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**EARLY FORD V-8  
CLUB**

**ON THE ROAD**

**ST. LOUIS R.G. #124**

**March 2024**

**Volume 39 No. 3**

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# **March 2004 President's Message**

**By Bruce Williams**



**Well, we skipped the month of February and didn't have a meeting, because we didn't have a host. We have March signed up with a trip to Bandana's, thanks to George and Maxine. So please plan on attending. We've had a pretty mild winter, so I'm hoping that the weather is not a factor in attendance. So please join us for the fun... as a minimum, the food will be great!**

**I'll keep reminding the club that the April meeting will be on a Saturday April 20<sup>th</sup> at 9:30am. To mix things up a bit, it will be a joint meeting with the Model A club, and it will best be described as a "garage tour". That means we'll mingle around a lot of old cars and eat donuts, and there will be pretty close to zero "business" conducted. That's my idea of a perfect car club meeting! The Model A club drives their cars a lot, so you can expect to see a good number of A's in attendance. Please plan on attending and adding to the festivities.**

**The Mercury is coming along pretty nicely, and there's a good chance that by the April meeting, 90-95% of the interior will be installed. Then I'll be moving into final repair and painting of fenders, hood, and deck lid. Just the plating remains after that. Boy, that sure has gotten expensive!**

**That's it for now. Spring is around the corner, so get ready for a lot more Old Ford events and activities, and don't miss any opportunities for Ford friendship and fun.**

**Thanks,**

**Bruce**



Got a nice thank you note from the Hartnagel family. Al's passing was a sad note for the entire St. Louis V-8 Club.

I hope to see you all at the March meeting at Bandanas.

Our Saturday Morning Breakfast will be starting up again this Saturday at 8:00 am at The Village Café. 314-578-3275

There's two exciting meetings being planned for April and May. Stay tuned for more details in the April Newsletter

Had a somber moment today while doing the Birthday's and Anniversary section. Removing a couple's Anniversary date or a member's Birthdate is very sad for me. Too many of our loved ones are gone. Let's enjoy our times together NOW before they are in the PAST.



**Ford's Ideal Gas Station Selling Ford Cars  
and Ford Benzoil Gasoline**



# March Meeting Notice

Maxine and George will host the March meeting on March 17<sup>th</sup>, 2024 at 1:00PM at Bandana's Bar-B-Q at #1 Ruggeri Drive, Wentzville, MO. 63385.



Please RSVP to Maxine at 314-330-4331 or [4331@gmail.COM](mailto:4331@gmail.com)

or George 314-202-3240 or [george35ball@gmail.com](mailto:george35ball@gmail.com)

before Thursday March 14<sup>th</sup>, 2024

**Driving Directions:**

**Take I-64 west to I-70**

**Take exit 1A on the left to merge onto I-70 W towards Kansas City**

**Take exit 208 toward Wentzville Pkwy**

**Keep left at the fork to continue toward Wentzville Pkwy**

**Turn right onto Veterans Memorial Pkwy**

**Turn left onto Ruggeri Dr.**



Dear V8 Ford Club,

We are deeply touched to know dad will be remembered at The Early Ford V-8 Foundation Museum. He loved his cars but more importantly, his friends who shared his passion. Thank you for honoring him in this special way.

*During a time like this  
we learn how much our friends  
and family really mean to us.*

*Your expression of sympathy will  
always be remembered.*

*The Hartnagel  
Family*

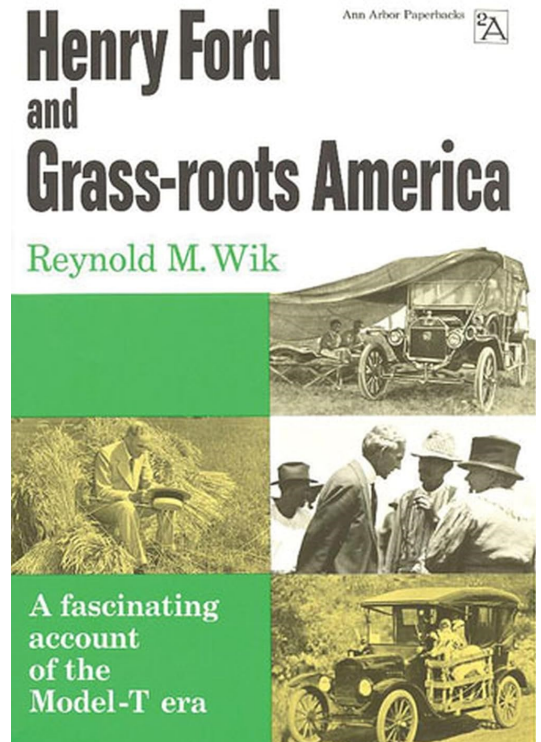
# Bruce's Book Report

## Henry Ford and Grass-Roots America

By Reynold M. Wik, 1972

This book was a surprise... I was expecting a bunch of repetitive history of Henry Ford's life with all the old legends and myths, but instead, it was a scholarly deep dive into some key events and themes about how Ford and the Model T transformed America. For example, the author devotes a detailed chapter to Ford's efforts to develop tractors to reshape agriculture. This entailed many insights into Ford's lifelong desire to ease the burden of farming, development efforts for the Fordson tractor, competitors' efforts, the sale of Fordsons to England around WW1, and even the costs and profits for each tractor. The features and pros and cons of Fordsons are presented in a detailed, yet easily readable style that gives a good sense of how Henry Ford's tractor was perceived by farmers and how it contributed to the rapid productivity growth of American farming in the 20<sup>th</sup> century. Ford and his top lieutenants are frequently quoted and the insights of those players who were there "as it happened" makes for a very interesting read.

Similarly, additional chapters go into great detail about rural America's perceptions of Ford and his company and products. There is also a chapter on the many people who wrote to Ford suggesting "improvements" to the Model T. Whereas most were "get rich quick" schemes, many were very funny and crackpot ideas. One woman wrote to Ford suggesting that he attach a propeller to the front of the car to pull it across streams. Many wrote in ideas to improve gas mileage; perhaps the craziest was a suggestion of using large spools of thread, with small explosive charges every ¼ inch, which would be run through



the engine to drive the pistons in lieu of gasoline to provide 1,000 miles per spool. There are chapters on the Farm Cooperative movement, Muscle Shoals, politics, Ford's response to the Depression, education, and changes that the Model T brought to rural America. Perhaps my favorite was entitled "Dear Mr. Ford...", where the author relates some of the best letters from common citizens that have been saved in the Ford Archives. For many years, the Ford Motor Company received an average of between 3,000 and 5,000 letters ere asking for advice, and some offered it. One woman offered to send Mr. Ford the \$100 she had saved up, so he could invest it in any way he saw fit. One temperance supporter asked for two new Model T's so people could be brought home from Anti-Saloon meetings in time to milk the cows. It seems that the letters are a fascinating view into the issues of the day, and the challenges that the average American faced around 100 years ago.

All in all, this is a very thoroughly researched book, and one that is surprisingly enjoyable to read if you like Ford history. Perhaps the appeal can be broadened to anyone who enjoys American history from the perspective of how Ford and the Model T reshaped our nation in many ways.





## 2024 Calendar of Events R.G. 124

Month	Date	Event	Time	Hosts
January	21		1:00 PM	<b>McDurmonts</b>
Feburary	18		1:00 PM	<b>Cancelled</b>
March	17		1:00 PM	<b>Maxine and George</b>
April	20	<b>Garage Tour 9:30 am</b>	<b>9:30 am</b>	<b>Bruce Williams</b>
May	19	<b>“Picnic in the Park”</b>	1:00 PM	<b>Roarks</b>
June	16		1:00 PM	<b>Williams</b>
July	21		1:00 PM	<b>Diehls</b>
August	18		1:00 PM	
September	15		1:00 PM	<b>McDurmonts</b>
October	20		1:00 PM	<b>Potthoffs</b>
November	17		1:00 PM	
December	15		1:00 PM	



# Blast From The Past !!

By Diane Huber

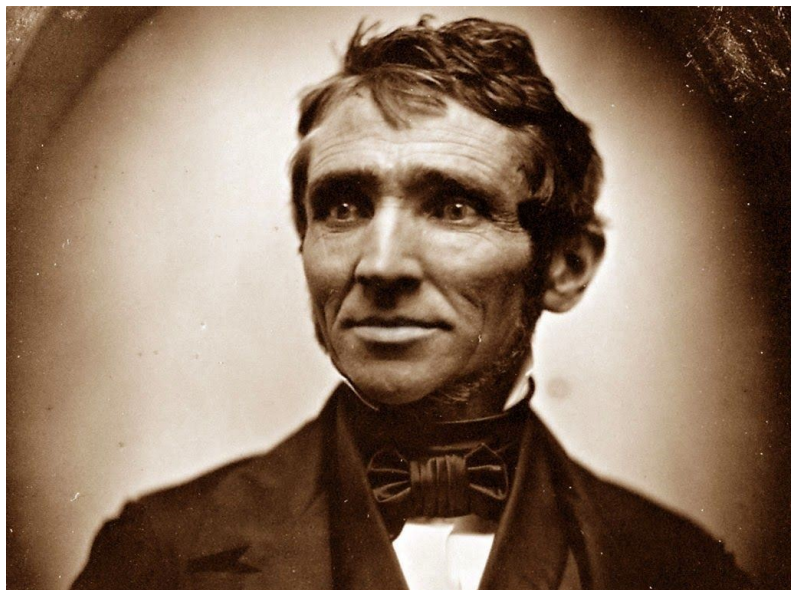
## *In name only - Charles Goodyear, inventor of better rubber*

Charles Goodyear left school at age 12 to work in his father's hardware store in Connecticut. At age 23 he married Clarissa Beecher and soon afterwards the couple moved to Philadelphia, where Goodyear opened a hardware store of his own. Goodyear was a competent merchant, but his passions were chemistry, materials science, and invention. In the late 1820s he became particularly fascinated with finding and improving practical applications for natural rubber (called India rubber). His experimentation would change the world, but Goodyear's path to success would be challenging.

In 1830, at age 29, Goodyear was suffering from health issues and his rubber experiments had not been successful. By the end of the year his business was bankrupt and he was thrown into debtor's prison. Goodyear was determined to find a chemical solution to overcome those issues, beginning his experiments while in jail. After numerous failures, his breakthrough came when he tried heating the rubber together with sulfur and other additives. In 1843 he wrote to a friend, "I have invented a new process of hardening India rubber by means of sulfur and it is as much superior to the old method as the malleable iron is superior to cast iron. I have called it Vulcanization." Thanks to vulcanization rubber can be used to make tires, shoe soles, hoses, and countless other items. It was one of the most profoundly important technological achievements of the 19th century.

Suffering the adverse effects of years of exposure to dangerous chemicals, Goodyear died on July 1, 1860. At the time of his death, he was 59 years old, penniless, and deeply in debt.

The Goodyear Tire and Rubber Company, founded in Akron, Ohio by Frank Seiberling nearly 40 years later, was named in honor of Charles Goodyear. Neither Charles Goodyear nor anyone in his family was connected with the company.



### Future Events:

**SATURDAY, March 2, 8:00 am**

Breakfast 314-578-3275 or  
raroark@att.net



### Upcoming Events:

**March 17th Meeting Bandanas**

**April 20th Model A Club Garage Tour**

**May 19th "Picnic in the Park"**

### March

#### Birthdays & Anniversaries

- 12 Williams Anniv. (1988)
- 17 Dave Decker
- 18 Debbie Schmid
- 27 Schmid Anniv. (1976)



Don Rogers, Editor  
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1ST CLASS

MAIL

St. Louis R.G. Web Site

<https://stlv8club.org/>