

# The FORD Legend

Official Newsletter  
of the Henry Ford  
Heritage Association

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## CELEBRATING THE 90TH ANNIVERSARY OF THE LINCOLN DIVISION OF THE FORD MOTOR COMPANY

By Frank Scheidt

*"Father made the most popular car in the world, I would like to make the best car in the world."* —Edsel Ford

In 1902, Henry Leland formed the Cadillac company which he later sold to General Motors in 1909. In 1917, when the U.S. entered WWI, the government asked Cadillac to build Liberty engines, but GM's William Durant, a pacifist, wouldn't allow it. That's when Henry Leland and his son, Wilfred, quit Cadillac and formed Lincoln Motor Company. The company was named after Henry Leland's childhood hero, Abraham Lincoln. After the war ended in 1918, the Lelands went back to building cars and changed the name of their company to the Lincoln Motor Car Company.

According to Henry Dominguez's book, *EDSEL: The Story of Henry's Forgotten Son*, "Their first Lincoln motorcar rolled off the assembly line in September, 1920. Business took off immediately, and they had 1,000 orders before the first car had been built. However, sales took a precipitous drop from there. In the summer of 1920, the country fell into a severe recession, and the sale of motorcars dropped. Henry Ford felt the pinch with his inexpensive Model T—the Lelands were in dire straits with their expensive Lincoln. By the early part of 1921, the Lincoln Motor Car Company was forced into receivership.

"The Lelands were not going to give up easily, however. They hoped to either obtain a loan with which they could buy back the company at the receiver's sale, or have someone else buy the company and allow them to manage it. In both instances, they were not being realistic."

Henry Ford was contacted by Leland's attorney to see if he was interested in buying the Lincoln company. Henry wasn't interested, although he did give the Lelands an "audience" at Fairlane. Clara Ford then received a letter from Mrs. Wilfred Leland asking for help. With typical Clara Ford compassion, she asked Edsel if there was anything he could do to help them. Dominguez writes, "This was the break that Edsel was seeking. He wanted Lincoln badly,



*From the collections of the Henry Ford (P.833.32568 / THF23849)*

but his father was reluctant. Now, Edsel had his mother's support, and Henry rarely went against his wife's wishes. The following day, Henry invited Edsel, [William] Mayo, and [Charles] Sorensen to dinner to discuss the Lelands' proposal at length. 'Purchasing the Lincoln Motor Car Company, probably at a rock-bottom price, was an unusual opportunity,' they all told Henry. No decision was made at this time, but shortly thereafter, Edsel met with his father, and this time, Henry told Edsel to purchase the company."

Eventually, Ford paid \$8 million for the company, plus millions more to pay off Lincoln's creditors. In February, 1922, Ford officially owned the Lincoln Motor Car Company, with Henry Leland still president and Wilfred, vice president. But with the

*(continued on page 2)*

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Lelands constantly butting heads with Sorensen and others at Ford over production methods and material specifications, they were eventually fired.

So, what was Henry Ford's real reason for agreeing to purchase Lincoln? "To 'give his boy something to play with—to keep him off his back,' recalled a Ford executive. However, Edsel wanted the company as much as Henry wanted him to have it. Although he was president of Ford Motor Company, Edsel was already feeling resistance from his father in allowing him to run the company as he saw fit. As Edsel saw it, Lincoln could become his own little fiefdom to run as he pleased."

The Leland's Lincoln was a well-built, quality automobile. "The Lelands achieved their goal of mechanical perfection. Unfortunately, it came at the expense of aesthetics." This was the perfect opportunity for Edsel to put into practice his exquisite taste, his sense of style—knowing when something "looked just right"—the keen business sense that his father didn't allow him much leeway to put to use, and his past experience with the top body manufacturers of the day. His father basically left Edsel to his own ideas and plans for Lincoln. Edsel's first concern was bringing Lincoln's styling up to par with the high level of mechanical quality that the car was noted for. Edsel did just that by working very closely with his suppliers.



1922 Lincoln

"To revive the company, Edsel ordered an expansion of the facility and spent hundreds of thousands of dollars on new machinery. Soon, he had the plant producing 50 finely crafted Lincoln motorcars per day. Even then, it was not enough to satisfy the demand for Edsel's stylish Lincolns. Gaston Plaintiff, the Ford branch manager in New York city and a friend of the Ford family, wrote to Edsel to plead for more cars. 'The Limousine is really our biggest seller, and we are not receiving anywhere near what we require from the factory, in fact, we are so short we can't make deliveries of this model. Won't you see what you can do about helping us out?' Plaintiff also cautioned that both Packard and Cadillac had built beautiful salons in the city and that every effort should be made to ensure that Lincoln quality is maintained. As Plaintiff would soon realize, Edsel would do more to boost the prestige and sales of Lincolns than he could ever have imagined. Edsel would do this by tapping into his creative side, adding stylish bodies to the well-



built Lincoln motorcars."

Edsel eventually teamed up with Ford designer, Eugene "Bob" Gregorie, and they were responsible for some of Ford's and Lincoln's most respected and beautifully designed cars. The Lincoln line added the revolutionary Zephyr in 1936 and the critically acclaimed Continental in 1940—the car Frank Lloyd Wright declared was "the most beautiful in the world."

Mercury has come and gone, but Lincoln continues to be Ford's luxury car. And we have Edsel Ford to thank for it. If Henry Ford didn't give free reign to Edsel, we doubt the marque would have ever lasted all these 90 years.

(There's a whole lot more to this story than we can print here. If you'd like to read more about Lincoln and Edsel Ford, get a copy of *EDSEL: The Story of Henry's Forgotten Son*, by Henry Dominguez, an SAE Publication. Much too little has been written over the years about Edsel, the well-respected, immensely talented gentleman and unsung hero of Ford, but this fascinating book takes a giant step towards filling that void, and is well worth reading.) ♦

## Ford Quote

*"Danger to our country is to be apprehended not so much from the influence of new things as from our forgetting the value of old things."*

- Henry Ford



## PRESIDENT'S MESSAGE

By Joe Adams



His voice was booming and enthusiastic. His audience, in a word, mesmerized. Even those within earshot, not a part of our group, were captured by his enthusiasm and energy as he addressed the crowd about items of which he was overtly passionate. The location was the dining room of the Auburn Town Tavern on our recent trip to the Early Ford V8

Foundation Museum. The man was Donn Werling, and in my second encounter with him, I found myself understanding exactly why he continues to draw people to his story, telling the story of Henry Ford.

In my first encounter with Donn, I was hosting an afternoon talk show and happened upon a press release alerting me to his book *Henry Ford: A Hearthside Perspective*. It didn't take much encouragement from my in-laws, both docents at Fair Lane, to pursue the interview. In the 20 minutes I had the pleasure to speak to Donn on the air, I was awestruck by his knowledge of Mr. Ford. Sure, most all of us know the "big" stories of Henry's life, but it's how much I didn't know that kept me asking Donn more questions. I probably could have done an entire week of shows talking about Mr. Ford with Donn.

Unfortunately, that didn't happen. The fortunate thing for me, though, was his piquing my interest in this captivating American Icon. Donn's passion had me hooked...and continues to have me hooked, just like you dare I suggest?! In this edition of the *Legend*, we tip our hat to the past and **celebrate the first edition of the *Legend***, which was published in June of 1992. **We've proudly included that first newsletter in the center of this edition of the *Legend* for you to take a look at and think back to those first days of the HFHA.**

How far we have come since then...yet how closely we have tried to remain true to the vision of the "Original 31"! Our mission hasn't changed much in fact..."To Foster Interest in the Life and Accomplishments of Henry Ford, and to Preserve and Interpret the Landmarks Associated With His Life and Family"! To continue to bring together this unique group of people with a common passion remains our priority, especially heading into the sesquicentennial year of Mr. Ford's birth in 2013.

Looking forward can be exciting, and we do have so much to look forward to in the upcoming months. But for this moment I think I'll take a moment to appreciate the passion of Donn Werling and the "Original 31" who made our journey together possible. A special word of thanks to you all!

## 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  
and Family.

## Ford Milestones

By Frank Scheidt

- 1892    One Hundred Twenty Years Ago:**  
Henry and Clara Ford celebrate their 4th wedding anniversary on April 11th.
- 1902    One Hundred Ten Years Ago:**  
Henry Ford and associates build the famous '999' race car. The car was named after a New York Central Express train that Mr. Ford saw at the 1893 Chicago World's Fair.
- 1912    One Hundred Years Ago:**  
Practically every town in the USA with a population of 2,000 or more has a Ford dealership. There were now 7,000 dealers..
- 1922    Ninety Years Ago:**  
Ford purchases three groups of mines in Kentucky and West Virginia at a cost of \$15 million; Ford acquires the Lincoln Motor Car Company from Henry and Wilfred Leland.
- 1932    Eighty Years Ago:**  
A replica of the 58 Bagley Avenue workshop is built in Greenfield Village using many of the original bricks.
- 1942    Seventy Years Ago:**  
Glider production for the war effort begins at the Iron Mountain Ford facility in Michigan's upper peninsula.
- 1952    Sixty Years Ago:**  
Ford introduces its first overhead valve passenger engine, a 215 ci six cylinder.
- 1962    Fifty Years Ago:**  
Ford builds the Mustang I prototype car. It's a mid-engine concept car. It debuts at the Grand Prix in Watkins Glen, NY. Formula One race driver Dan Gurney laps the circuit using the prototype. It now resides in The Henry Ford.
- 1992    Twenty Years Ago:**  
The First Issue of the *Ford Legend* is published!



## BENSON FORD RESEARCH CENTER

[www.thehenryford.org](http://www.thehenryford.org)



### Judith Endelman Retires After 25 Years With the Benson Ford Research Center and The Henry Ford

Judith E. Endelman, Director, of the Benson Ford Research Center, retired the end of March 2012. In her announcement to her BFRC staff she indicated that she started her career at The Henry Ford working on the museum's permanent *Automobile in American Life* exhibition which opened in 1987 and she completed her work on its replacement, *Driving America*. These two seminal efforts serve as bookends to her varied projects over the course of 25 years.

Judith Endelman has been a writer, archivist, historian, and curator for nearly thirty-five years. She began her professional life at the American Jewish Historical Society, when it was located in Waltham, Massachusetts. As a foreshadowing of her later museum career, her first publication was a *Guide to the Paintings, Daguerreotypes, and Artifacts of the American Jewish Historical Society* in 1974. Her experience with American Jewish history inspired her to continue her education. In 1977 she received an M.A. in American Studies from Boston College.

In 1976 Judith moved with her husband and infant son to New York City. She took a part-time position as archivist of the Jewish Theological Seminary and also conducted historical research for private clients. The Endelmans moved to Bloomington, Indiana, home of Indiana University in 1979. The Indiana Historical Society commissioned Judith to write a history of the Jewish community of Indianapolis, which was published by Indiana University Press in 1984 as *The Jewish Community of Indianapolis, 1849 to the Present*. She also worked at Lilly Library, the rare book library of Indiana University, and co-edited *Religion in Indiana: A Guide to Historical Resources*.

In 1985 the Endelman family, which now included a daughter as well as a son, moved to Ann Arbor, Michigan. After a one-year fellowship with the Bentley Historical Library at the University of Michigan, Judith joined the staff of The Henry Ford in Dearborn,

Michigan in 1986. In her twenty-five years at the museum, she held a variety of leadership positions in the collections, curatorial and research areas. She spearheaded many initiatives, including the construction of the Benson Ford Research Center, which opened in 2002, and the Ford Archives Collaborative. She participated in the development of numerous exhibits, such as *Americans on Vacation* and *Your Place in Time: 20th Century America*, as well as many other public programs and partnerships.

Judy's BFRC staff and THF colleagues wish her well with this new chapter of her life and hope that her retirement years will be filled with much activity and enjoyment.



*Firefox leader Mitchell Baker and Judith Endelman during an oral history interview for the museum's OnInnovation website in 2008. (ID THF57001, photographer, Michelle Andonian)*

### Books, Etc. Sale

On Saturday September 8, 2012 from 9am to 5pm, the Benson Ford Research Center is selling its oversupply of automotive and non-automotive printed information. Items include: Automotive materials from the Big Three and foreign manufacturers like brochures, pamphlets, promotional materials, press kits, owner's manuals, etc.; Non-automotive items such as beautiful lithographs and photographs ready for framing. Antique and rare books and periodicals covering many topics including automobile history, travel, arts and the sciences (most are from the early teens, 1920's, and 1930's). All proceeds from the sale will benefit the education and collections programs of The Henry Ford. All sales are final. The event will be held in Benson Ford Research Center (free admission).

### 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](mailto:Research.Center@TheHenryFord.org).

# EDSEL & ELEANOR FORD HOUSE

Grosse Pointe Shores

[www.fordhouse.org](http://www.fordhouse.org)



EDSEL & ELEANOR FORD HOUSE

## Spend the Summer at Edsel & Eleanor Ford House

Over the past few summers, the grounds of Edsel & Eleanor Ford House have awakened with a new sense of energy as the estate has introduced programs, music, activities and events for adults, children and families. Here are a few of the opportunities.

By Ann Fitzpatrick

### *Fairy Tales at Ford House: A Grimm Celebration*



A celebration of imagination and inspiration are in store with Fairy Tales at Ford House: A Grimm Celebration, the estate's second year offering multicultural storytelling experiences through a Fairy Tale Exhibit, Festival and family and adult programs. This year's festivities highlight the 200th anniversary of the Grimm Brothers' first published fairy tale. The exhibit, *Once Upon a Time: Grimmly Inspired*, which features the work of local students alongside professional artists, runs July 28 through November 2.

Kicking off a full schedule of related programming, on Saturday, Aug. 4, the magical grounds of Ford House will come alive for the Second Annual Fairy Tale Festival, inspired by tales from the Brothers Grimm. This year, guests can expect to escape into a land of imagination with family-focused events and hands-on activities with a Grimm twist. The grounds will be laden with stages set for musical and theatrical performances, fairy tale characters big and small, crafts for boys and girls of all ages and much more.



### *DSO at Ford House*



Mussorgsky's *Night on Bald Mountain*. Conductor **Carolyn Kuan** will join the DSO both evenings.

The DSO's third annual appearance at Ford House places the Orchestra on the grounds of the elegant Grosse Pointe mansion, serenading audiences along the shore of Lake Saint Clair on July 13 and 14. The two-concert series begins on Friday with **A Night in Brazil**, with enchanting bossa nova rhythms of South American music. Saturday's program features **Carmen and Other Favorite Stories** such as excerpts from Bizet's *Carmen Suite* and

### *Jazz at Ford House: A Prelude to the Detroit Jazz Festival*



Three jazz divas of Detroit take the stage with the Detroit All-Star Big Band for an evening of jazz standards from the American songbook. Their individual and unique vocal styles will fill the night on Friday, August 24. Watch for details on this exciting evening.

*For more information on these and all Ford House summer programs, visit [www.fordhouse.org](http://www.fordhouse.org) or call 313.1.884.4222.*

# FORD PIQUETTE AVENUE PLANT

The First Plant Built by Ford Motor Co. & 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.**

## **From Dr. Jerald Mitchell, President, Board of Trustees**

2012 is proving to be another great year for the Ford Piquette Avenue Plant, Birthplace of the Ford Model T, the car that put the world on wheels.

Many new committees have been formed and along with the new board we are truly moving the museum to the next level.

The \$100,000 project to restore the roof over the front section of the plant is now complete. This accomplishment will now allow for the creation of the Ford dealer exhibit on the 3rd floor to move forward. Additionally, the painting of the ceiling of the new museum shop and the adjacent theater for the tour introductory video directly below on the second floor, across from Mr. Ford's office is being completed. Once this painting is done these areas will be the first in the museum to be completely returned to the Ford era appearance thanks to the previous analysis of original paint chip colors in this area.

Speaking of Henry Ford's (1904-1910) office, a \$60,000 grant will allow for this space to be totally recreated to its original appearance based on original photos. This project is to begin over the next few months with completion before the celebration of the 150th anniversary of Mr. Ford's birthday on July 30, 2013.

So as you can see there are many reasons to be excited about the future of this important Ford site and to visit the plant again & to get involved with its restoration and interpretation.

The final stage of the installation of the fire suppression system is upon us as Richard Rubens, Facilities Manager oversees the installation of a new water line from Beaubien Street into the building. Meanwhile, the smoke detectors and security system are now complete.

Also, the window team, under the direction of Ford retired engineering manager, Art Pope is moving quickly towards the total completion of all windows on the west (parking lot) side of the building this year and the repainting of all of these windows to the original dark green color (before the original color was determined the third floor windows were painted a gray primer color). Also, the window team continues to restore windows on the east or Beaubien Street side of the plant. Thanks to the hard work of this crew over half of the plant's 355 windows are now restored to Department of the Interior historic preservation standards.

Meanwhile the first 3 of 15 weddings scheduled in the plant for 2012 have taken place and many other special events and tours are planned for this year.

As always, we welcome advice and suggestions from the members of HFHA and encourage those who can to join our volunteer corps and/or guide Program. While the regular tour schedule is Wednesday-Friday 10a.m. to 4p.m., Saturday 9a.m. – 4p.m. and Sunday 12 noon to 4p.m. many evening events and tours are planned for which volunteers and guides are needed.

Finally, Mike Skinner, your HFHA Piquette Plant Board liason, is representing Piquette at the meetings where plans for the celebration of the 150th anniversary of Mr. Ford's birthday are being made.

I look forward to hearing from everyone ([Jerald.mitchell@tplex.org](mailto:Jerald.mitchell@tplex.org) or 313-867-8960).

# [www.tplex.org](http://www.tplex.org)

# EARLY FORD V-8 FOUNDATION AND MUSEUM



## News from the Early Ford V-8 Foundation and Museum

by Frank Scheidt

Editor, Foundation News

Our museum in Auburn, Indiana, is proud to participate in the "Blue Star Museum" program, which provides free admission to all active duty military personnel and their families between Memorial Day and Labor Day. According to our President, Bob Malley, *"It is the least we can do to show our appreciation to the men and women who dedicate themselves to the protection of our country."*

An "All-Ford Auction" is to be held in August at Worldwide Auctioneers. Worldwide is located in Auburn, just minutes from our Museum location. Worldwide will pay the Early Ford V-8 Foundation 50% of their sellers commission on any cars or Ford memorabilia that are recruited by the Foundation. Any year or model built by Ford qualifies for this All-Ford auction. If you or someone you know is interested in having a vehicle or memorabilia entered into this auction, please contact Bill Tindall at 804-818-3595 (VA).

Up until 2011, the majority of our collection of Ford artifacts was located at what was then the Towe Museum in Sacramento, California. It is now called the California Automotive Museum. When we started our collection in the early '90s, Edward Towe offered his museum for us to store and display our "Ford stuff" while we began a search for a location of our own. The collection grew quite quickly, but the assurance from Ed, who had amassed an incredible collection of Ford vehicles, allowed us to continue adding to our collection with the knowledge that it was safe and secure.

Ed passed away this past March at the age of 97. Unfortunately, he had lost most of his Ford vehicle collection to a dispute with the IRS. When the Towe Museum became the California Automobile Museum, the Foundation was given notice that we had to move out. But we have Ed Towe to thank for getting us off to a good start.

We are having a Membership Drive during all of 2012, with our "Bring a Buddy" campaign. When a new member joins the Foundation for \$25, he or she can bring along a friend for free! The friend must also be a new member. It's like joining for half price. This is a great opportunity for the members of our new partner, the HFHA, to take advantage of this offer which is good all throughout 2012. We'd love to have you join us!

Finally, please visit our website: [www.fordv8foundation.org](http://www.fordv8foundation.org). Along with information on what we're all about and what we're up to, we have an on-line Ford Store which features many unique Ford items for sale. The Store is constantly adding new items as we can find them at great prices. We also are a reseller of the critically acclaimed Ford Restoration books published by the Early Ford V-8 Club of America. You now can also join the Foundation or renew on-line.



# OUR 'MODEL' MEMBER DON PASSARDI

## FORD COLLECTOR EXTRAORDINAIRE

By Frank Scheidt

It began innocently enough many years ago, collecting all things Ford and selling them off to make a small profit. But one day, Don Passardi of Stafford Springs, Connecticut, decided to start keeping these Ford treasures. After all, how long would he be able to continue finding these unusual, fascinating and sometimes, one-of-a-kind items?



*Don Passardi*

And so the collection grew and grew. It filled his garage and more. Don has been a member of the HFHA for about 8 years and also belongs to the Early Ford V-8 Club of America. He is pretty well known to Early Ford V-8 guys and his “museum” is open to anyone to visit, free of charge. The near-by Connecticut Regional Group of the V-8 Club recently visited Don for a club event. Another event attracted about 20 Ford V-8s and 200 visitors! He loves meeting and kicking tires with anyone interested in old Fords.



*Don's 1934 Chicago 'Century of Progress' Ford Rotunda architect model.*

Some of the more unique items in his collection: The 1934 Chicago Century of Progress Ford Rotunda architect model that he bought in Michigan many years ago and was featured in the *V-8 Times* magazine; a Henry Ford wax figure which was purchased at an auction when the Gaslight Village wax museum in Lake George, NY closed; a “globe” trophy from a 1937 Ford sales winner; a baseball marked “1933 Exposition V8” and signed



*An auto radio display from 1940.*

by Henry Ford along with photo of Henry signing baseballs. Don has an original “visit the Ford exposition” poster, a prized Ford charcoal collection and a 50th Anniversary plaque which was presented to Henry and Clara in 1938. And on and on the treasures go.



*1933 Exposition V8 baseball signed by Henry Ford.*

Although Don is “out of room”, he'd still like to find a boxed piece of cake from Henry and Clara's 50th Anniversary. He had a chance to buy one some years ago but thought it must be a fake, until he saw some on display at Fairlane! Also, a “twisted axle” from early Ford exhibitions, where they took a V-8 front axle and twisted it several times to prove its strength. He



*A 50th Anniversary plaque from 1938.*





*Don's prized Ford charcoal collection.*

had a chance at one of those too, but didn't buy it. Now he can't find one! That's right, Don is still collecting. His quest was to surpass Bill Vicary's collection and he thinks he has finally done that. Bill is in Michigan and well known to the HFHA. Seems there's a friendly rivalry going on there.



*A wax bust of Henry Ford.*

So, we salute Don Passardi of Connecticut as our Model Member!

By the way Don, the Early Ford V-8 Foundation has one of those twisted axles in their Museum. (A shameless plug for the Foundation!) ♦



*Don Passardi with part of his Ford memorabilia collection.*



**Save the Date**  
**FOR THE**  
**HENRY FORD HERITAGE ASSOCIATION**  
**Annual Dinner**  
**AT THE EDESEL AND ELEANOR FORD**  
**HOUSE IN GROSSE POINTE SHORES**  
**JULY 31, 2012**  
**LOOK FOR MORE INFORMATION TO COME**



**Henry Ford's 150th Birthday**  
**is next year!!**  
**And the events and celebrations**  
**are currently being planned.**  
**Look for more information to come**  
**In upcoming *Legends*.**

# HENRY FORD

HERITAGE



ASSOCIATION

JUNE, 1992

## HENRY FORD ESTATE - FAIR LANE



• Nearly 450 guests, including honorary co-chairman, Edsel Ford II, attended the Henry Ford Estate dinner dance at Dearborn's Ritz-Carlton Hotel on April 11. Proceeds from this year's event are estimated at \$155,000.00, an increase of \$42,000.00 from the 1991 total. This year's proceeds will benefit restoration projects in the greenhouse and powerhouse.

• 200 southeastern Michigan and Ontario elementary school students visited the mansion and grounds on June 2 to participate in the "Wizards Were Here" program. This program, which includes a series of increasingly challenging quizzes, focuses on ten different "wizards." Among these were Edison, wizard of electricity, Ford, mechanical wizard and George Washington Carver, wizard of chemistry. Participating schools included Edison, Carver and Ford elementary.

• Legendary film star, Mickey Rooney paid a return visit to the Estate on April 12, 1992. Rooney, who portrayed Henry Ford's idol in the 1940 feature "Young Tom Edison," recalled dining at Fair Lane following the film's 1940 Dearborn premiere along with MGM mogul L.B. Mayer and his wife.

## HENRY FORD MUSEUM AND GREENFIELD VILLAGE

Henry Ford Museum houses 12 acres of exhibits under one roof, including the highly acclaimed "Automobile in American Life" exhibition. Greenfield Village, an 81-acre outdoor museum, presents more than 80 historic homes, workplaces and community buildings, including Thomas Edison's Menlo Park Laboratory, the Wright Brothers' Cycle shop and home, and dwellings that housed African-Americans during slavery and after emancipation.

Following, is a list of upcoming special events:

July 4-5:

Pageant of Power- The hisses, pops and whirrs of gas, steam and hot-air powered engines will fill the village as the machines that revolutionized industry roar into action.

July 11-12:

Colonial Life Festival- Costumed interpreters will carry out the domestic chores and recreational activities that were backdrop to the turmoil of the Revolutionary War which will be re-created with encampments, battlefield demonstrations and rousing fife and drum corps music.

September 12-13:

Old Car Festival- Visitors can see hundreds of vintage vehicles in action.

September 26-27:

Railroad Days- Historic and modern train equipment and hands-on activities will fill the village grounds.



### RICHMOND HILL, GEORGIA

By F. Leslie Long, Ph.D., President, Richmond Hill Heritage Society

Many readers of the Newsletter may not be aware of the many things that Henry and Clara Ford did at Richmond Hill. The people who were living here at the time well remember those things and are very grateful for what the Fords did for the people of the area. So many good things were done that it would be impossible to even list them at one writing.

Mr. Ford started buying land in the Richmond Hill area of Bryan County in 1925. by 1935 he had accumulated about 70,000 acres. In the beginning, with draglines and manual labor, he built an extensive drainage system in these lowlands to reduce mosquito infestation and malaria fever. He built and operated, free of charge, a clinic to treat people of the area for malaria fever and hookworm. He employed as many as 17 nurses at one time to travel the area and treat patients. In addition, he employed a medical doctor, part time, too see patients at the clinic.

The Fords built on to the Richmond Hill school building including a well-equipped chemistry and physics laboratory. In the late 1930's, they built, furnished and operated a school lunchroom for students. Also built by the Fords, was a complete school for black students named the George Washington Carver School. Salaries of black and white teachers were also subsidized.

Visual education facilities were added to the schools including projectors, etc. They built and operated an Industrial Arts



Ford's Richmond Hill Estate today

and Trade School near the school where classes were available to students during the class day. They were also available to adults at night.

The Fords built about 235 homes for employees of the company. Originally, these employees lived in company-provided homes free of charge. Later, a small fee of \$15.00 per month was charged. Space here does not permit going into details of the many things that the Fords did for Richmond Hill between 1925 and 1950.

### FORT MYERS, FLORIDA



Since the opening of the Ford Fort Myers home in January, 1990, the public has shown support and interest and attendance has been steady.

The beautiful grounds of the Fords' winter home, situated on the banks of the Caloosahatchee River, have been used for both public and private events. On April 4, the home hosted the Early Ford V-8 Club. Thirty-four vintage Ford cars were displayed on the grounds, complemented by their owners in 1920's costumes.



## BERRY COLLEGE - ROME, GEORGIA



Ford Dining Hall, Berry College

On May 15 and 16, 1992, Berry College held its fourth annual Berry-Ford Festival. Additional advertising and corporate sponsorships, coupled with picture-perfect weather, led to the most successful, well attended event yet. A record 170 beautiful vintage Ford vehicles were viewed by visitors.

## HENRY FORD QUOTE:

*"Our help does not come from Washington, but from ourselves; our help may, however, go to Washington as a sort of central distribution point where all efforts are coordinated for the general good. We may help the government; the government cannot help us."*



## EDISON AVENUE FORD HOME



House at 140 Edison Ave., Detroit today

Henry and Clara Ford lived here from 1908 until 1915. The Fords were the first of a community of automobile magnates to reside in the Boston-Edison neighborhood. The Italian Renaissance Revival house was completed in 1908. The Fords built a machine shop above the garage for their son, Edsel, who showed a keen interest in automobile design. The seven years in this house were the most creative of Mr. Ford's career. His Model T, mass production methods and wage-price theories which revolutionized American life and industry and reverberated around the world, all commenced while he resided here. In 1915, the Fords moved to Fair Lane, their estate in Dearborn.

The following update on the home's restoration was furnished by its current owner, Jerald Mitchell.

Recently completed exterior restoration projects at Henry and Clara Ford's final Detroit residence include repair of shafts, bases and capitals of the columns of the pergola and complete rebuilding of the east brick wall, including restoration of a previously missing section. During excavation for the wall foundation, broken pieces of the original green roof tile, which had been used as rubble in constructing the wall, were found. These, combined with black and white photographs from the Ford Archives, make possible accurate replacement of the tile roof which, unfortunately, was removed in the early 1940's. Exterior painting will  
(continued, page 4)



## BALLINASCARTHY, IRELAND

By Ford R. Bryan;

Three Dearborn Ford family Members have just returned from a visit to the Ford ancestral homesite in Ireland. They were Ford Bryan, Rylma (Ford) LaChance, and Roxanne LaChance. The ancestral Ford homesite, three miles inland from the coastal town of Clonakilty, is now grown up to weeds-- the small dry-stone cottage having been snatched stone-by-stone by souvenir hunters.

Henry Ford's ancestors lived for nearly three hundred years on land owned by the Starvell family who were granted thousands of acres in southwest Ireland by Queen Elizabeth, I. The Fords, including Henry Ford's father, grandfather, and great-grandparents leased the little stone cottage and twenty three acres-- in sharp contrast to the huge manor house and estate of their landlord Jonas Starvell, centered ten miles east at Kilbrittain where the Starvell "castle" still stands in royal dignity.

The Ford ancestral burial plot in Kilnagross churchyard was located. This ancient church is still in use. In 1922, Henry Ford had architectural drawings and material specifications for this church prepared by Cork architects apparently in anticipation of building an exact replica somewhere in the United States. These drawings and specifications now reside in the Research Center of Henry Ford Museum & Greenfield Village in Dearborn.

The Dearborn Fords visiting Ireland, thought it would be nice to have a marker

placed at the abandoned Ford homesite which is located on an ungraded public road just a hundred or so yards from the main Cork-to-Clonakilty highway. But the land on which the stone cottage stood is now owned by an Englishman named Blackburn who is said to be a member of the board of directors of Mitsubishi Motors and is responsible for distribution of Mitsubishi products in England and Ireland. Permission to publicize the Ford name at that spot may be difficult to obtain.



The Dearborn Fords visited the home of Hazel (Ford) Bultimer, a cousin living on a farm at nearby Crohane. The Bultimers have been able recently to legally purchase land from the large landowners, and now have acquired acreage sufficient to

(Continued -Page 5)

## EDISON AVENUE (from page three.)

resume shortly; all trim is being stripped to bare wood and the original ivory color. Missing wood details are being duplicated. Recent interior work includes restoration of the ceiling of Mr. Ford's study (removal of latex paint from oak beams and installation of wallpaper in decorative panels.) Re-landscaping continues on schedule.



## BALLINASCARTHY (continued)

pasture two hundred head of cattle, of which ninety are cows milked twice daily in the Bultimer "dairy parlor." Visiting the Bultimer family was especially exciting inasmuch as there seems to have been no direct visitation between Dearborn Fords and their Irish relatives in the past 145 years.

The spirit of Henry Ford lives on at the Henry Ford Tavern in the little village of Ballinascorthy, four miles from Clonakilty and about a mile from the Ford ancestral homesite. The little tavern is handsomely decorated with Ford memorabilia--pictures of Henry Ford, Henry's father William; and a variety of British Ford automobiles. Henry's competition at the tavern is Guinness Stout, not Chevrolet.

The well known Gaelic Athletic Association in 1983 named their playing field near Ballinascorthy the "Henry Ford GAA Park." Plans of the Ballinascorthy Community Council are to convert a three-story creamery building on the main road just east of the village into the "Ford Centre"-- a museum project which is to interpret both the period in Irish history during which the Ford ancestors lived in Ireland, and also the exploits of the well known Henry Ford of auto and tractor fame. Plans for this museum are well underway, with considerable help in financing expected from Ford Motor Company.

## VILLAGE INDUSTRIES

On Saturday, April 25, a meeting of the Henry Ford Heritage Association was held at the former Ford Saline, Michigan soybean Mill now known as Weller's. Wendy Weller, proprietor of the Raisin River Cafe, located on the ground floor of the mill, led a lively discussion concerning the proposed widening of U.S. 12 (Michigan Avenue) right to the front door of the structure. A petition asking the state to reconsider these plans was circulated to the group.

An extensive tour of the five-level mill was led by Ms. Weller, who also shared information about the structure's colorful history. Erected in the 1840's as Schuyler Mill, the property was purchased by Henry Ford in 1937. Ford restored the building located on 83 picturesque acres, and the mill began processing soybeans in 1938.

Henry Ford viewed the Saline plant as the symbol of his effort to unite agriculture and industry and it reigned supreme as the village industry showplace.

All members who attended the meeting highly recommend the cuisine at the Raisin River Cafe and wish Ms. Weller success in her efforts to preserve this historic property.

Those who wish to sign Ms. Weller's petition may contact her at the following address:

Raisin River Cafe  
555 Michigan Avenue  
Saline, MI 48176.



## FORD HISTORY

## 1942- Fifty Years Ago:

At the time of its opening in 1942, the Ford Willow Run B-24 bomber plant was the largest single industrial structure in the world.

## 1932- Sixty Years Ago:

On March 7, 1932, 3,000 men waving red banners marched upon the Ford Rouge plant protesting layoffs due to the nationwide depression.

## 1922- Seventy Years Ago:

Ford radio station, WWI began broadcasting in May from a 250-watt station.

## 1912- Eighty Years Ago:

In December, 1912, Ford lends his support to the Weekes-McLean bill, a proposal to protect migratory birds.

## 1902- Ninety Years Ago:

In March, 1902, the Henry Ford Company, Ford's second attempt at automobile production, failed after only four months. It was then reorganized as the Cadillac Motor Company.

## 1892- One Hundred Years Ago:

On April 11, 1892, Henry and Clara Ford celebrated their fourth wedding anniversary.

## ROONEY RETURNS TO FAIR LANE



Veteran actor, Mickey Rooney with Association member Dick Folsom at Fair Lane.

## FORDWORDS

Located in this puzzle are 26 Ford-related words. Find and circle those which appear diagonally, vertically and horizontally.

```

L E N A L R I A F S E M
E G D T L E D O M D G E
S A L E I L L A C R D P
D L E M H N B N S I O I
E L I A D S Q R S B D Q
B I F R N O E O Y E L U
A V N Y O Y N B K A Q E
G F E A M B E R R Y N T
L L E T H E C A O A S T
E O R K C A M E C U C E
Y O G N I N E D R A G E
P D H O R S E L E S S E
  
```

## Word List:

Bagley	Clara	Mack
Bryant	Model T	Edison
Callie	Dodge	Edsel
Piquette	Berry	Mary
Dearborn	Fair Lane	Herself
Fort Myers	Flood	Richmond Hill
Gardening	Soybeans	Race
Greenfield	Birds	Village
Rouge	Cork	

## \* MEMBERSHIP \*

In the Association is available to all interested persons. Send Name, Address and telephone number along with \$5.00 dues to:

Henry Ford Estate -Ford Heritage Association  
4901 Evergreen Road  
Dearborn, MI 48128-1491

## CREDITS/ACKNOWLEDGMENTS

Newsletter staff: John Berger, Ruth Bruce, Dick Folsom, Chris Jones

Photograph, "Ford Quote," Page 3, courtesy, Henry Ford Museum and Greenfield Village, Dearborn, Michigan.

# THE FOUNDING MEETING OF THE HENRY FORD HERITAGE ASSOCIATION, JULY 30, 1990

by Mike Skinner, Ruth Bruce and Dick Folsom

**Dr.** Donn P. Werling had joined The Henry Ford Estate – Fair Lane as its Director in 1983. Almost from the beginning Donn had been talking about organizing an association that would bring together Fordophiles from all over the world to promote interest in the life of Henry Ford and the many sites related to his incredible life and accomplishments.

This plan finally came to fruition on July 30, 1990, the 127th anniversary of Mr. Ford's birth, with a meeting in the Music Room of the Fair Lane residence. Attendees at this meetings included the following 31 individuals:

Ruth Bruce, Fair Lane Guide since 1975; Ford Richardson Bryan, Ford retiree and author; Alice Cerniglia, Fair Lane Estate employee, Fair Lane Guide; Richard Duncan, Ford Dealer and Ford Collector; Richard Folsom, Fair Lane Guide and Ford oral history expert; Mr. & Mrs. Mark Gryderman, Northville Historical Society; Helen Hopkins, Fair Lane Guide and researcher; Lorraine & Lee Keopke, owners Ford Brooklyn, Michigan Village Industry; Dr. David L. Lewis, U. of Michigan Professor and authority on all things Ford; Charles Mallast, grandson of Ford chauffeur, Robert Rankin (who drove Mr. Ford on the last day of his life); Rollin Marquis, Dearborn City Librarian; Lillian Martin, owner of the Ford Sharon Hollow Village Industry; Dr. Jerald Mitchell, owner of Clara & Henry Ford's Edison Avenue Mansion; Greg Presley, Ford historian; Paul Scupholm, Executive Director, Friends of the Detroit Public Library and member of the board of the National Automotive History Collection; Annis Simpkins, Fair Lane Guide; Mike Skinner, Fair Lane Guide, Tom Smoot, Historian; Sally Snyder, historian; John Stewart, representing Nankin Mills and the other Village Industries along Hines Drive; John Swainson, former Governor of Michigan; Kathleen Otten, historian; Steve Walters, City of Northville; Carl and Mickey Weller, owners of the Ford Saline Village Industry; Dr. Donn Werling, Director of the Henry Ford Estate Fair Lane and Chef Jan Willems, former pastry chef at the Dearborn Inn and personal pastry chef to Clara Ford.

The meeting agenda included the following:

1. Affirmation of the purpose of the new association: to foster interest in the life and accomplishments of Henry Ford and the preservation and interpretation of landmarks associated with his life.
2. Committee structure and sign up: The chairpersons of the proposed committees formed a steering committee until a formal charter and incorporation as a 501C3 non-profit organization could be formalized and an educational association could be formed. John Berger was drafted by Donn Werling to oversee this plan, the choice of Ford

sites to be included and the plan for future meetings. The site plan included securing historic designation and preservation, fundraising and other actions on behalf of these Ford related properties

3. The plan for future meetings and an annual conference (which evolved into the reestablishment of the Henry Ford Birthday celebration)
4. Discussion of future Ford related memorabilia/swap meets
5. The plan for a newsletter and other publications with regular reports from each of the Ford related sites
6. A membership drive
7. Dues and finances

At the end of the meeting Donn Werling led a tour of the Fair Lane Estate's new "Ford Discovery Trail". ♦

## 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](mailto:HFHA@HFHA.ORG) and should include photos in the JPEG format. We all look forward to meeting your favorite Ford automobile soon!



## Our Member's Model

By Hank Czerwick

**Vehicle:** 1923 Ford Model T

**Owners:** Hank and Marlene Czerwick

**Location:** Dearborn, MI | **Years owned:** 35

**M**y wife Marlene and I have had Ts ever since we were married over 52 years ago. Oh, there were lapses, but usually these were filled in with Model As. However, my one true love was and is the car that many call "Tin Lizzie".

Our 1923 Touring, is the one that we've had the longest. It was purchased indirectly from someone who had been on assignment in Argentina. As part of this person's personal belongings, this Model T Ford was crated up with the rest of his things and shipped back to the United States.

The car had been a daily driver in Argentina at the time it was purchased by the Ford employee. While there, it had a kind of "restoration" performed, because when it came to the United States, it had a fresh paint job (on top only, but still rusty on the bottom), a new top with make-shift side curtains, and genuine leather upholstery (this model-year car would have had leatherette). I eventually overcame these problems with a complete restoration.



*Hank's Tin Lizzie won an award for the most unusual holiday decoration.*

Clara's graves on Christmas Day. Our daughter and her groom were driven home from their wedding at Fair Lane and several other brides also enjoyed transport to and from their nuptials as well. With a bow on its spare tire, and a back seat full of gift wrapped boxes, it sat on our lawn illuminated with a spot light—the city gave us an award for a most unusual holiday decoration.

The greatest satisfaction that has come from owning this car has been our grandson's interest in it. Ever since he was old enough to hold a wrench he has been involved. At car shows, he is the car's official ambassador—able to tell onlookers about our car's history and its Argentinean heritage. He is the natural and obvious heir to our "Tin Lizzie".

*Hank is the father of Jennifer (Czerwick) Ganem, author of the Dearborn Inn book we featured in the Spring Ford Legend. ♦*



*Hank Czerwick with his grandson, Andrew, and mother-in-law, Cecilia.*

Countless outings with our restored car were enjoyed including participation at Greenfield Village's "Old Car Festivals." We also partook in Dearborn Model T Club events, activities associated with special events at Fair Lane (at one such event, Edsel Ford II sat in our car, was photographed, and subsequently featured in our local newspaper), and even visited Henry and



*Hank dressed in period attire with his grandson, Andrew.*



# SPRING FIELD TRIP TO THE EARLY V-8 FORD FOUNDATION AND TO THE AUBURN CORD DUESENBERG MUSEUM

Photos by Mark Campbell



*The whole group with Bob Malley. President of the Early Ford V8 Foundation*



*Tom Cole and Richard Duncan*



*Donn Werling and Ruth Bruce*



*Ed Maurus and Bob Degenhart*



*Bob Malley and Richard Duncan*



*Tony Wade and Jim, guest of Richard Duncan*

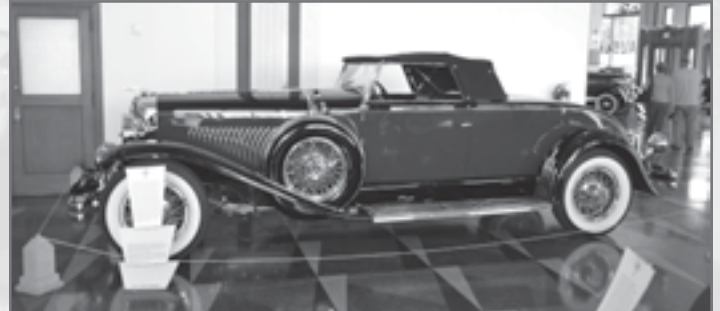


*Dennis Schwecke*



*Otto Grau*





Designed by  
William B. Stout,  
creator of the  
Ford  
Tri-Motor

# WHAT IS YOUR FORD IQ? by John Berger

History may be “more or less bunk”, but everyone should know these...

## FORD FACTS\*

**SCORING: 14-15 expert; 12-13 good; 10-11 average; 8-9 fair; 0-7 GM ENTHUSIAST.**

*\*Quiz questions as originally printed in the December 1992 issue of the Ford Legend.*

1. What was the name of Henry Ford's paternal Grandfather?  
A) Henry                      B) William  
C) George                    D) John
2. What was Henry's mother's maiden name?  
A) Litogo                    B) Clay  
C) O'Hara                    D) O'Hern
3. Where was William Ford born?  
A) England                  B) Detroit  
C) New York                D) Ireland
4. William & Mary Ford were married on:  
A) April 25, 1861          B) July 29, 1863  
C) June 25, 1858          D) April 15, 1865
5. Henry Ford's middle name was:  
A) Bryant                    B) Willie  
C) O'Hern                    D) He had none
6. Henry Ford was born in a house near (today) Ford Road &:  
A) I-94                        B) Evergreen  
C) Greenfield               D) Southfield
7. What would you see at that spot today?  
A) Cornfield                B) Retirement community  
C) Marker                    D) All of the above
8. How many years of public school did Henry complete?  
A) 6                            B) 0  
C) 2                            D) 10
9. Why was 1876 a particularly memorable year for the Fords?  
A) Mortgage paid off      B) Mrs. Ford died  
C) Fire occurred            D) Henry was born
10. Which was Henry's first employer?  
A) Edison Illuminating    B) Flower Bros.  
C) Michigan Car Works    D) Chrysler Corporation
11. What did he do there?  
A) Ran steam engines      B) Assembled light frames  
C) Labored on streetcars
12. Where did Henry & Clara meet?  
A) Hayride                  B) Ice cream social  
C) New Year's party       D) Train trip
13. In which year was Clara born?  
A) 1860                      B) 1855                    C) 1870  
D) 1866                      E) 1865
14. Which was Clara's middle name?  
A) Had none                B) June                    C) Bryant  
D) Jane                      E) Sara
15. Clara's Marriage to Henry was delayed by Mrs. Bryant because:  
A) She wanted her to marry Ransom Olds  
B) Clara's age              C) Henry was too poor

**SEE PAGE 22 FOR ANSWERS!**

## 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](mailto:hfha@hfha.org)



## **CORRECTION TO THE ARTICLE, "EBAY AND FORD MEMORABILIA" BY BRUCE NELSON**

Tim O'Callaghan sent us the following:

The last edition of the *Ford Legend* (Spring 2012) mis-identified the 1933 Ford show coins. The Ford oval token was actually issued in Detroit, while the Ford grille token was given out in New York. In the Nov-Dec 1999 issue of V-8 Times, Dave Cole (editor of *The Way of the Zephyr* magazine) wrote an article entitled "Anniversary Collectibles" which covered the fact that these coins have been mis-identified for some years. He quotes from a November 1933 issue of the Ford News magazine reporting on the Detroit Show in October, "Eight tons of copper were used to stamp out nearly 700,000 of these pieces." The Ford oval token is copper whereas the Ford grill token is brass. In addition, Cole points out that the grille on the New York coin is that of the 1934 Ford and the same image is contained in the booklet distributed at the New York show.

I think a correction should be made in the next issue of the *Ford Legend*, as we of all publications should reflect accurate information. This is in no way meant to detract from the balance of Bruce Nelson's article.

Bruce's response was that the information he used was found in Lorin Sorensen's *The Ford Shows* book, and apparently Mr. Sorensen also got the information wrong. So, we set the record straight!

## **HAVE QUESTIONS ABOUT HENRY FORD?**

**THE BENSON FORD RESEARCH CENTER  
HAS THE ANSWERS.**



Contact us at:  
research.center@thehenryford.org  
or

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

## **ELECTIONS**

### ***WANTED: NEW BOARD MEMBERS***

**We are looking for new Board  
Members to fill a 2 year term  
2012-2014**


**If you are interested please e-mail  
[hfha@hfha.org](mailto:hfha@hfha.org)**

**Qualifications**

**You must have been a dues paying  
member for at least 2 years**



## **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>

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

**Just go to: [www.hfha.org](http://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](mailto:hfha@hfha.org)**

# Ford Funnies



*From the collection of Peter Winnewisser*

## TREASURER'S REPORT

By Mark L. Campbell

**Beginning Balance as of 1-31-12 ..... \$20,345.30**

### Income

Membership Dues.....\$3,265.00  
 Spring Trip.....\$960.00  
 Merchandise.....\$12.00  
 Interest Income.....\$104.78

**Total Income..... \$4,341.78**

### Expenses

Newsletter (Spring 2012) .....\$2,015.00  
 Membership - Printing.....\$24.00  
 Membership - Supplies.....\$122.83  
 Membership - Postage .....\$198.00  
 Miscellaneous - Recruitment .....\$98.93  
 Miscellaneous - Communications.....\$50.85  
 Miscellaneous - Postage .....\$5.15  
 Restricted Gift - HFE Gardens.....\$35.00  
 Spring Trip.....\$348.63  
 President's Fund.....\$17.75  
 2011 Tax Prep.....\$87.50  
 USPS Bulk Rate License .....\$190.00

**TOTAL EXPENSES.....\$3,193.64**

**Ending Balance as of 4-30-12 ..... \$21,493.44**

## MEMBERSHIP REPORT

By Carrie Adams

June 1, 2012

**Total Memberships = 588**

**People on Membership Roll = 779**

Model T = 343

Model A = 139

V8 = 59

Lincoln = 17

Truck = 10

Automobile (Dealership) = 4

Henry Ford (Lifetime) = 16

## Welcome New Members!

Mr. Gifford Albright

Earl & Debbie Baker

Mr. Todd Bryan

Mr. Gary Davis

Dick & Barbara Deming

Ford Piquette Avenue Plant

Mr. John Fullen

Mr. Maurice Longsworth

Ms. Susan McCabe

Dr. A. Ben Ridings

Mr. Baron Wright

## ANSWER KEY FROM PAGE 20

1. D    2. A    3. D    4. A    5. D    6. C    7. D  
 8. A    9. B    10. C    11. C    12. C    13. D    14. D  
 15. B

## BOARD OF DIRECTORS

Henry Ford Heritage Association

2010 – 2012

### OFFICERS

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

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## 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: [hfhfa@hfhfa.org](mailto:hfhfa@hfhfa.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

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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
Bradford and Kristen Minners	Allen Leonard
Paul & Lynn Alandt	

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





*The front car pictured is a Custer Car with a 6-7 year-old Josephine Ford behind the wheel. The middle car is a 1930 M.G. Midget Sport Two-Seater Model 8-33 with a 12-13 year-old Henry Ford II behind the wheel. In the back is a 1929 Model L Five-Passenger Sedan with a 10-11 year old Benson Ford behind the wheel.*

*From the collections of the Henry Ford (P.O. 9295 / THF25176)*

## THE FORD LEGEND ACKNOWLEDGEMENTS...

### Newsletter Committee Members:

Joe Adams	Mark Campbell
Carrie Adams	Frank Scheidt

### Editor:

Carrie Adams

### Assistant Editor:

Frank Scheidt

### Photographers:

Mark Campbell

### Additional Material:

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Ruth Bruce	John Berger
Megan Callewaert	Mark Campbell
Hank Czerwick	Mr. Dominguez
Ann Fitzpatrick	Dick Folsom
Cheryl Kimberly	Cynthia R. Miller
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### Layout & Design:



Mel Printing - Jenna Taylor

## 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](http://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**