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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

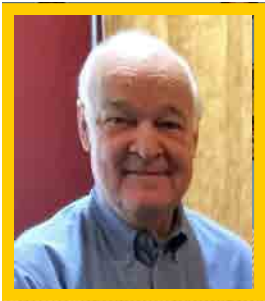
OCTOBER 2020 Volume 35 No. 10

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Original low mileage 35 Sedan. Engine is like new. Chrome on grille like new, no pitting. Minor front end alignment problem. Make offer.



President's Message

By George Ball



The first gathering of *RG #124* members since the February meeting took place yesterday (9/20/20) and was a tremendous success!

I expected ELEVEN members who had responded that they would attend but a total of SEVENTEEN came! They were Bonnie Abler, George Ball, Jan and Dave Conrad, Peggy and Howard Crawford, Diane and Mike Huber, Gayle and Russell Roark, Debbie and John Schmid, Rosie and Don Taylor (and Grandson Jake), Charles Walters, Theresa and Bruce Williams!

As you can see from the group photo we were not all in a “circle” around the perimeter of the shelter as I had planned, since I had expected a smaller turnout. So the Crawfords and Williams were unfortunately on the “fringe” and not part of the conversations of the “circle” group. Sorry, Peggy, Theresa, Howard and Bruce! [This will be rectified for our next gathering — see below.]



We all brought our “bag” [or whatever] lunches which seemed to work well.

We remembered four deceased members since our February meeting: Betty Henerey, Jack Krause, Larry Carroll and Dave Smith as well as former member Paul Rathmell. And we send along our best wishes to Mary Rogers (and Don) and Al Hartnagel (and Barb) for speedy recoveries from their health challenges and hope they will be able to join us in the near future.

Based on the success of and the interest in this resumption of *RG #124* monthly meetings, the attendees decided to meet again in Broemmelsiek Park in October, the thought being that the weather will still be warm enough for the gathering to be held outside once again.

I have reserved Shelter #5 for **Sunday, October 11th**. [Noon to 3 PM seemed to work.] This shelter is a larger type about 1/4 mile down the road from yesterday's shelter and has TWELVE tables.



We should be able to form a “circle” (of rectangular picnic tables if that is theoretically possible) so that all members will be able to participate in conversations all together as well as with nearby “neighbors”. A photo of the “new” larger shelter is shown above.

President's Message (con't)

We also discussed the resumption of the **Wednesday and/or Thursday lunch groups** — prior to the pandemic held on Wednesdays at *Culvers* on Hwy. K just north of I-64 and Thursday at *Lions Choice* in Chesterfield Valley. It sounded to me from comments made that we should consolidate the two and meet on Wednesday, a mid-week relief from everyday boredom and/or chores. Neither is open for dine-in service at this point in time, nor are most eating facilities. Again, I believe it was suggested that we could initially bring bag lunches or food from home or any number of quick-stop restaurants enroute to Broemmelsiek Park. Noontime on a weekday would find any of these shelters available as they are little used then so we would probably use the one we had yesterday...or two more small shelters down the road..

Does anyone wish to “make a motion” or decision that we resume this tradition, Wednesday lunches? If we do proceed, we should let past participants in the Wednesday group at *Culvers* for whom I/we do not have email addresses and/or telephone numbers know about this resumption. For example, Dick Davis, Tom Canada, Don Toeniskoetter, ????

Yours Ford-ever,



Please continue praying for Mary Rogers.

Members: Please check up on each other and your neighbors. Stay safe and practice social distancing. You in the garage and your wife inside the house reading a good book.

Please Help!! Your Editor needs stories/articles for our Newsletter! I know things are slow right now, so its a great time to think back and recall some of those great old car experiences and put them on paper!!

2020 MEETING HOSTS

(AS OF 9/21/20)

OCTOBER 11th.....George Ball

George has reserved Shelter #5 at Broemmelsick Park for **Sunday, October 11th.** [Noon to 3 PM.]

This shelter is a larger type and has TWELVE tables.

FALL TOUR (Optional).....Open

NOVEMBER.....Open

DECEMBER 13 at 1 pm.....??????.....Russell & Gayle Roark

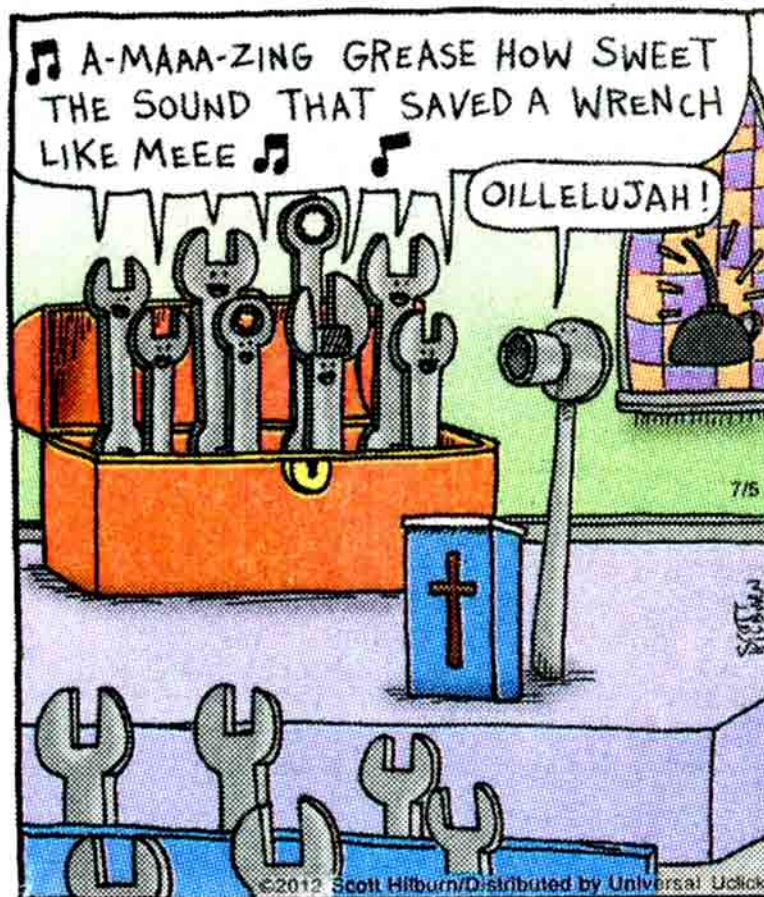
Ford Trivia

By Jerry & Nancy Muntzing

1. What was the first year for the Model A? _____
2. What is the name of Henry Ford's Estate? _____
3. Who was one of the architects that worked on Henry Ford's Estate? _____
4. What was the make of the hearse that carried Henry's casket? _____
5. What year and at what age did Henry Ford pass away? _____
6. What was the name of Henry Ford's only child? _____
7. What were the names of Henry Ford's sons? _____
8. What years were the Edsel car produced? _____
9. What model years was the 60 H.P. V-8 engine produced? _____
10. What was the first 32 model to be fitted with the V-8 engine? _____

Answers in next months Newsletter (If I can find them)

THE ARGYLE SWEATER • By Scott Hilburn



Mike So Loves His Tractors!!

By Diane Huber

Mike so loves his tractors. It gave me an idea on writing a short history of the Ford Tractor, so you can post in the newsletter.



I know the riding lawn mower isn't a Ford but his neighbor lets him cut her grass because he loves to play in the yard with a tractor.

Ford Tractor History and John Deere Parts - The Common Ground

There are two times in history when the Ford Motor Company absolutely dominated the tractor industry. The first period, starting in 1917, marked the run of the low-cost Fordson machine. Over that tractor's 11-year production run, nearly 740,000 Fordsons were sold making it the most popular tractor ever built. So popular were these tractors that John Deere and IHC built and sold implements for use on Fordsons.

The Ford farm tractors held an important role in changing the way agriculture and other work was conducted. The Ford tractors were not the first such machines, and not always the best such machines, but they were the first to be produced on a massive scale and the first farm tractors to be affordable by average farmers and rural citizens. Henry Ford believed that his

Continued on page 7

Mike So Loves His Tractors!! (Con't)

tractors were the key to eliminating war and improving the human condition, and perhaps in the end he was partially correct. The Ford tractors have provided food enough for the population of the world to grow in vast numbers and have improved the standards of living beyond anything that could have been imagined in 1917. In the final analysis his farm tractors did indeed change the world.

While Ford achieved great success in the consumer automobile market, he was the son of a farmer himself and understood the need and usefulness of applying automotive technology to the process of farming. His strong support for the tractor is evident by his experimental work beginning in 1907, but his efforts to start production were delayed by a board of directors that was well satisfied with the sales and profits from the Model T cars and weary of taking a chance on what was an unestablished industry. As development work proceeded, and it became clear that the Ford Motor Company and its directors were completely unwilling to produce a tractor, Henry Ford set up an independent company to build and market the machine. In 1917, the Henry Ford & Son Corporation was set up for this purpose, with Henry Ford firmly in control. The days of plows pulled by horses were numbered. The Henry Ford & Son Company would build the machine that would change the world of farming forever.

Towards the second half of the 1920's, the agricultural market entered a depression because of the declining farm prices, years before the rest of the country would follow. Ford kept his Company afloat by marketing his tractors and spare parts to areas of Europe, Ireland and to the Soviet Union. But, he wanted his tractors to be marketed back in the US.

Towards the second part of the 1930's, he commissioned development work on a new model tractor that could replace the Fordson and which could be produced in bulk for the American market. The second period of Ford domination came in 1939 with the introduction of the Ford-Ferguson 9N and its successors – the 8N, 2N and NAA. During the 15-year production run of the N-series Fords, over 840,000 of these tractors would be built and sold, marking it as one of the most popular tractor series of all time. The Ford 8N represented a refinement of the 9N / 2N line. One of the most important developments in the new line was the four speed transmission that made the tractor a good deal more productive and flexible. The 8N would become one of the most popular N-Series tractors built...and in that regard would become the second most popular tractor ever built.



V-8 CIGARETTE CASES

Something different in gifts, these handsome V-8 cigarette cases will win the good-will and admiration of anyone to whom you give them. Ideal for both men and women. Each model is the latest style — thin — compact — light.

Suitable for Both Ladies and Gentlemen

Made of shiny black enameled metal mounted by a silver V-8 emblem. Inside, polished chrome. Has spring holder clip. Holds 10 cigarettes. Will not chip, crack or peel. Opens instantly — closes securely.

(Complete in a Gift Box)

HAS LIGHTER COMBINED

Each of these cases has a mechanical match lighter built snugly into the top. This cigarette case and lighter combination will "go over big."

Order No. NM-2127

\$1.95
each

Postpaid if remittance accompanies order.



IT LIGHTS!

Size, closed
6 1/4" x 3 1/4"



Size, closed
3" x 4 1/4"

MEN'S CASE

Thin vest-pocket size popular with men smokers. Black enameled metal with nickel trim mounted by V-8 emblem. Spring holder clip. Holds 10 cigarettes. Finish will not chip, crack or peel. Snaps open — closes securely.

(Complete in a Gift Box)

Order No. NM-2126

50c each

Postpaid if remittance accompanies order

LADIES' CASE

Size, closed
3 1/4" x 2 1/2"

Small size—handy for ladies pocket-book. BLUE enameled metal mounted by a silver V-8 emblem. Polished nickel trim. Spring clip holder. Holds 6 cigarettes. Snaps open — closes securely. Thin — compact — light — stylish!

(Complete in a Gift Box)

Order No. NM-2125

25c each

Postpaid if remittance accompanies order

GOODWILL BUILDERS TO V-8 CAR SALES

THANK YOU!

From: Louise Smith <louises4dogs@sbcglobal.net>
To: Peggy Crawford (1985) <hduce@aol.com>
Sent: Sun, Sep 13, 2020 2:30 pm
Subject: thank you

Hello Howard & Peggy,
Could you please pass along this message to the Early Ford V-8 club members:

I would like to say thank you to each and every one of you who helped our family cope with our loss of David. We all know he was a "people person". He's never known a stranger. He's probably in Heaven even now greeting the newcomers. The calls, cards, flowers, and presence at visitation were comforting. We're sure he loved all the cars in the procession to Jefferson Barracks and thank you all so much. Thank you for your prayers and presence on his journey.

Louise

-ALSO-

*The family of
David Smith
acknowledges with grateful
appreciation the kind expression
of your sympathy*

*Thank you so much for
the brick the club had
made for David. His car
club meant so much to
him. It will mean so
much that he has a
brick in his honor.
Sincerely,
Louise Smith*

Future Events:

FIRST SATURDAY OF THE MONTH– 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 Culvers 4351 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

OCT 11th Meeting Broemmelsiek Park

(See President’s Message Page 2)

OCTOBER

Birthdays & Anniversaries

- 4 Carmen Viviano
- 4 Jim Hauschultz
- 11 Drennan Anniversary (2001)
- 17 Don Toeniskoetter
- 23 Jan Conrad
- 26 Lee Durmont
- 26 Grebing Anniversary (2001)
- 27 Doug White



Don Rogers, Editor
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Wildwood, MO 63011-1738

FIRST CLASS MAIL

St. Louis R.G. Web Site

<https://stlv8club.org/>