



Vol. 5 No. 6

June 2014

Stockers Car Club

The Stockers Car club of Colorado Springs has been in existence since the late fifties with several long time members still active. We currently hold a meeting once per month at a local restaurant and host a car show and cruise night one Saturday per month at Garden of The Gods from May-September.

We raise money from sponsors and donate to charities. This year, like last year, we will be donating to Juvenile Diabetes.

At our September show we typically have a pot luck for the participants which is something many people look forward to every year. We have also participated in car shows for nursing home residents and attend other events as a club as well

Check out our website www.StockersCarClub.org or look us up and "LIKE" us on Face Book There are more event photos on both.

To become a member, show up to at least three times to meetings and show your desire to be a member. New members will be voted in.

All hot rods, muscle cars, imports and other types of vehicles are welcome to join us and to show off their rides in the warm summer afternoons in the beautiful surroundings of the Garden of the Gods.

Our events are low key family style events that anybody with any make/model/year car can participate in or come to see cars.

Interested in joining? Request information or, come to a meeting to see what we are about and meet some of the members. We welcome anybody with a car or interest in cars. Email: stockerscarclub@gmail.com



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October 18

Larimer County Fairgrounds (The Ranch), Loveland, CO

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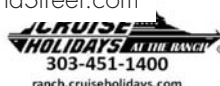
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PLEASE NOTE TIME CHANGE FOR THE HAVANA CRUISE — THANKS

Car of the Month

1947 EF Mack Truck

Owned by John Garratt



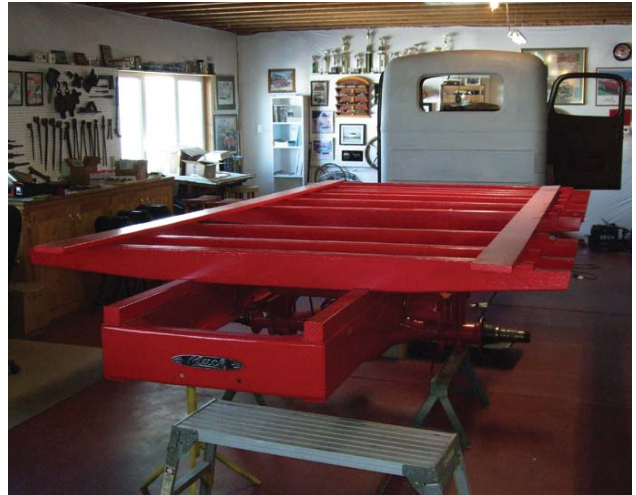
I have had an interest in trucks since I was a young boy. I remember sitting with my father every week looking through the Saturday Evening Post for ads for them. My father worked at a small business in New Jersey with my grandfather manufacturing conveyors.

In the early 1950's the company was winning bids from the New York State Highway Department for portable conveyors. In order to deliver two conveyors per trip, my father retired his 1938 Dodge rack body truck and bought a 1947 model EF Mack with a 16' rack body. He made most of the deliveries himself, and I would often ride with him. These were good times for me.

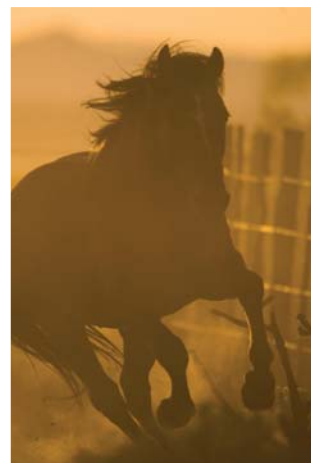
In 1960 I got my drivers license and was working for the business part time while going to school. My favorite part of the job was driving the Mack truck. I remember asking my father how long he thought the truck would last. His answer was "It will last as long as you want it to". We had two newer trucks, but the '47 Mack was always special to me.

One of my many jobs was maintaining the truck, making repairs to it. When my father passed away in 1967, I challenged myself to keep the truck in use until it was 50 years old, when I would retire it and restore it. I continued in the conveyor business, and used the Mack truck until 1997. It had over 500,000 miles on it, the majority of them driven by me.

In 2006, my wife and I decided to retire and moved from New Jersey to Colorado. At that time I removed the body from the 10,000 pound Mack so it would not be too heavy for my open trailer. It took six trips to get all of the cars, truck, spare parts and all of my tools to our new house in Colorado. I built a workshop and three years ago, I started the restoration of the Mack truck that I planned 45 years ago. Currently I am about half way through the project.



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P R O C E E D S B E N E F I T H I L L T O P C O M M U N I T Y R E S O U R C E S

Car of the Month

1929 Ford Model A "Murry" Sedan

Owned by Harry Edwards



This '29 Model A was traded for by my Dad in the late 1940's. He traded a Model T and a cow for it. My brother Howard was about 13 years old at the time and he learned to drive it. As time passed, the car was used for EVERYTHING around the farm. Dad hauled calves, pigs, sheep and small ponies and anything else he could get in the back of the "A" by taking the back seat out. He would go to town (a 60 mile round trip) to sell the livestock, and bring back groceries, grain and other commodities. For larger animals, he had a wooden trailer that had a feed trough on the front. Each time he hit a dip in the road, the trough would hit the back of the car. He replaced many a rear window over that deal!

When I got big enough to help on the farm, Dad taught me how to guide the "A" down the road. Standing up, I was just able to see out the front windshield. We would go to the wheat field with the trailer behind. When he loaded it with grain he would start the "A" and barely pull the hand throttle down so the car would go slow and I would guide it to the grainery. This is how I learned to drive!

Both my brother and I drove the car through our school years. In the 1950's my brother took the "A" to Denver and used it daily to go to and from work. Later, it was put in an old shed on the farm. In 1971 I moved it



to my new shop building in Greeley. I decided to restore it in 2000, and it took me until 2009 to get it finished.

Today, the "A" is the same color as it was when it was new. The interior has been restored to original as well. All original parts and pieces that could be salvaged were restored and reused. Of course, some parts had to be replaced with after market or new/old stock items. The one change I made was to install a Mitchell Overdrive which makes the car more road worthy at higher speeds.

This project was very challenging but very rewarding and very expensive. The end result, however, is gratifying.

When my days are done the "A" will go into the collection of cars owned by my very good friend Pete Lansing, where it will be well taken care of for many years to come.

I am sure Dad, Mom and my brother are happy with the results of the restoration. I know I am!

With loving regards to all who helped me complete this project.

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Bonnie & Clyde's last V-8 Ride

By John Emmering



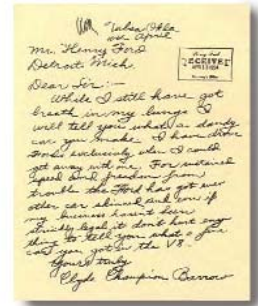
They met their deaths on May 23, 1934, while driving a 1934 Ford Deluxe Fordor. Whether we like it or not part of the mystique of the early Ford V-8 is that it was Clyde Barrow's vehicle of choice during the Barrow gang's crime spree of 1932-34.

The state of the art 85 hp Ford V-8 engine was more than a match for the older four and six cylinder vehicles used by most law enforcement officers at that time. The Ford V-8's quick acceleration made the bandits difficult to catch, and its durable steel body offered protection from lawmen's bullets.

The final vehicle used by Bonnie & Clyde, a Cordoba Grey 1934 Ford Model 730 Deluxe Sedan, is probably the best known Ford V-8 in America. It was stolen April 29, 1934, from Jesse and Ruth Warren of Topeka, Kansas. The vehicle was purchased for \$785.90 a month earlier by the couple. Mrs. Warren unfortunately left the keys in the ignition when she parked it in her driveway. The Ford V-8 was easy pickings for Clyde who was on the prowl for a new car after being alerted that police in Kansas knew of his presence.

Bonnie and Clyde's criminal careers ended on that fateful 23rd of May 1934, at 9:15 a.m., on State High-way 154

near Gibsland, Bienville Parish, Louisiana. They were trapped and killed in an ambush set up by retired Texas Ranger Frank Hamer and four other lawmen with the help of Ivan Methvin, father of one of their gang. The 1934 Ford from Topeka received an estimated 160 bullet holes during the ambush.



Bienville Parish Sheriff Henderson Jordan initially denied the request of the Warrens for the return of the car and Ruth Warren filed suit for the car's return and won. Ruth Warren leased the car to various carnival shows until she sold it for \$3,500.00 in 1952. The car sat in storage for many years until the popularity of the 1967 movie "Bonnie & Clyde" reignited interest. The car was purchased by a casino in 1988 for \$250,000. The "Bonnie & Clyde Death Car" is now owned by Terribles Casinos and is generally displayed in their Primm, Nevada, Casino, a visual reminder of the old adage "Crime doesn't pay".



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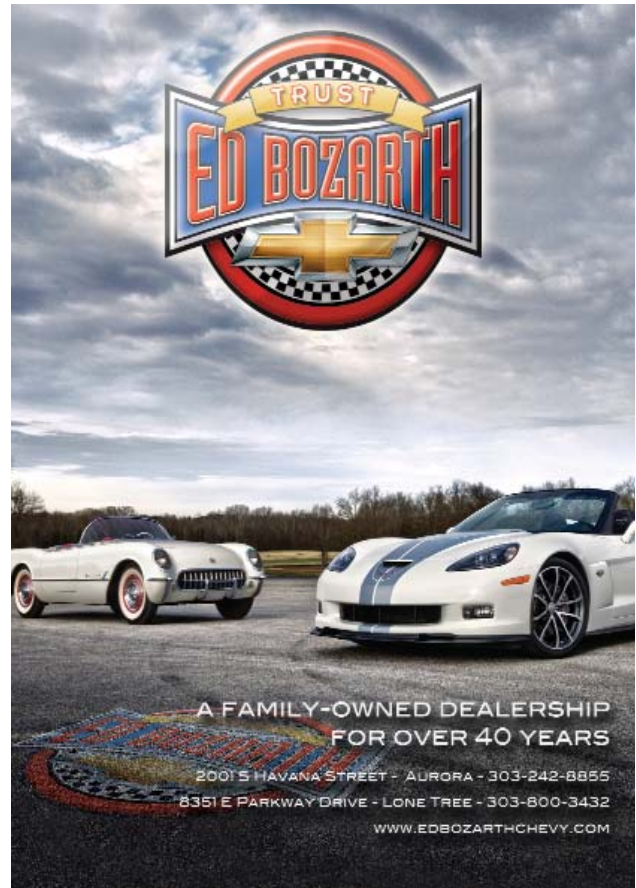


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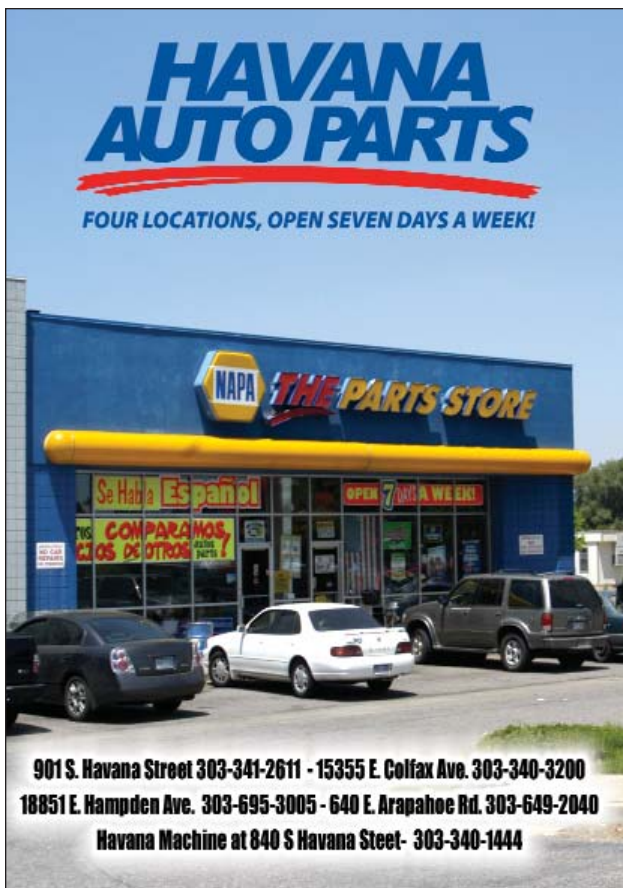
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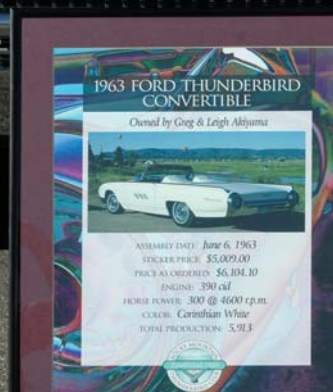
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Rates subject to change without notice

Colorado Collector Car News

Published by Greg s in association with the Collector Car Council of Colorado.

This is a monthly publication dedicated to the enjoyment of the collector car hobby in Colorado.

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ED: I am looking for other Cars of the Month. These cars do not have to be concours award winners, just cars that have owners who are proud to own them. (Don't we all feel that way?) To nominate a car and owner, please contact me at gakiyama@earthlink.net. Thanks.

ED: I am always looking for more subscribers. If you know someone who you think would enjoy getting my newsletter, please have them send me an e-mail complete with their name, club affiliation and phone number. I ask for a phone number because when (not if) an e-mail stops working, I can contact that person for an updated e-mail address rather than just stop sending them the newsletter. My e-mail address is: gakiyama@earthlink.net. Thanks.

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