

The FORD Legend

Official Newsletter
of the Henry Ford
Heritage Association



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THE OLDEST SURVIVING PRODUCTION CAR BUILT BY THE FORD MOTOR COMPANY

By A. Wayne Ferens

The Ford Motor Company was incorporated on June 16th, 1903. A thousand shares of stock at \$100.00 each were issued to the twelve original investors with Henry Ford receiving 255 shares. The company started with \$28,000.00 in cash.

The first production automobile was called the Model A, which was advertised as the Ford-mobile. Its transition from Henry's concept (first automobile was finished in December 1902) to a finished product in the hands of customers was balanced on a knives edge of cash flow.

In early July 1903, Ford's cash balance was down to \$223.65. The Model A Fordmobile was being produced at the Mack Avenue factory, a little wooden carpenter shop rented from Mr. Strelow, one of the original investors. Without sales and income there would be nothing to pay the original working force of two men to keep assembling them.

With tensions mounting among the investors and Henry Ford's credibility at stake success finally happened on Monday, July 13, 1903, when three customers made the first payments to the company. Because he was tired of hitching and grooming horses Dr. E. Phennig, a Chicago dentist, purchased the first Ford and sent his full payment of \$850.00 (\$750.00 for the Model A and \$100.00 for the tonneau body). The Indiana Automobile Company sent a \$300.00 deposit and Herbert L. McNary, a butter maker at a creamery in Britt, Iowa, purchased one of those first three Model A Fords and sent a \$170.00 deposit against an \$880.00 order for



1903 Ford Model A – Special Thanks to the Ford Motor Company Media Department for permission to use this photo.

the tonneau and \$30.00 in options. Those three buyers \$1320.00 kept the Ford Motor Company in business.

There was apparently no sequence to the numbers of the cars on the Mack Avenue plant floor, and no doubt Henry himself physically lending a hand loaded and shipped car #11 to Dr. Phennig, #9 to the Indiana dealership and #30 to Mr. McNary. These details are documented in the original Ford Motor Company ledger presenting in the possession of The Henry Ford Museum in Dearborn, Michigan.

Model As #11 and #9 may not have survived but Herbert L. McNary's #30 has. Mr. McNary and his family owned this Ford about 50 years then in the early 1950's it was acquired by auto collector Harry E. Burd of Waterloo, Iowa for the sum of \$400.00. It was then restored by Lloyd Sievers.

Harry E. Burd sold McNary's Ford in 1961 to a Swiss Ford dealer and the car remained in Europe on display at Ford's European headquarters in Cologne, Germany for over twelve years until its fourth owner acquired it in 2001.

(continued on page 2)

(continued from page 1)

My research of McNary's Model A #30 shows it participated in numerous antique car tours including the famous London to Brighton veteran car run in 2003, and the car was displayed at Ford's UK official centenary celebrations that same year.

Today I'm happy to say that the #30's condition is just as it was when it left the Mack Avenue factory over 106 years ago. The engine and drive train have been completely overhauled and the car retains all of its original and early features including extremely rare Kingston carburetor and original coil box stamped with the car #30.

On January 19, 2007 the little Fordmobile was put up for sale at the R-M Vintage Motorcars Auction in Arizona. On that Friday car #30 lot no. 247 sold for the incredible amount of \$693,000.00. The vehicle was purchased by a private collector from Texas who is an automobile history buff.

During Ford's first year of operations, the company assembled and sold 1708 Model A cars. The rest is history... ♦

PRESIDENT'S MESSAGE

By Joe Adams



Following the recent loss of a mentor and friend, I've been considering the impact that people who have passed have had on my life. I couldn't help but marvel at the impact my time with him has had on me. The conversations and variety of life lessons he shared struck me. Not because they have remained, but how simple they are and how I was completely oblivious to them at the time. It's funny how life can reach up and remind you of not only the

lessons, but how they continue to ring true over the weeks, months and years after someone has departed.

During a recent conversation with my wife, she recounted an email from a friend anxious to share a "Henry Ford" moment with her in the form of a bottle of "Tin Lizzie" wine found in her local store. Mr. Ford's Flivver, some 64 years after his passing, still has an impact on our culture to this day as is evidenced by those reminders we still find. They are reminiscent of a simpler time when one man's vision to make life easier for all literally put the world on wheels and forever changed our destinies. His words echo still in our collective minds, and have much to teach us. The *Legend* exists today to remind us of those words, to continue to share a vision, and hopefully to enrich our lives much like the man whose picture remains on the masthead of this publication.

There is truly much that we can learn from the wisdom of Henry Ford. Thank you for allowing us to share this opportunity with you together.

HAVE QUESTIONS ABOUT HENRY FORD?

THE BENSON FORD RESEARCH CENTER HAS THE ANSWERS.



Contact us at:

research.center@thehenryford.org

or

<http://www.hfmgv.org/research/index.aspx>

THE HFHA WANTS YOU



Exciting Volunteer Opportunities Include:

- Programs Committee
- HFHA Annual Dinner
- Membership Committee
- Newsletter Committee

To Volunteer,
Please contact your local HFHA
Committee Recruiter Now!!

Joe Adams - hfha@hfha.org

Ford Quote

The wisdom of life is to keep on planting. Some... never plant after youthful imagination dies, and they reap only the one crop which they planted in youth. Plant every season and life will be a succession of harvests.

- Henry Ford



HFHA's Mission

To Foster Interest in the Life and Accomplishments of Henry Ford, and to Preserve and Interpret the Landmarks Associated With His Life.

Ford Milestones

By Frank Scheidt

- 1871 One Hundred Forty Years Ago:**
Henry Ford's brother, William Jr. is born, the fourth child of William and Mary Ford.
- 1881 One Hundred Thirty Years Ago:**
Joseph Galamb is born. He went on to become a major designer of many Model T components, including the Model T's clutch, transmission, drive shaft, and differential. He also designed much of the chassis.
- 1891 One Hundred Twenty Years Ago:**
Henry Ford becomes an engineer at the Edison Illuminating Company in Detroit.
- 1901 One Hundred Ten Years Ago:**
Stockholders in the Detroit Automobile Company formed the short-lived Henry Ford Company with Ford as chief engineer.
- 1911 One Hundred Years Ago:**
Selden Patent victory freed industry from monopoly.
- 1921 Ninety Years Ago:**
5,000,000th Model T built, despite the Depression.
- 1931 Eighty Years Ago:**
20,000,000th Ford completed at Rouge Plant.
- 1941 Seventy Years Ago:**
Henry Ford unveils his plastic car, whose body was made of Soy Beans.
- 1951 Sixty Years Ago:**
Ford introduces its First Automatic Transmission - the Fordomatic.

Save the Date



2011 Spring Trip

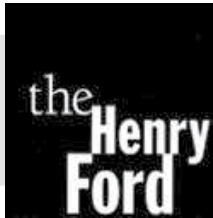
Tour of the Fair Lane Gardens
by our own

Karen Marzonie and Pamela Morrison

Saturday, May 14th

Look for more information to come

BENSON FORD RESEARCH CENTER



Open Your Mind at the Benson Ford Research Center®

Henry Ford believed that history was not just about people. It was also for people. That's why he collected the hundreds of thousands of artifacts and buildings you see in *Henry Ford Museum*® and *Greenfield Village*®.

But what about letters? And photos? And books and magazines, posters and documents totaling more than 25 million that we preserve for the world around us? That's where the *Benson Ford Research Center* comes into the picture.

For decades, the research center and library were tucked away in Lovett Hall, near the magnificent ballroom that sits between the Museum and Village. But in 2002, the research center stepped out of the shadows and became a full and public partner with all the other components of *The Henry Ford*. You may have seen the new building off to the left just before you enter *Greenfield Village*. Don't be fooled by the name. You don't have to be a research scientist or auto-industry executive to use the research center.

It is a research center for all of us. Pop in when you're here, scan the online catalog or computerized databases. And when you track down what you're interested in, our librarians and archivists will help you find it.

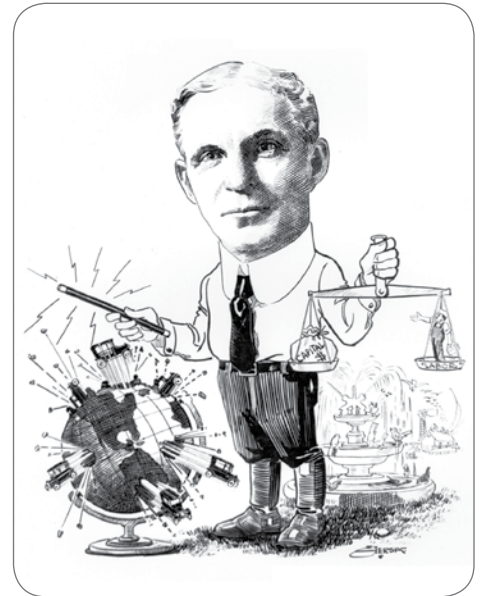
If you're not in the area, you can access the Research Center Catalog via the Internet at www.TheHenryFord.org/research/.

You'd be surprised at the historic treasures that are housed in the *Benson Ford Research Center*. Everything from almanacs – some three centuries old – and Henry Ford's personal correspondence to detailed schematics for vintage auto parts and materials on all of *Greenfield Village's* buildings.

Best of all, they're just waiting for you!



Benson Ford Research Center, The Henry Ford, Dearborn, Michigan. ID THF1997

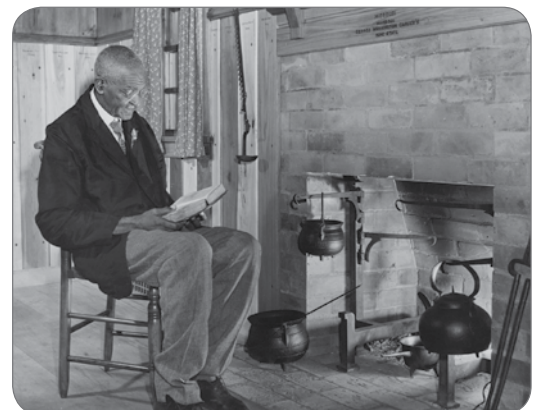


Cartoon showing Henry Ford as a wizard, about 1920. ID THF35001

Access to the Collections

The *Benson Ford Research Center* Reading Room is open 9:30am-5:00pm Tuesday-Friday to all members of the public, free of charge. Materials are accessible for research but do not circulate because they are often unique and irreplaceable.

Appointments are not required, but they are recommended if you need more personal assistance. To make an appointment, call 313-982-6020. If you are unable to visit us, you can email your research questions to Research.Center@TheHenryFord.org.



George Washington Carver during visit to the George Washington Carver cabin in Greenfield Village, July 1942. ID THF72432

EDSEL & ELEANOR FORD HOUSE

Grosse Pointe Shores



Spring Highlights at Edsel & Eleanor Ford House

Ford House Garage Hosts “Visitors”

The 40 by 54-foot garage at Edsel and Eleanor Ford’s Grosse Pointe estate was a busy place while the family was in residence. Over a 15-year period, between 1926 and 1941, the Fords purchased 133 automobiles and sold 118. At one time the garage was home to as many as 15 cars at the same time, making good use of the turntable that was installed in the floor to carefully place these vehicles into position.

Among the venerable “showroom” of the latest products – Continentals, Zephyrs, and the occasional import - were miniature toy cars that the Ford children used to race around the grounds of both Ford House and their grandparent’s home at Fairlane. As can be seen in home movies, even Edsel himself got in on the fun, squeezing into one the miniature racers to play with his children.



Two of these gasoline-engine miniature racer cars that were used by the Ford children will be on display in the Ford House garage beginning this spring, along with pictures and home movies of Josephine, William and Edsel as they zoomed about the properties. The cars, which had been on display at Henry Ford Estate, are on loan from The Henry Ford.

Another vehicle is coming to Ford House for a visit – a 1935 Lincoln K Lebaron Coupe, which will temporarily take the place of the Fords’ 1938 Lincoln Brunn Bougham Model K -411 while it is off display for light restoration work including paint touch-ups, front seat reupholstering, new tires, and a thorough cleaning. Stahl’s Automotive Foundation in St. Clair Shores has generously loaned the estate a 1935 Lincoln K.

Celebrate Nature

Henry and Edsel Ford were both passionate about conservation of nature and protection of wildlife, especially birds, which is reflected in both estates: Fair Lane with its hundreds of bird houses and Ford House with the Bird Island peninsula, created to attract migratory birds. Henry even played a critical role in what became Migratory Bird Treaty Act of 1918.



In honor of the family’s dedication to nature, Ford House is hosting Art for Nature’s Sake: Duck Stamps and Wetland Conservation, an exhibit commemorating one of our country’s most successful conservation programs – the Federal Duck Stamp Program. Featuring 36 signed waterfowl prints and stamps, the exhibit explores the important benefits and diversity of our nation’s wetlands. In addition to the exhibit, will be on display May 5 through July 4 in the historic South Cottage, bird walks and other programming will be offered.

Visit the Edsel & Eleanor Ford House web site at www.fordhouse.org for updates and more information.

Photos provided by the Edsel and Eleanor Ford House.

www.fordhouse.org



WHAT'S HAPPENING AT T-PLEX

The Birthplace of the Model T

The Model T Automotive Heritage Complex, Inc. is a non-profit corporation dedicated to the preservation of the Ford Piquette Avenue Plant and the interpretation and celebration of Detroit's automotive heritage and spirit of innovation.

Come See What's New in 2011

We look forward to a visit from you, the members of the Henry Ford Heritage Association to view what's new for 2011: Our new video introduces visitors to the Detroit of 1904 and the innovative team that Mr. Ford assembled on Piquette Avenue. It discusses how this little brick and timber plant started Americans on a technological journey from the isolation of the farm to transcontinental highways and the urban sprawl that built the American Middle Class, and put the world on wheels. To compliment our video, we have completed construction on a multi-media theatre. We also completed construction of a new admissions office and a small Administrative office, all within Section 2A.

Building conservator, Ron Koenig working on an American Foundation grant, has painstakingly examined the original building finishes. Scientific investigation revealed that the Piquette Plant offices were decorated in a Victorian palette of six pastels and earth brown. The new facilities are being finished in the original color array.

2011 Tour Information

Season Opens Friday April 1, 2011 and will Close for the 2011 Season Sunday November 20, 2011.

We are Open Wednesday - Thursday - Friday From 10:00 AM Closing at 4:00 PM

Saturday Open from 9:00 AM until 4:00 PM Sunday Open From 12:00 PM (Noon) - until 4:00 PM

Admission

Adults..... \$ 10.00 Per Person

Students (any age with I.D..... 5.00 Per Person

Seniors 65 and Older..... 9.00 Per Person

Children 16 years and under ARE FREE

CHILDREN MATTER HERE !!!!!

For Private or Group Tours with over 10 Guests please contact **Ms. Pat Linklater**, Director of Guest Services, at **313-872-8759** or e-mail **Patricia.Linklater@tplex.org**.

We Need Volunteers

Piquette will host our 2011 Volunteer Orientation Day Saturday March 26, give us a call, or check our website **www.tplex.org**, and join the Piquette Plant Volunteers. Be an active participant in the Piquette Plant Project.

You've received your invitation now don't be shy drop over to Piquette for a visit. E-mail **Patricia.Linklater@tplex.org**, Guest Services, or **Anna.Kopcha@tplex.org**, Volunteer Coordinator, or call **313-872-8759** for more information.

You Can Make a Difference

All that T-Plex accomplished has been achieved through the efforts of volunteers, by pursuing a prudent business plan, and by donations. The debt load on the building continues to be covered by a business plan focusing on leasing space on the first floor. All other activities and progress are made possible by donors participating in the 2000 Friends of the T and the Adopt-A-Window campaigns. As a 501(c) (3) organization, donations to T-Plex are tax deductible. Neither the Ford Piquette Avenue Plant nor T-Plex is affiliated with Ford Motor Company. For additional information, please see our website, **www.tplex.org**.

www.tplex.org



2010 FAIR LANE HOLIDAY BRUNCH

Photos by Karlest Ford



Congratulations to Bob Behrens who received the Special Friend of Fair Lane Award at this year's Holiday Brunch.



The Henry Ford Heritage Association received the Special Friend of Fair Lane Award at this year's Holiday Brunch. Peggy Campbell, Great Niece of Clara Bryant Ford and Edsel B. Ford II presented the award to Richard Folsom (Past President) Michael Skinner (Past President) Dr. David Lewis (Historian) and Mark Campbell (Treasurer).



William Vicary, Nancy Grigg and Michael Skinner (Past President).



Peggy Campbell, Karen Marzonie and Pamela Morrison.



Chancellor Daniel Little and Peggy Campbell



Jeff Gebauer (Board Member) and Louise Dudy (Board Member).



Mark Campbell (Treasurer) and David Lewis (Historian).



Peggy Campbell and Edsel B. Ford II.



Kathleen Mullins (EEFH President) Chancellor Daniel Little and Bernadette Lintz.



Peggy Campbell, Edsel B. Ford II and Bob Behrens.



Richard Folsom (Past President) Carrie Adams (News-letter Editor) Edsel B. Ford II and Shelia Folsom.



Dr. David Lewis (Historian) looking at the Special Friends of Fair Lane award recipients.

FORD MOTOR COMPANY HAS BEEN PUBLISHING MAGAZINES ALMOST FROM THE BEGINNING

by Frank Scheidt

In 1908, reaching members of a big organization, like a car company with its many thousands of employees as well as dealers, called for distributing printed material. The same for reaching the buying public. After all, TV and the internet

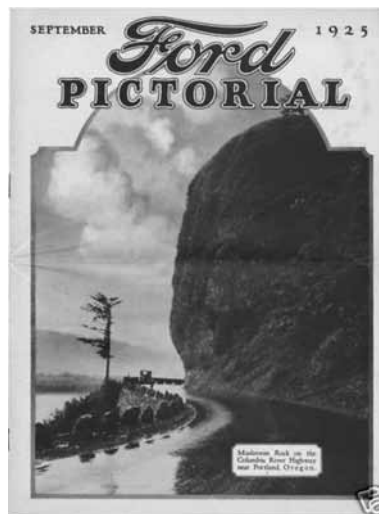


were many years away. Henry Ford thought it important enough to communicate with his people by publishing a semimonthly "house organ" called *Ford Times*. The Model T was soon to debut and this 16-to-40 page periodical did the job nicely. Within a few years it had the largest circulation of any industrial publication in the country. By early 1910 the magazine was reprinted in French, Spanish, Portuguese, and Russian, and, on the basis of being sent to 2,100 dealerships around the world, claimed the widest

geographical circulation of any American publication.

What better way to make sure the name Ford stayed on the minds of car owners that to include them in the distribution of the *Ford Times*. So, starting in 1910, *Ford Times*' circulation was expanded to include Ford owners and prospective customers. It was published until 1917, then suspended with America's entrance into World War I.

In the early '20s, a new magazine debuted as *Ford News*. It was sized at an odd 8.5 by 11.5 inches. With it, Ford reverted back to publishing more of an employee and dealer publication, until mid-1937. Beginning with the June, 1937 issue, featuring a cover with a handsome couple in a 1937 Ford convertible (with the lady driving!) it was now peppered with articles of general interest to the public. It also had ads for the Ford line-up of cars and a page devoted to Ford accessories. This magazine continued until the Febru-



ary, 1942 issue, when WWII interrupted publication.

In between, a short-lived monthly publication appeared in March, 1925 and ended in 1927 titled *Ford Pictorial*. Perhaps it was a last ditch effort to promote the aging Model T, as it was a short 8 page affair with several photos of the current Model Ts.

In 1944 the name of *Ford Times* was restored and the magazine appeared with a 5x7 inch page size. It featured com-

pany news along with some travel material, but with each issue it gradually turned into a magazine devoted to travel.

From its first issue through World War II, the magazine had no masthead and its editors and writers were anonymous. Early in 1946, William D. Kennedy, director of publications at Ford Motor Company, became its first officially designated editor-in-chief. Under

his guidance, *Ford Times* entered the American magazine world as an editorial competitor on the national scene. It began to buy the work of professional writers with stories illustrated both by watercolor paintings



commissioned from American artists and by color photographs. Sadly, for a lot of Ford owners, the *Ford Times* ceased publication in 1986.

In 1946, the company also began publishing the *Rouge News*, which soon was supplemented by 30 plant newspapers. The *Rouge News* was circulated among southeastern Michigan employees and concentrated its coverage on the Rouge industrial complex and company headquarters until 1963, when it began to include news from facilities outside Michigan, including overseas.

In 1964, the paper's name was changed to *Ford World*. In the late 1960s, for budgetary reasons, the plant newspapers were disbanded and *Ford World* became a national publication.

Until mid 2006, *Ford World* magazine, "The News Magazine for the People of Ford Motor Company" was published monthly and was a friendly mix of company news and feel-good stories. In July, 2006, it became a weekly with smaller pages and a direct, no-nonsense style. About 50,000 copies are distributed each week to Ford's U.S. facilities and 131,000 are mailed monthly to Ford retirees.



Today, *My Ford* magazine is a full-color publication distributed three times a year to select Ford owners throughout the U.S. The customized, 24-page magazine was launched in December 2001, with the first issue sent to more than 600,000 Ford owners.



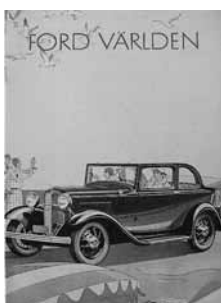
My Ford magazine is fully customized to complement the Ford vehicle in the individual reader's garage. The first issue a new Ford owner receives – the welcome issue – is VIN specific, as it includes helpful information specific to the actual purchased vehicle. After that, select owners receive one of three versions of every issue of *My Ford* magazine, featuring one of three themes - car, truck or SUV. Thus the owner of a Ford Explorer would receive the SUV issue, which is tailored to the SUV driver. The magazine is produced and distributed with help from Ford dealers across the country. Participating dealers contribute a portion of the overall cost and provide mailing lists of customers. Targeting certain owners or potential owners was being done long before *My Ford*, like the *Ford Truck Times* and *Lincoln-Mercury Times*.



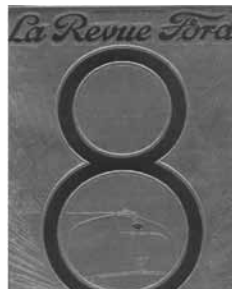
The illustrations of the foreign versions of the Ford News came from www.flatheadford.com - a personal web site of Bob Lunden of Sweden. Check out!



Ford Nyt: Denmark



Ford Varlden: Sweden



La Revue: France




Ford Im Bild: Germany



Save the Date
FOR THE
HENRY FORD HERITAGE ASSOCIATION
Annual Dinner
AT THE ROUSH COLLECTION
IN LIVONIA
JULY 28, 2011
LOOK FOR MORE INFORMATION TO COME



CHECK US OUT ON FACEBOOK!

If you are a fan of the Henry Ford Heritage Association, log into Facebook and  us!

You can find our page at:

<http://www.facebook.com/pages/Henry-Ford-Heritage-Association/113980341991478>

BARNEY OLDFIELD MEETS MR. FORD

By Anthony J. Yanik

Years after he had become a famous racing star, Barney Oldfield would kid everyone about the day he “made” Henry Ford. “Henry Ford said we made each other, I guess I did the better job of it,” he commented in 1915. That he helped add to the reputation of Henry is indisputable, but the truth of the matter was that Henry Ford launched Barney Oldfield on a career that made his name a household word on the racing barnstorming circuit prior to World War I.

In April 1902, having been let go by from his second auto company, Henry Ford had become enamored of the racing scene. He asked Tom Cooper, then the most famous professional bicycle racer of the day, to join him in a new project: to build a race car and enter it in the Manufacturers Challenge Cup that would take place at Grosse Pointe, Michigan, on October 25.

The two went immediately to work aided by another young man, C. Harold Wills. By September, they had managed to complete two entries. One, painted a bright yellow, was dubbed the “999” after a record setting New York Central train. The other was painted bright red and christened the “Arrow.”

Both were brutes of a machine with cylinders the size of gun power kegs.

Each could develop up to 100 horsepower, about eight times that of a conventional car. “The roar of those cylinders alone was enough to half kill a man!” Ford once said.

About the middle of September, Henry decided to take one of them out on the track. He covered the mile in the exceedingly quick time of 68 seconds, very fast for that time. The run also scared the life out of Ford who compared it to going over Niagara Falls in a barrel. He declined to pilot it in the race. Cooper, who witnessed Ford’s panic when he brought the racer in, also begged out of the job. This left the two with a pair of racing brutes that promised much success, but no one had the courage to race them.

Cooper finally resolved the dilemma by wiring an old bicycle-racing buddy of his, Berna “Barney” Oldfield, who was campaigning out in Salt Lake City. Oldfield never had driven an automobile in his life, but that did not deter him from accepting Cooper’s offer to be on hand as soon as he could break away from his other commitments, with the promise to be on hand at least by race time.

Two weeks from race time, Henry stepped in with a most surprising request, that Cooper buyout his rights to both racers for \$350 each plus \$100 for additional parts. For Cooper, it seemed like a good bargain, which it indeed was in light of future events. In the larger picture, it was at this moment that Henry Ford was forging a partnership with Alexander Malcomson to form an automobile company (Ford’s

third), and he probably could have used the cash. More importantly, there may have been the fear that if both racers fared poorly, they would discredit his attempts to begin a new Ford company.

Oldfield arrived in Detroit in time to learn the rudiments of driving an automobile, and took the “999” out for several practice runs. Come October 25, he and the “999” sat on the starting line in Grosse Pointe for the feature five-mile race for the Manufacturers Challenge Cup. Three other racers were entered, one of them being the “Bullet” which Alexander Winton had engineered especially for the race. Winton already had become famous for racing his own cars across the country, usually winning. This, however, would not be his day. Oldfield had the “999” away from the starting line like a cannon ball. His approach to this race, as it would be to all subsequent races, was to push the accelerator down to the floorboards and dare the car to go out of his control. By the end of the race he was on the verge of lapping the other cars except for the Bullet which had dropped out with mechanical problems well in the rear of the charging Oldfield.

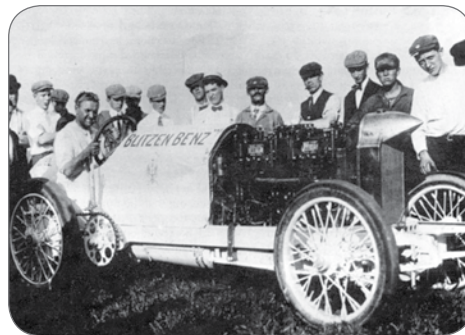
The race received good press, especially a picture of Henry Ford standing next to the “999” with Oldfield still in the cockpit. Henry took bow after bow for designing the racer without mentioning the fact that he no longer owned it. Never mind. The attendant fame helped in bringing attention to his new company.

Cooper and Oldfield subsequently took both the “999” and the “Arrow” across the country on tour, taking turns driving them along with Spider Huff. Regardless, it was always the “999” and Oldfield that won their intramural competitions, a pattern that would emerge over the next decade with other Oldfield-driven vehicles. Nine months later Oldfield drove the “999” to the then world’s record time of 55.8 seconds for the

mile on a circular track in New York.

Oldfield was only 24 years of age when Cooper hired him to pilot the “999.” He had been born in the small town of Wauseon, Ohio, on January 29, 1878. A decade later his family moved to Toledo, Ohio. Oldfield had an adventurous streak and quit school before he reached 16 years of age in order to take a job as a bellhop and elevator operator in Toledo’s Monticello Hotel. Taking a fancy to a bicycle owned by one of the tenants, he would sneak it out at night and pedal all around the city, promptly returning it before daylight.

In 1894 he entered an 18-mile bicycle race over the roads of north-west Ohio. To his delight, he finished second. This prompted him to join the Dauntless factory racing team the following year. He did so well that he decided to turn professional, which led to him barnstorming across the country. It was on one of his tours that Cooper



reached him and invited him to drive the “999” in the Grosse Pointe race. The notoriety he gained from beating Winton in that race convinced him to hang up his bicycle and become a professional racecar driver. His prowess with the “999” through 1903 was making him more famous than ever. (He even hired his own press agent.)

In the fall of 1903 Alexander Winton, still looking to give his car the free publicity that came from racing victories, hired Oldfield as his race driver for the princely salary of \$2500 per year and the right to keep all of his race earnings. He even offered to pay his racing expenses. Winton sent Oldfield to Grosse Pointe to even that score where he found himself racing against his old mentor, Tom Cooper, in the “999.” Worse yet, Cooper beat him in two of three races in which they ran against each other.

Oldfield departed from Winton during the summer of 1904. He had accepted an offer to drive for Peerless who had constructed a powerful racing car called the “Green Dragon.” His adventures in the “Green Dragon” made his name legendary. He had a penchant for winning match races by narrow margins over supposedly local competition. Not generally known was that his competition was on his own payroll! The entire crew usually traveled from exhibition to exhibition in Oldfield’s private railroad car.

Oldfield subsequently took over the reins of the Blitzen Benz. In this enormously powerful 200 horsepower racing car he set a world land speed record of 131.72 mph at Daytona Beach on March 16, 1910.

In 1912 he temporarily left barn-storming to return to regular racing competition. He now drove the 300 horsepower, front-wheel

drive Christie racecar. The Christie was reputed to be the fastest sprint car in the world. Oldfield proved that point by scorching it through a two-mile record breaking run of one minute and 35.8 seconds. In 1916 he took the Christie to the Indianapolis Speedway, becoming the first driver ever to circle that oval at an average speed over 100 mph. His relationship with Indianapolis led him to friendship with Harry Miller, the innovative Indy car builder of much fame. They joined forces to build an enclosed racing car, which was christened the “Golden Submarine.” Although the car looked quite slippery, and over time broke just about every dirt track record between one and 100 miles, it was not a successful match racer, losing races to both Louis Chevrolet and Ralph De- Palma.

In 1917, although only 39 years of age, Oldfield retired from racing, having made enough money in that business to avoid taking further chances with his life. That is, he retired with one exception. In October 1933 he set the land speed record for tractors, driving an Allis-Chalmers to a top speed of 64.2 mph during an exhibition run in Dallas, Texas. Tongue-in-cheek fashion, he had the numerals “999” painted on the side of the tractor’s radiator.

Oldfield continued to live the life of a celebrity but no longer as a part of the racing scene. His earnings did not cease inasmuch as he continued to be in demand as a spokesman for such products as Bosch spark plugs, Firestone tires, Plymouth cars, Pepsi-Cola and Mobil Oil. For all of his early publicity garnering years, Oldfield quietly moved out of the public eye as time passed. He was only 68 years of age when died in California in 1946.

This great article is courtesy of *Wheels*, the Journal of the National Automotive History Collection — The Detroit Public Library. ♦

HENRY FORD HERITAGE ASSOCIATION PROPOSED BY-LAW AMENDMENTS

The Henry Ford Heritage Association Board of Directors at the January 10th, 2011 Board of Directors meeting approved the following proposed By-Law amendments. Per our current By-Laws these proposed amendments must be presented to the membership in writing and will be voted on for final approval at our 2011 annual meeting. If you have any comments on any of the below proposed changes please write to the Board at P.O. Box 2313, Dearborn, MI 48123 or e-mail hffa@hffa.org.



ART. II MISSION STATEMENT

The purpose of the Henry Ford Heritage Association is to foster interest in the life and accomplishments of Henry Ford and to preserve and interpret the landmarks associated with his life *and family*.

ART. VIII COMMITTEES

Sec. 1 The Membership Secretary is responsible for keeping an accurate record of all members in good standing, present a report at the board meetings and annually present a list of honorary members for revision.

ART. IX NEWSLETTER EDITOR AND ASSISTANT NEWSLETTER EDITOR

Sec. 1 There shall be (1) position of Newsletter Editor *and (1) position of Assistant Newsletter Editor*.

The Newsletter Editor shall be responsible for all Publication aspects of the Official Henry Ford Heritage Association Newsletter, THE FORD LEGEND. The Assistant Newsletter Editor will assist the Editor

Sec. 2 The Newsletter Editor(s) shall be appointed by the President with the Board’s approval for a one year term.

This will take place at the fall board of directors meeting. *These positions are* not subject to term limits.

Sec. 3 The Newsletter Editor(s) may be paid for editorial services. Pay will be negotiated with the newsletter Editor(s), and voted on by the Board on a yearly basis.

Sec. 4 If the appointed newsletter editor(s) *do* not take any compensation for work performed the editor may run for a Director position but may not run for an Officer position.

ART. XIII REMOVAL OF OFFICER, DIRECTOR, MEMBERSHIP SECRETARY OR AN EDITOR

Sec. 1. To remove an Officer, Director, Membership Secretary or an Editor from the HFHA (3) Officers must agree and move to have the individual to be removed from the position. Then (6) members of the Board, including the (3) Officers, must vote to have the individual removed from the position.

Sec. 2 Phone/Internet voting is not permissible when attempting to remove an Officer, Director, *Membership Secretary* or an Editor.

Our Member's Model

By Stan Rankin

Vehicle: 11927 Casey Jones Railcar | **Owner:** Stan Rankin

Location: Champaign, IL | **Years owned:** 8



Stan Rankin

Writes Stan: "I got my Casey Jones from a person in St. Louis, MO. It was used to construct/repair bridges across the river. I think (but cannot prove) that it was used by the Mo Pac RR.

"I do not display it - I run it. I am a member of the Monticello RR Museum, Monticello, IL, and give rides to friends from White Heath to Monticello - about 7 miles one way. It runs good. Just replaced the head gasket, ground the valves, and installed new hoses this fall before I put it away for the winter. We use it to give rides on RR days at the museum, along with about 10 Fairmont cars."

Stan tells us that this unusual "vehicle" was constructed around 1927 by the Northwest Motor Co. of Eau, Wisconsin. When Stan found this treasure, it hadn't been run in seven years and it needed a lot of work to get it functional again. It's made from Ford Model



T parts, including the 20 hp 4 cylinder engine, transmission, radiator, gas tank, coil box, exhaust, etc. Stan says it'll go "up past 30 mph" on its 20 inch wheels. Behind a U-Joint is an aux transmission that turns the power 90 degrees to a sprocket where a chain drives the rear wheels on a solid axle.

Railcars like these were used to move workmen up and down the rail lines, and a matching equipment trailer was also used. It has a pull-out lift bar on the back so four men could lift it off the tracks.

Stan knows of only three surviving Casey Jones Railcars: his, one at the NY Transportation Museum in the Rochester suburb of Rush, NY, and a museum in Livingstone, MT.

Read all about Stan and his hobby by visiting <http://www.clan-macleodusa.org/StanRankinHobbies.htm>. ♦



Our "Model" Member Dr. Frank Gasiorek



Frank Gasiorek was influenced at an early age to enjoy American history. Specifically, Frank's father introduced him to Detroit, its downtown landmarks and museums. His father restored Ford Model "A" cars and was active in local antique car festivals. Being exposed to community and culture provided a positive influence on Frank. As a young adult, Frank became interested in volunteering at area museums, theatres, and with civic groups to promote outreach and educational services for local non-profit organizations.

By the 1980s, Frank first began assisting with special events at the Henry Ford Estate - Fair Lane. He was next asked by Dr. Donn P. Werling, the director at the estate, to train as a docent of the power house. This activity eventually led Frank to training as a docent of both the power house and the main residence. By the late 1990s, Gary Rodgers, the general manager of the estate, asked Frank to conduct research and re-write the docent manual. In early 2000, the extensive project was completed resulting in a four hundred page docent tour manual.

Frank has enjoyed training docents, conducting research and writing on the Ford history at Fair Lane. In addition, Frank appreciates life long learning and has completed several degrees in undergraduate, graduate and advanced studies in business administration and in the social sciences. He has taught in the business school at University of Michigan, Wayne State University and Davenport University. In addition, Frank has conducted corporate and group tours relating to Michigan, Detroit and Windsor. Also, he has been associated with Detroit Upbeat, Plan-it Michigan/Plan-it Detroit, Preservation Wayne, Detroit/Dearborn area museums and Unique D Tours.

Frank has recently served as visitor services manager at Fair Lane in recruiting and training the volunteer docents

and support staff. He has provided volunteers with enrichment programs to complement the educational experience. In addition, he developed specialty tours to include VIP, behind the scenes, engineering, architectural, Christmas and landscape tours for guests at Fair Lane. Frank identified his experience at the estate as a privilege to help preserve the legacy of Mrs. and Mr. Ford. He recognizes the transition of the estate to the Ford family as a dynamic opportunity to compliment a great national historic landmark.

Frank is one of the original members of the Henry Ford Heritage Association, he served on the Board in 2008 & 2009 and he is currently our Historian.

Our Members' Models



Over the years you've had the chance to meet a number of our "Model Members" here in the pages of the *Legend*. Now, how would you like to meet our Members' Models?! In upcoming editions of the *Legend* we'd like to offer you a chance to be introduced to some of the cars that have inspired their passion with a new feature, "Our Members' Models". What's more, we'd like to feature yours! If you own a favorite Ford "Model" that you'd like to introduce on these pages simply submit a picture of your car, with you alongside if you'd like, via email or the US Postal service. Please be sure the photo is suitable for reprint in the *Legend* and include some information and a favorite story about your special collectible Ford automobile that you'd like to share.

Entries may be submitted to "Members' Models", Henry Ford Heritage Association, PO Box 2313, Dearborn Michigan 48123. Please note, original photos sent by mail will not be returned. Email submissions may be sent to HFHA@HFHA.ORG and should include photos in the JPEG format. We all look forward to meeting your favorite Ford automobile soon!

THE PROMISE OF THE FUTURE MAKES THE PRESENT SEEM DRAB

**Mr. Ford Foresees a Better Division of the Profits
to Be Found in Life**

By Henry Ford, Industrial Experimenter.

To make an eighty-year forecast may be an interesting exercise, first of the imagination and then of our sense of humility, but its principal interest will probably be for the people eighty years on, who win measure our estimates against the accomplished fact. No doubt the seeds at 1931 were planted and possibly germinating in 1851, but did anyone forecast the harvest? And likewise the seeds at 2011 are with us now, but who discerns them?



Henry Ford

It is a question whether there has been any real change during the past eighty years, or whether such a period is not too brief to definitely record a change, for it may well be that if something began to change, say, in 1851, it may require until 2011 for it to become discernible. Perhaps our most progressive step will be the discovery that we have not made so much progress as the clatter of the times would suggest. Certainly there is today a wider and more intelligent recognition of the shortcomings of our civilization than at any previous period in this country, and that is a big step toward something better.

As to mechanics and science, we cannot base our claims to progress upon them, The increase of knowledge means little without a corresponding increase of conscience. It is only man that progresses. His accomplishments to this present are those of a being plainly possessed of infinite possibilities, but as plainly stultifying them. What we have done is this: we have shot so far forward on the Intellectual line that we have created a dangerous salient. We must bring up the whole line, straighten out the whole line, else the gains of our forward push are in danger. I believe with Emerson that "talent sinks with character," that material Increase is definitely checked by moral decrease.

Not that the future holds no promise to my mind; on the contrary, it is so full of promise as to make the present seem drab in comparison. But we shall enter the future through an ante-room of self-searching and through something very like penitence for our past stupidity. I believe we shall say less about social consciousness and begin to show evidence of actually having that of which

we have only talked. I believe the kitchen side of life will bulk less hugely and threateningly than it does. We shall go over our economic machine and redesign it, not for the purpose of making something different than what we have, but to make the present machine do what we have said it could do. After all, the only profit of life is life itself, and I believe that the coming eighty years will see us more successful in passing around the real profit of life. The newest thing in the world is the human being. And the greatest changes are to be looked for in him.

The New York Times, Published: September 13, 1931 ♦

Meet Your New Board Member Jeff Gebauer, Director



At the January Board of Directors meeting President Joe Adams nominated, and the Board of Directors accepted, Jeff Gebauer to fill an open Director slot on the Board until July of 2012.

Jeff was born in Pontiac and raised in Waterford where he lives today. He attended Oakland University in Rochester where he received a degree in History. Jeff's interest in the Ford family began to grow as a result of a college paper on the city of Dearborn that included research about its hometown hero. Following graduation, his interest in the life of Henry Ford, the man, as well as his significant contributions to American society continued. Genealogical research has been an avid hobby of Jeff and, as a result, he produced an extensive compilation of the Ford family history. For the last few years, he volunteered at The Henry Ford Estate Fair Lane as a docent contributing well over two thousand hours. Jeff presently is involved as a presenter at the Henry Ford with the Ford Rouge Factory Tour. He looks forward to keeping the mission of the HFHA alive through his involvement on the board promoting an appreciation of Henry Ford's life and accomplishments.

Henry Ford Estate - Fair Lane Service Awards

Meritorious Service Hours Awards

200+ Hours

Jill Cort, 200 hours
 Shirley Damps, 200 hours
 Delores Duneske, 200 hours
 Betty Merandi, 200 hours
 Gwen Papp, 200 hours
 Florence Rabeyshoff, 200 hours
 Rose Ann Rogosky, 200 hours
 Jean Simon, 200 hours
 Patricia Wenzel, 210 hours
 Catherine Gasiorek, 220 hours
 Maria MacPhail, 260 hours

300+ Hours

France Taylor, 304 hours

400+ Hours

Frank Gasiorek, 400 hours
 Carole Mozeleski, 420 hours

600+ Hours

Betty Stewart, 636 hours
 Doug Stokes, 660 hours

1,000+ Hours

Jeffrey Gebauer, 1,245 hours

New Volunteers & Anniversary Awards

New Volunteers

Laura Bahnmiller
 John Burkmyre
 Arnetta Burroughs
 Endia Cook
 Ashleigh Davis
 Jim Dowling
 LeLa Grimes
 Dylan McIntyre
 James McIntyre
 Charlotte Vandelaare
 Michele Westcott

5-Year Anniversary

Wanda Derico
 Carol Long
 Betty Merandi
 Nick Sittas

10-Year Anniversary

Joan Arrick
 Rose Curtis
 Jean Simon

15-Year Anniversary

Lisa Campbell
 Marge Montrief
 Maria Petlichkoff
 Ann VanAmerongen

20-Year Anniversary

Lucia Gliese
 Otto Grau

WHAT IS YOUR FORD IQ?

By Dennis Schwecke

HENRY FORD RULES THE WAVES

Henry Ford and the Company he created are best known for ground and air vehicles, but they also had a presence on the water. This edition of the quiz will test your knowledge of Ford things nautical.

1. **Henry Ford envisioned his famous Rouge complex to take raw materials in one end and create all the parts he needed to send finished cars out the other. However, the first product produced by the Rouge was not a car. It was a small ship for the US government to fight against submarines in WWI. These ships were known as:**
 - A. Sub Sinkers
 - B. PT Boats
 - C. Eagle Boats
 - D. Falcon Boats

2. **To Supply the Rouge with raw materials, Mr. Ford decided to build a fleet of his own ships. He named the first vessels after his Grandsons, with the first one to be launched christened the Henry Ford II. Although Mr. Ford loved the large reciprocating Steam Engines in use at the time, he decided to equip his vessels with a new power source. He chose:**
 - A. Steam Turbine Engines
 - B. Triple Expansion Steam Engines
 - C. Gasoline-Electric Engines
 - D. Marine Diesel Engines

3. **The new power source in the Ford Ships proved very successful, but was still slow to be adopted by the rest of the industry. Some shipping industry watchers realized right away that the new Ford ships had found a very efficient new means of propulsion. They wrote in articles of the day that the exhaust note from the Ford ships sounded like they were saying: "Mak-ing.. Mon-ey..Mak-ing.. Mon-ey.. Mak-ing.. Mon-ey" as they passed.**

True False

4. **Henry Ford did not restrict his nautical activities to business alone. At the Fairlane estate, he had a small electrically powered launch that was used to journey up the Rouge River and visit Clara's relatives on the other side. The launch was named in Clara's honor. Henry named it the:**
 - A. "Clara Belle"
 - B. "Callie B"
 - C. "Clara B"
 - D. "The Believer"

5. **Henry Ford had operations around the Great Lakes and around the world. Most Ford facilities were intentionally sited with access to rivers and oceans. Henry often traveled to his holdings in special cabins aboard his Company Ships, but he also had a personal yacht he used for business and pleasure. She was called:**
 - A. Sialia
 - B. Maiden Dearborn
 - C. Iroquois
 - D. Helene

6. **It was the custom then, as now, for each commercial fleet of ships to fly it's own pennant shaped flag that bore the logo of the fleet. Henry Ford was always interested in nature and birds, so it isn't surprising he chose a bird to be his fleet's symbol. Henry Ford the naturalist chose what bird to adorn his fleet's flag?**
 - A. A Bald Eagle
 - B. A Canada Goose
 - C. A Bluebird
 - D. A Robin

7. **Henry Ford's fleet ultimately consisted of a large array of ships. There were bulk carriers for the Great Lakes, like the Henry Ford II. There were also several ocean going ships to carry cars and parts around the Ford Empire. To help maneuver these giants, the fleet also had several tough, hard-working, no-nonsense Tug Boats. While they were serious work boats, they didn't all have tough names. One Tug carried the flowery name of:**
 - A. Daisy
 - B. Blue Bonnet
 - C. Buttercup
 - D. Rose

8. Mr. Ford was a pacifist, yet he turned his plants to war related items once the United States had entered a war and needed his support. The ships he built for WWI were only the first example. There were many many others, including the amphibious Jeeps of WWII. Even his personal yacht was called to serve. The Navy commandeered a number of personal craft, including Henry Ford's. His yacht served the US Navy:
- A. as a patrol boat in WWI
 - B. as a patrol boat in WWII
 - C. in both World Wars
 - D. as a Coast Guard boat on the Great Lakes
9. Henry Ford's nautical roots actually go back very far in his working life. When he was a young man who had just left the farm to find work in the Detroit, one of his first jobs was with a nautical business. He worked briefly at:
- A. The Boblo Boats
 - B. Great Lakes Shipbuilders
 - C. Frank Kirby's boatyard
 - D. Detroit Drydock
- 10) Henry Ford's association with ships wasn't always in the building. During World War One, so many ships were built for the war that the government had a surplus after it ended. Henry Ford bought up a large number of these ships, towed them to Dearborn, cut them up for scrap, and used them to make steel for new Ford cars.

True

False

**SEE PAGE 18
FOR ANSWERS!**

E-mail Trip Invitations

We would like to offer our members an e-mail invitation to our annual field trips. If you would like an e-mail announcing our field trips please contact us at hfha@hfha.org and put "Field Trip E-mail Invitation" in the subject line.

NOW PAY YOUR MEMBERSHIP DUES ON-LINE WITH YOUR CREDIT CARD!

Just go to: www.hfha.org
and under the plane click on
"Renew Your Membership"
If you have any questions or
have any difficulties,
please e-mail
hfha@hfha.org

The FORD Legend

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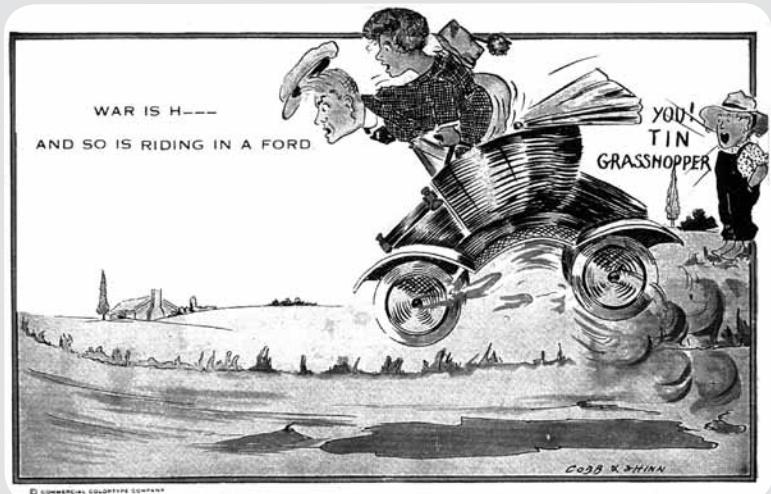
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PLEASE SEND CHECKS OR MONEY ORDER TO:
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P.O. BOX 2313
DEARBORN, MI 48123

Ford Funnies



From the collection of Peter Winnewisser

TREASURER'S REPORT

By Mark L. Campbell

Beginning Balance as of 10-26-10 \$12,826.04

Income

Membership Dues\$ 6,671.00
 Fall Trip.....\$60.00
 Interest Income\$1.50
 Merchandise.....\$51.00
Total Income..... \$6,783.50

Expenses

Newsletter – Winter 2010\$1,740.00
 Membership - Printing\$107.49
 Membership - Postage\$68.55
 Miscellaneous – Recruitment Printing.....\$94.53
 Miscellaneous – Donation -
 United Methodist Church\$100.00
 Miscellaneous – Donation - Roush.....\$700.00
 Miscellaneous – Donation – EEFH.....\$250.00
 Miscellaneous – Checking Account Fee.....\$32.00
 Miscellaneous – President Fund\$50.50
 Miscellaneous – Communications.....\$67.80
 Restricted Gift – T-Plex – Window Project.....\$150.00
TOTAL EXPENSES.....\$3,360.87

Ending Balance as of 2-9-11 \$16,248.67

MEMBERSHIP REPORT

By Carrie Adams

February 15, 2011

Total Memberships = 610
People on Membership Roll = 820

Model T = 375

Model A = 138

V8 = 53

Lincoln = 18

Truck = 8

Automobile (Dealership) = 4

Henry Ford (Lifetime) = 14

Welcome New Members!

Mr. Grant Beard	Mr. Ken Bouton
Mr. Terry Ernest	Ms. Michele Carroll-Pearce
Mr. John P. Harbowy	Mr. Jim McDonald
Mr. Joseph Ruthig	Mr. & Mrs. Elmer Sharp
Mr. Taylor Shelton	Mr. & Mrs. David Spence
Mr. Jonathan Taylor	Mr. Taylor Thomas
Mr. Gregory Walton	

ANSWER KEY FROM PAGE 21

1)C 2)D 3)TRUE 4)B 5)A 6)C 7)C 8)C 9)D 10)TRUE

BOARD OF DIRECTORS

Henry Ford Heritage Association

2010 – 2012

OFFICERS

President Joe Adams
 Vice-President..... Harriet Cole
 Secretary Mark Campbell
 Treasurer Mark Campbell

BOARD OF DIRECTORS

Ruth Gatza	Richard Gatza
Doug Brim	Tom Cole
Dennis Schwecke	Louise Dudy
Jeff Gebauer	

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By-laws Chair Mark Campbell
 Historian Frank Gasiorek
 Membership..... Carrie Adams
 Nominating Committee Harriet Cole
 Program Jeff Gebauer
 Museum Guild Representative Marge Montrieff
 T-Plex Representative..... Anna Kopcha
 Awards..... Frank Scheidt

Editor, *The Ford Legend*..... Carrie Adams
 Assistant Editor, *The Ford Legend* Frank Scheidt

MOVING? REMEMBER!

If you move, or if you have a different address for the winter/summer, you must report your change of address to the HFHA or you will not receive your newsletter.

To keep membership costs down we must send the newsletter by 3rd class bulk mail. However, the U.S. Postal Service does not forward bulk mail, nor is it returned to sender. As a result, if you do not notify us of a new address, you will not receive your next issue of *The Ford Legend* and we will have no way of knowing you did not receive it.

We lose track of members every year because they forget to notify us of a new address. Don't let this happen to you! We don't want you to miss a thing, so please remember to let us know when you move.

Mail changes to:
 HFHA, P.O. Box 2313, Dearborn, MI. 48123
 or via email to: hfha@hfha.org

MEMBERSHIP APPLICATION

Mr. Mrs. Miss. Dr.

Last Name: _____

First Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Phone: _____

E-mail: _____

For Family Membership or above, please fill in the following:

Spouse: _____

MEMBERSHIP CATEGORY:

Model T – Single	--	\$ 15.00	_____
Model A – Family	--	\$ 25.00	_____
V8 – Sustaining	--	\$ 30.00	_____
Truck – Business	--	\$ 35.00	_____
Lincoln – Contributing	--	\$ 75.00	_____
Automobile - Dealership	--	\$ 100.00	_____
Henry Ford – Lifetime	--	\$1,000.00	_____

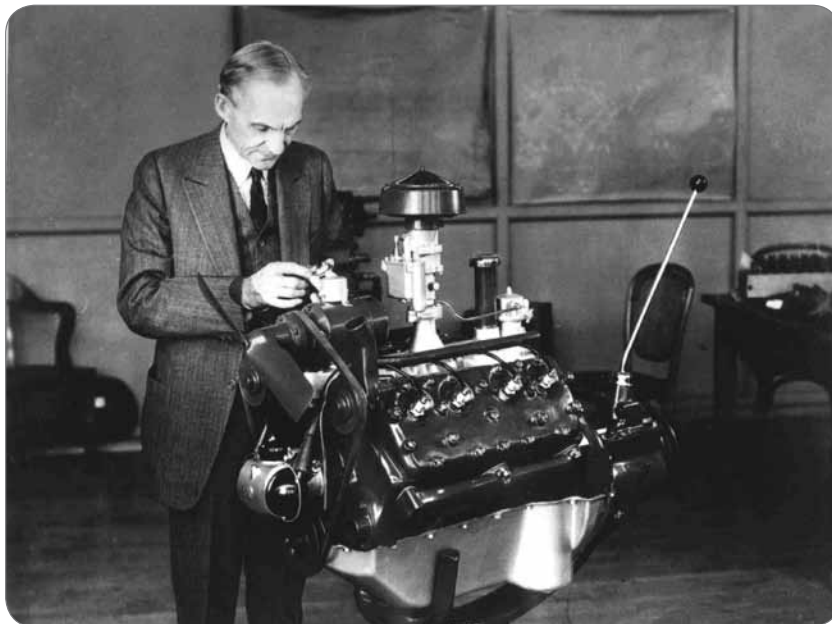
Make check payable to: Henry Ford Heritage Association
 and mail to : P.O. Box 2313, Dearborn, MI. 48123

*The Henry Ford Heritage Association is a non-profit
 501 (3) (c) organization. Donations made to HFHA
 are tax deductible.*

LIFE MEMBERS

Jack & Margaret Demmer	Frederick J. Beal
Mark & Anne Campbell	Jerry Capizzi
Jeffery H. Davis	Al Kammerer
Martha & William Clay Ford Sr.	Barry Jensen
Edsel B. & Cynthia Ford II	Dr. Ernest Hartley
Dr. David & Yuri Lewis	Gary & Janet Etter
Michael & Alice Maher	Peggy & Ray Campbell

*The HFHA would like to thank our Life Members.
 Please consider becoming a Life Member for \$1000.00.
 All memberships are fully tax deductible.*



Henry Ford looking over his first V-8 engine in 1932.

THE FORD LEGEND ACKNOWLEDGEMENTS...

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Carrie Adams Frank Scheidt

Editor:

Carrie Adams

Assistant Editor:

Frank Scheidt

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Karlest Ford

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Layout & Design:

MEL PRINTING Mel Printing - Jenna Winter

Past Issues Available

Past issues of *The Ford Legend* are available for \$3.00 each.
Send request to: HFHA, PO Box 2313, Dearborn, MI. 48123

Donations to the HFHA are Tax Deductible

The United States Internal Revenue Service has granted the Henry Ford Heritage Association a 501(c)(3) tax-exempt status. Donations made to the HFHA may be used as a tax deduction.

Visit the HFHA Web Site

The Henry Ford Heritage Association is on the Internet. Highlights of the HFHA site include membership information, field trips, activities, photos, updates on the Piquette Plant, and links to 42 other Ford related sites. Visit us at: www.hfha.org

Reprinting Articles from The Ford Legend

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THE FORD LEGEND

recipient of
Old Cars Weekly News & Marketplace

Golden Quill Award

1997 - 2001 - 2003 - 2005

Henry Ford Heritage Association
P.O. Box 2313
Dearborn, MI. 48123