

CLUB OFFICERS

PRESIDENT:

George Ball

VICE PRESIDENT:

Charlie Henerey

TREASURER:

Theresa Williams

RECORDING SECRETARY:

Betty Henerey

CORRESPONDING

SECRETARY:

Howard Crawford

NEWSLETTER EDITOR:

Don Rogers

BOARD MEMBERS:

Bonnie Abler 2019-2021

Peggy Crawford 2019-
2021

Mike Huber 2020

Don Taylor 2018-2020

Charlie Walters 2020-
2022



**EARLY FORD V-8
CLUB**

ON THE ROAD

ST. LOUIS R.G. #124

FEB. 2020 Volume 35 No. 2

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February Meeting

Sunday, Feb. 16 at 1pm

Wildwood Pub & Grill

17253 New College Ave



It looks like we have a great year ahead of us in 2020. I hope that I can keep up with it all and do as good a job as editor, as my wife Mary Rogers, did. Tough shoes to fill!

As you can see from the list below, we have quite a few members that have volunteered to host a meeting or event in 2020. We still have a few openings left.

HOW ABOUT YOU?

Please consider getting involved this year and hosting a meeting.

2020 MEETING HOSTS

(AS OF 1/19/20)

FEBRUARY 16 at 1 pm.....George Ball
MARCH.....Jan & Dave Conrad
APRIL.....Lee & Laura McDurmont
MAY.....Don & Mary Rogers
SPRING TOUR (Optional).....Open
JUNE.....Bruce & Theresa Williams
JULY.....Open
AUGUST.....Howard & Peggy Crawford
SEPTEMBER.....Claudette White
OCTOBER.....Carmen Viviano
FALL TOUR (Optional).....Open
NOVEMBER.....Open
DECEMBER 13 at 1 pm.....Russell & Gayle Roark

MINUTES FROM THE FEB. 2020 MEETING

The January meeting and Installation of Officers was held on January 11, 2020 at Mike Duffy's in Kirkwood with 16 members present. Mike Huber opened the meeting with a prayer, welcomed everyone and thanked Bruce and Theresa for providing the cheesecake.

Howard Crawford reported that he will send a get well card to Betty Henerey. January birthdays and anniversaries were recognized.

Mike Huber reported that, in speaking with incoming President George Ball who was not able to attend the meeting, George suggested holding meetings at the Wildwood Pub & Grill on the third Sunday at 1 p.m. It has become difficult to find restaurants with a separate meeting room and who are willing to provide separate checks. Discussion followed and it was decided that anyone who signed up to host a meeting could choose the location. For the months where no one has signed up to be the host, the meeting would be held at Wildwood Pub & Grill and a request will be made for someone to serve as host, receive rsvp's and provide dessert. Don Rogers will include the hosts for 2020 meetings in the newsletter.

Howard Crawford stated that articles have been sent to the V8 Times.

Articles from the Foundation newsletter will be added to our newsletter.

Theresa Williams reported that the Club ended 2019 in good standing, reflecting more revenue than expenses. Major expenses include the Christmas party, insurance, website, the purchase of bricks and rosters. The 2020 rosters were distributed.

There was \$36 in the 50/50 with Dave Decker winning \$18.

On behalf of the Club, Howard Crawford presented a Ford clock to outgoing President Mike Huber and thanked him for his service.

A photo of the Club officers was then taken.

The February meeting will be held at the Wildwood Pub & Grill and hosted by George Ball.

Submitted by Bonnie Abler

Installation Luncheon

Jan. 11, 2020



2020 Officers

Front Row: Bonnie Abler, Theresa Williams, Peggy Crawford
Back Row: Charles Walters, Mike Huber, Don Rogers, Howard Crawford
Missing: George Ball, Charlie & Betty Henery, Don Taylor



Thanks,
Mike!!

For a
job well
done!



Peggy & Howard Crawford



Vicki Henry, Bonnie Abler, Don Rogers



Al & Barb Hartnagel, Carmen Viviano



Dave & Barbara Decker, Charles Walters



Mike & Diane Huber, Jim Hauschultz

Photos by Peggy Crawford

Newsletter Contest Update!!

Dear St. Louis Regional Group,

As of December 31st, I will be stepping down from Judging the newsletter contest. It has been an honor and a pleasure to receive your newsletters over the years. I will miss receiving them.

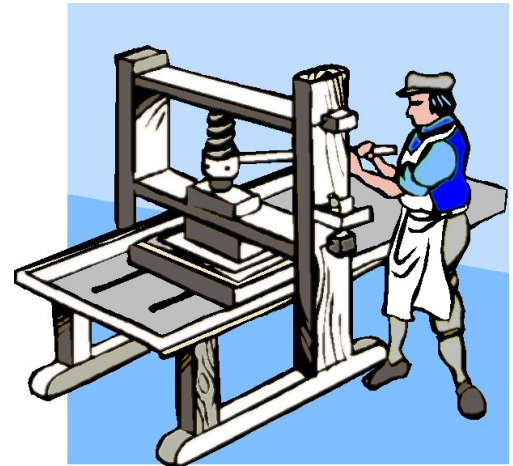
I thank you for participating in the judging and hope that you continue to do so. Good luck.

Please email your January newsletters to the new chairman of the contest, Mickey Holton at:

efv8ca.newslettercontest@gmail.com

Have a wonderful year and I hope to see you at an upcoming V-8 Club event.

[Milly Scheidt](#)



Dear Friends,

This is to advise all of you that IF your regional group newsletter is participating in the 2020 EFV8CA newsletter, please send it to me at the email address below:

efv8ca.newslettercontest@gmail.com

I look forward to receiving your newsletters.

A very happy and prosperous New Year to you all!

With best regards,

Mickey Holton
Nashville, TN
Volunteer Group #97
615-815-9203 (C)



FORD MUSTANG MACH-E

The all new *electric* SUV is the first production bound electric Mustang and the first Mustang Crossover. Due to be released in the USA in early 2020 it comes with two



lithium –iron battery pack options.-standard range giving 380 klms or extended range giving 500 klms on the rear drive models. The all wheel drive versions get around 10% less range. The 500klm version puts the Mach E well ahead of its competitors. The car comes standard with a house charging unit which trickles in a charge of 5klms per hour range at 120 volts. (4 days to recharge flat battery to full range on the extended range version). A higher rate charger is available at extra cost which gives a charge range of 80 klms per hour.

The Mustang Mach-E will eventually have a GT version which will develop 459 HP doing 100klms/hour in 3.5 seconds. The release price of the base model is around \$40,000 USD. The petrol powered V8 5.0 L version is \$39,000 USD so the electric version is competitively priced.

Borrowed from Queensland Early Ford RG 157

National Meets 2020

June-15-18

Eastern Meet, Morgantown, PA

[2020 ENM Complete registration package 8-25-2019.pdf](#)

Sept. 21-24

Western Meet, Alamosa , CO

[2020 Western National Meet flyer - ver 2 5-10-2019.pdf](#)

Foundation News Clip

President's Message...



I heard someone on the radio say that 2020 is the year that we will finally get flying cars and have people living on Mars. I'm not so sure; but "2020" really does sound like the "future".

The re-printing of Jenny Nolan's article from the Detroit News on the fire that ended the life of the Ford "Rotunda" tells the last chapter of that great, iconic architectural wonder. But as you know the "Rotunda" lives again at the Early Ford V-8 Foundation Museum in Auburn and is now complete with a representation of the great photographic mural depicting images from the Rouge Assembly line that once graced the interior of the Rotunda as it existed in Chicago and later in Dearborn. The original photo mural was 600 feet long and 20 feet high, the longest photo mural in the world. It took 4/5 of a mile of specially made photo paper to print this large work of art. Now in the Floyd Motors Gallery at the Museum you can see some of these huge, high resolution photographs again lining the inside of a Ford "Rotunda" thanks to the research and craftsmanship of Matt Short and his team from Group Delphi. The Floyd Motors Gallery continues to evolve. It is really stunning and a very good reason for you to make a trip to Auburn.

I have been spending the winter next to the wood stove reading about the history of FOMOCO design. I thought that I'd share some of what I am reading with you. First of all, if you haven't picked up the "thumb drive" from the Early Ford V-8 Club, with the past V-8

Times issues on it, do so. It is a wealth of information at your finger tips. Dave Cole wrote a great 5-part series over five issues of the 1984 Times on the history of the original Ford Rotunda. Dave also has a piece on the 1939 World's Fair in Nov. Dec. 1989. I recommend all of the books by Ford historian and Museum Trustee, Henry Dominguez. I especially recommend EDSEL, Henry Ford's Forgotten Son and Edsel Ford and E.T. Gregorie for fantastic detail and insight into the Ford design team. Loren Sorensen's The Ford Shows is a great photo history as well as a very detailed written account of Ford displays. There are great designers, artists and architects who contributed to all of this. Architect Albert Kahn designed the original Rotunda. Buckminster Fuller applied his geodesic dome idea to close the open roof when it was moved to Dearborn. Walter Dorwin Teague was responsible for the interior design of all of Ford's public expos starting with the 1934 Chicago show. Teague designed the World of Tomorrow for Ford at the 1939 World's Fair in New York. Check out a video titled "Symphony in F" on You Tube to see some of these futuristic 1939 displays. It is amazing! Have fun looking back to the "future".

I want to thank all of you for your support this past year. Members bought 130 square feet in our "Buy the Foot" campaign, since our annual membership letter went out. Lynn and I bought two more ourselves this month to remember people that we lost this year. The excitement building around the Museum in 2019 will continue to grow this year as more people learn about what is going on in "your" Museum for the ages.

Happy New Year! Here's to the "future" in 2020.

—John Knecht

Board of Trustees

- President: John Knecht - NY 5/22
- Vice President: Craig Floyd - SD 5/22
- Secretary: George Mercer - KY 5/21
- Treasurer: Milly Scheidt - NY 5/20
- Audie Blaylock - IN 5/20
- Henry Dominguez - UT 5/22
- Tom Johnston - CA 5/22
- Jim LaDuc - MI 5/21
- Dick Martin - IN 5/21
- Cecil Polan - WV 5/21
- Bill Randolph - OH 5/20
- David Sharp - IN 5/20
- John Smith - IN 5/20



The Foundation News is published bi-monthly by the Early Ford V-8 Foundation, a 501c3 Educational Organization

from the Editor...

Getting photos and info from Josh, Helen and Nick about what's happening in the Museum, makes us anxious to get back to Auburn to see it all for ourselves! Always something happening!

Floyd Motors...

...continues to grow with new additions to the "showroom". See page 3.

We Lose A Good Neighbor

Sadly, the Antique Mall, Gallery 326 has closed. Read all about it on page 4.

Ever heard of NAFTACO?

You will on page 4, as I sneak in a shameless plug for an organization I'm involved with.

"Tons" of Item Donations

That's not an exaggeration. One large delivery weighed 1,100 pounds! Page 6.

Moving a Museum!

An operation I hope our museum never has to do! These good folks had no choice. Page 7.

Our Historic Article

Now that our endeavor to resurrect the iconic Ford Rotunda, even as it pales in comparison to the original structure, we thought it was time to share a well-written story on the Ford Rotunda Fire of November, 1962. It's on Page 8.

Chevy Monster Trucks, Playing with Hundreds of License Plates?

Do we need to be paying closer attention to what the crew at the Museum is up to? Some of it you might not believe! See page 9.

Last Minute Donation!

It never fails. Just when you think the newsletter is done! But this addition is worth it! Page 6

—Frank Scheidt, Editor

Frank Scheidt, Editor
v8foundation@frontiernet.net
Phone: 585-637-8863 (NY)

Henry “H”

By Jim Hauschultz



Dear Don,

I have a Standard 1935 5 window coupe. While my color perception describes it as tan-nish, I found the correct name is Cordoba Grey. Black wheels. 7,400 Miles.

My grandfather bought it in 1935. The riveted information plate puts its assembly in July. Here’s the short story. My grandfather was a farmer. His farm was just east of a small Wisconsin town called Berlin. With his last name, it’s not a stretch to describe the area as German. Oddly, with some Welsh in attendance. My father was called up (after ROTC) to service just before Pearl Harbor, and left a few weeks before my brother was born in Battle Creek, Michigan. Grandpa’s gas rationing was ‘A’. Typical. He garaged the car in 1944 behind the farmhouse. My father returned from the war in 1947 and met his son. For the next 12 years, my grandpa lived with my Dad’s family which included me starting in 1950. He died in 1959. The car stayed in the garage. Changed only by the addition of two bullet holes under the rear window. The glass was untouched. Probably a kid with a rifle poking and firing. Until 1968

We visited the farm every summer to maintain the home. After 34 years as career military, we moved. Quite a lot. His last post was St. Louis. My father called a friend back home, and he gave him the name of a trusted local mechanic. Another farmer. A typical car repairer. Farmers had to maintain all they owned, and they learned. I Greyhound bused up to Berlin in 1968 and drove the completely purring Ford down to St. Louis, pulled the car into the family garage, and turned the key. Dad and I started a ‘restoration’, which began as a disassembly. Fenders. Running boards. Hood and radiator. Seat cover from J.C. Whitney. And a shock absorber, now lost to the years.

Seven months after the road trip and the plans to ‘restore’, I walked out to the garage one night, after homework, and found my Dad kneeling over the passenger transom. A stroke. I carried him to the driveway and we both waited for the ambulance. He died a few hours later.

I stopped working on the Ford. Thirty years later, I moved it to my current house in Kirkwood. Convinced that engine had seized. The tires had dry-rotted. 25 years in the Wisconsin garage, and another 50 years or so in garages in South St. Louis and Kirkwood.

So. This last summer, my wife Anene’s cousin visited us. She wanted him to see a tree house studio I’d built for her. As he, Terry, walked in front of the garage, he glanced in, stopped, and, actually, took a step back. And he said:

“I want to get ‘er running. I want to drive ‘er down a country road with a jug of moonshine next to me.” Normally, that would not have gained him an ounce of my confidence. But two things. He’s from Pennsylvania. Been to Hershey. Rebuilt countless tractors and several old cars, worked the high lines for the Pennsylvania electric utility, was a country boy (man) and...was a farmer. The story arc was coming full circle. He is also stage 4 cancer. It turned out that what I thought was my gift to him, to work on the Ford, turned into his gift to me.

He called his two cousins in Southern Illinois, also blue collar geniuses. The cousins are Anene’s brothers that she met for the first time in August. But that’s another story. Two brothers with remarkable talents, and very good men. To their families, each other, and their community.

A month ago, the brothers trailered up to our house, winched the Ford onto their trailer, and took off. That was on a Saturday. Terry drove out from Pennsylvania the next day, Sunday, got up at 4:30 Monday morning, and on Thursday told us to come down to Chester. One of the brothers has a two-plus car garage, an overhead winch, a wall of mechanic chests, and a wood burning stove in the corner surrounded by an assortment of chairs. For conversations and beer.



What I'm sure would be no surprise to the farmer in Wisconsin who prepared the Ford for my adventure. So. Three days later, Thursday morning, Terry turned the engine over. An Optima battery. It spewed a small dust of rust on the beautiful concrete floor, burst a small bush of smoke. And ran. And purred. He even turned it off, and used the hand crank, and it started immediately...like, a quarter turn.

On Saturday, we all took turns driving it around the small town of Steeleville, Illinois.

I long ago decided not to 'restore' it. It's a survivor. And it's my Grandfather's car. When I drove it that day, I remembered a story about him and Grandma. He and my Grandmother would occasionally drive it around Berlin and the small towns nearby. When he drove down a main street, they all had "Main" streets, sometimes my Grandmother would roll her window down and yell "Hello John!" And she would slouch down so no one would see her. And laugh and laugh. There was almost always someone named John walking along in front of the shops on a Saturday morning. She only a year or so until she passed away from cancer.



So. That day as I drove my turn, I rolled down the window. I yelled out to them all. Hello, Grandpa! Hello Grandma! Hello, Dad! And I laughed.

Whoever gets my car, my Grandfather's car after I'm gone, can restore it. For now, it's my Grandfather's car. A survivor.

And thank you for your book. It guided us. And while someone suggested I buy it, I went home, and in a stack put aside for this day, I found I bought it years ago. And a copy of PP&G's vintage color samples and their formulas. For Red Poppy. I might paint the wheels. That's it. And then I found the title and the transfer to my Dad from Wisconsin to Missouri.

I'm going to call it "HenryH" if I can. Not for Ford, but for my Grandfather. Henry Hauschultz. If you don't mind, I'd like to contact you for bits of advice now and then. Thank you,

Jim Hauschultz

***Ps. Terry got his wish!!
Some good old Pennsylvania
"Moon Shine"***



DATES TO REMEMBER:

FEB. 1 – Breakfast at 8 AM at Village Café, 6127 Ronald Reagan Dr., Lake St. Louis, MO 63367. Just off Hwy 64 at Hwy N across the street from Walmart. 636-561-0235

EVERY WEDNESDAY – The ROMEOs meet at Freddy's 2675 State Hwy K, O'Fallon, MO 63368 at 11:00 AM

EVERY THURSDAY – The ROFers meet at Lion's Choice 17294 Chesterfield Airport Rd., Chesterfield, MO 63005 at 11:00 AM

FEB. MEETING — Feb 16 th at 1 pm at Wildwood Pub & Grill, 17253 New College Ave, Wildwood MO 63040.

February

Birthdays & Anniversaries

4 Peter Brown

5 Alice Schott

10 Mary Rogers

13 Harold Walters

25 Ron Dunker

28 Huber Anniversary (**1987**) 32nd



Don Rogers, Editor
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FIRST CLASS MAIL

St. Louis R.G. Web Site

<https://stlv8club.org/>