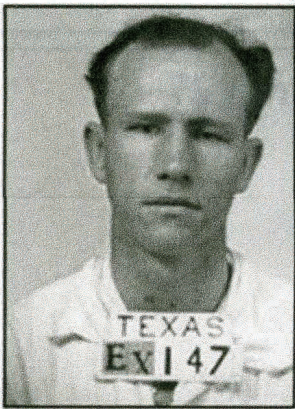
Ford V-8 Coupe Ambushed at McKinney, Texas In the Hunt for Remnants of Clyde Barrow's Gang

By John Emmering

Speeding up Texas Highway 75 through freezing rain the 1935 Ford V-8 Coupe suddenly slowed as the driver, prison escapee Raymond Hamilton, made the turn onto the unpaved Weston cutoff, near the town of McKinney. Earlier on that day of February 24, 1935, Hamilton and his partner Ralph Fults, former members of Clyde Barrow's gang, had stolen the coupe in Oklahoma. They were now heading for a rendezvous with two bootleggers named Royce and Lewis. The bootleggers were holding a load of Browning Automatic rifles and ammunition that Hamilton and Fults had stolen in a night time burglary of the National Guard Armory in Beaumont, Texas on February 16. The isolated and seldom traveled roadway seemed a perfect place to transfer the stolen rifles and ammunition. When the bootlegger's car was nowhere to be found Fults smelled a trap and as the V-8 Ford approached a culvert, he told Hamilton, "Step on it we better get out of here!"



Both sides of the roadway lit up with gunfire, as Hamilton downshifted to accelerate. With the



Raymond Hamilton and Ralph Fults

accelerator floored the V-8 began to move out but not quickly enough to evade a volley of bullets striking the rear of the Ford as it sped away. Most of the bullets passed between Hamilton and Fults, although Hamilton suffered a grazing wound to the forehead. Tubes inside the dash radio exploded as well as the rearview mirror and accessory clock as a hail of bullets struck them. Glass flew everywhere and bullets struck fenders, side panels and doors. Fults grabbed his Browning automatic rifle and returned fire through the shattered rear window. The Ford V-8 Coupe's interior was a ruined mess and the gas tank sprung a leak.

In search of another car further down the highway Hamilton forced a Model "T" Ford off of the road. Instead of switching to the Model "T" Hamilton and Fults took the driver, L.B. Harlow along with them in the V-8 as a hostage. When a Ford Model "A" Coupe approached, driven by 16 year old J.C. Loftice, Hamilton flagged down the coupe and told Loftice to move over as he and Fults joined him in the front seat. Harlow was assigned to the rumble seat where he hung on for dear life. The isolated farm house of Bill Mayes and his family near Weston was chosen as an overnight refuge. Hamilton and Fults forced the Mayes family to put them and their hostages up for the night and feed them. In the morning after learning the family had a 1929 Chevrolet sedan the bandits forced Bill's son Roy to drive them and the hostages to Ft. Worth to evade the local police manhunt.

Marguerite's Café in Ft. Worth was the first stop. Fults picked up five bacon and egg sandwiches for the group before starting a hunt for a new car. On a residential street a new 1935 Ford V-8 sedan was spotted warming up in a driveway, left unattended for a few moments by the proud owner Earl Penix. The car had only 400 miles on it and was still being broken in. Hamilton bounded from the Chevrolet and slid behind the wheel of the new V-8, backing out of the driveway and darting off with the Chevrolet following behind.

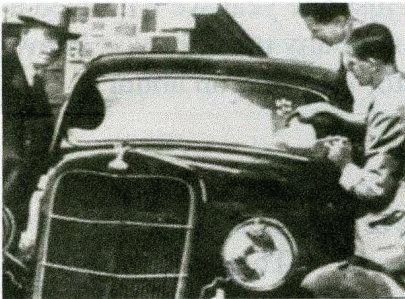


Constable John Record

Parting ways with the hostages and their Chevrolet, Hamilton and Fults decided to head due north in the new Ford V-8 to avoid the swarms of Texas lawmen hunting them. Even as the criminals fled, criticism of the botched ambush at McKinney was being voiced from as high up as the Governor's office. Allegations were made that McKinney Constable John Record had a friendly relationship with the bootleggers, who had informed on Hamilton and Fults. It was further alleged, that Record had hoped to make a name for himself by killing Hamilton and Fults in the ambush without the help of other agencies and use his fame to win election to the office of Collin County Sheriff.

Traveling all the way up to Minnesota, Fults and Hamilton robbed a bank. After the robbery the pair was caught in a snowstorm and was marooned on a rural highway, forced to burn maps and newspaper to keep warm after the Ford's heater fan burned out. The experience convinced them to return to Texas.

The first order of business back in Texas was a long desired meeting with reporter Harry McCormick, a muckraker who had exposed the brutality of the 1930's Texas prison system. Two female acquaintances helped set up the meeting. McCormick met the pair near Houston and drove out into the country with them. One of the girls followed in McCormick's car, also a Ford V-8. Hamilton and Fults gave the

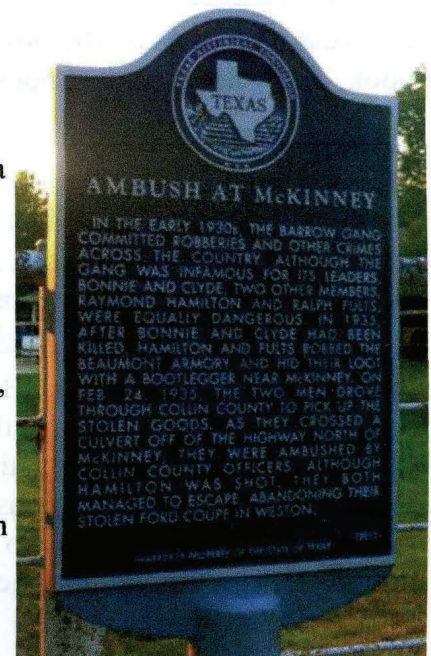


reporter an interview and Hamilton explained how he had escaped the death house at Huntsville Prison. He also asked him to pass on some money to a lawyer for a friend's defense. To keep McCormick out of trouble for harboring felons, Hamilton tied McCormick up in his car to make it look like they had kidnaped him and left a full set of his fingerprints on the windshield of the reporter's V-8.

After a harrowing escape from a final bank robbery in Prentiss, Mississippi on March 28, Fults and Hamilton parted ways in Memphis, Tennessee on March 30, 1935. They abandoned another 1935 Ford V-8

coupe stolen in Mississippi and headed for the Memphis Train station. Fults boarded a passenger train to Louisville, Kentucky while Hamilton chose to hop a freight train to Dallas.

On the way to Dallas Hamilton befriended a young hobo named Nolan and asked him to bring a message to Hamilton's Mother. Nolan was picked up by police during his errand and led them to Hamilton in the Railroad yard. When Fults heard news of the apprehension he headed back to Texas to help his friend, but he was soon captured himself after a police pursuit. 21 year old Hamilton was put to death May 10, 1935 at Huntsville Prison, charged with the death of prison guard Major Crowson during an escape. Fults was extradited to Mississippi and avoided plotted retribution from the Texas Prison System. Ralph Fults' story had a more pleasant ending than Hamilton's. Fults was paroled in 1944 and received a full pardon in 1954. He married, had three children, converted to Christianity and was employed by the Buckner Baptist Home for Boys in Texas. He was very active in the movement to rehabilitate offenders and died at age 82 in 1993. Hamilton and Fults had been pretty ruthless characters in their day but you have to give them credit for one thing; they had a very deep appreciation of Ford V-8's, even though they never paid for one.

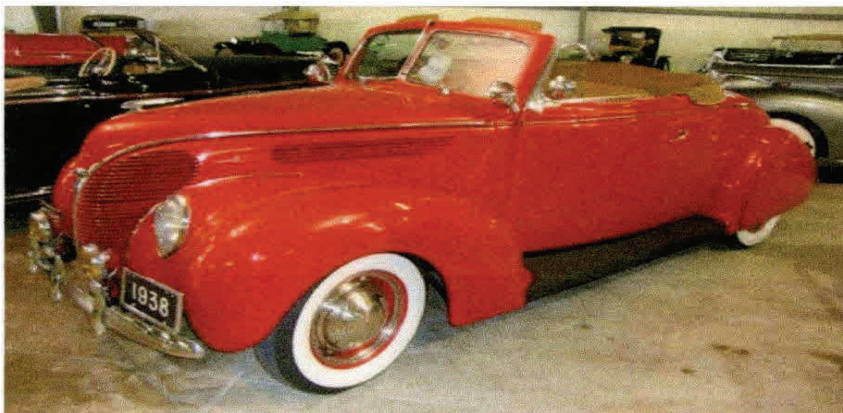


Thanks to NIRG for this story

The Story of How Past N.O.R.G. Member, John Swigart Searched the Country and Found His First V-8, a 1938 Ford Cabriolet

Ohioan retrieves his 1st car after 59 years

John Swigart wasn't particularly happy with his first car, a 1938 V8 cabriolet, but years later he remembered it with sufficient affection to expend considerable effort and money to track it down and retrieve it.



It all started in 1951 when he saw

an ad in the *Akron Beacon Journal* about a 1938 Ford roadster. His mother took him to see it. It belonged to a family whose son was going off to college and they needed money. John says he can't remember what he paid for it but he feels it was too much. The car had been badly abused.

When a fellow student wanted it, seeing a small profit, he sold it for \$100 down and weekly payments for the remainder. He took it back when the payments weren't made. He then traded it for an English motorcycle, which he wrecked. Then, seeing how it had been painted and fitted with a new top, he bought it back.

He obtained a 100hp block, bored it to the max, ported and relieved it, planed the heads, installed a dual intake manifold with Stromberg 97s, and dual exhausts. He topped it off with new seat covers and leopard skin upholstery.

He and his girl friend Patricia, wife now, dated in the car through high school. Upon graduation he enlisted in the military and sold it in Akron.

Years later he began placing ads in publications to see if he could find it. He felt it had probably been junked long ago, but he kept looking.

One day he met Virgil Light who buys and sells street rods and classic cars. Light told him he had bought and sold such a car. He bought it from Carol and Jim Mosley of Portage Lakes, Ohio. The wife had papers that showed they had bought the car in August 1985 and that they sold it to Virgil in 2007. The car had been restored and painted red. Virgil said he sold it to Bill Black of Bill's and Son Auto and Truck Inc. in Ravenna, Ohio. Bill said he sold it at an auction to a Stephen R. Plaster at Evergreen Investments LLC in Lebanon Missouri.

John contacted Stephen who said he would sell it for \$55,000. John hired an appraiser to look for things that would prove it was his old car.

When they agreed on a price, John hired a transporter to haul the car home. In July 2013 he had it back after 59 years.

In the meantime, John acquired, restored and sold another '38 cabriolet and was a member of the Early Ford V8 Club in 2008.

Thanks to Ford Words



Early Ford V-8 Club of America
Northern Ohio Regional Group #20
P.O. Box 1074
Cuyahoga Falls, Ohio 44223

Happy September Birthday

- Ron Wertz 2
- Pat Rooney, Elaine Winsom 4
- Dave Nagy 5
- Kathleen Nagy, Lou Ann Marx 7
- Rich Jandrey 10
- Steve Kronen 13
- Pat Hergenroeder, Ken Thomas 16
- Carol Neidert 17
- Vicki Maser 24



The Headliner Deadline

1st Day of each month. Please e-mail articles, tech tips, outings, adds, club news and pictures to:

Annette Gorris
annette.gorris@gmail.com

Don't Forget to Check out our updated website :

www.norgv8club.org

**September Meeting
Friday,
September 18th
Stow City Center**