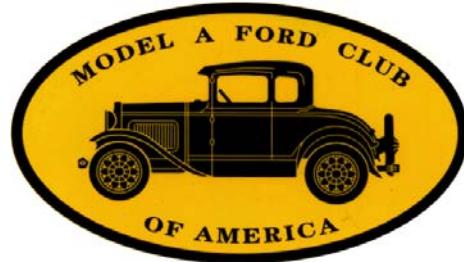


NAPIER A'S

Model A Ford Club

P.O. Box 245 □ Naperville, IL 60566



July 10, 2018 Minutes

MEMBERS PRESENT:

Larry Benischek
Stu Carstens
Mike Durec
Gene Egert – President
Tom Eklund – Vice President
John Emmering

Bill Johnson
Dan Manola
Nick Mazzarella - Secretary
Nicholas Mazzarella*
Steve Paul
Alan Petrik
Tom Thompson

Rich Volkmer
Jim Weaver
Gar Williams
Lindy Williams – Treasurer



President Gene Egert
gaveled the meeting on
Tuesday, July 10, 2018 at
7:00 pm, and adjourned at
8:10 pm at the *Warren Tavern*. There
were 17 people in attendance.

*The Naper A's WEB SITE designer
Nicholas Mazzarella was in attendance,
and was introduced to the group. Wel-
come **Nick!**

TREASURER'S REPORT:

Treasurer **Lindy Williams** reported the
current balance was \$2101.79.

Transactions for the last month: \$103 for
screen print set-up, \$25 for dues, \$24
from sticker sales, and \$14 for reimburse-
ment to Gene Egert.

SECRETARY'S REPORT:

Secretary **Nick Mazzarella**
informed the members that
Rick Volkmer donated a Gate-
way Laptop with all software
and accessories to the Naper
A's for secretarial use. **Thanks Rich!**



These minutes are the first being done on
the laptop with Publisher software.

NOTE: <<<<<



*We are entering the
last months of sum-
mer and our options
for tours are down
to five events in our schedule.*

Meeting Snacks in 2018



January – Jim Weaver
February – Tom Eklund
March – John Emmering
April- Gene Egert
May- Stu Carstens
June 5- Ray McMahon
July 10- Tom Thompson
August 7- Bill Johnson <<< Next
September 4- Alan Petrik
October 2- Rich Volkmer
November 6- Lindy Williams

Thanks to Tom Thompson for cookies!

2018 Tour and Event Dates — *Table Updated Monthly*

JANUARY Larry Benischek's garage to check out his Model A – 12 th Sat 8:30 am	FEBRUARY NA	MARCH Alan Petrik's garage to check out his 29 Tudor – 9 th Fri 9:30 Swap Meet at Friendly Ford in Roselle – 18 th Randy Yockey Museum Tour – 25th
APRIL Peoria Swap Meet 7 th Annual Frost Bite Tour – 22nd	MAY Route 66 Festival Tour - 5 th /6 th Rich Harvest Farms Tour – 5 th Annual Safety Check at Voegtle's Auto – 19 th 8:30 to 11:30 am Sandwich Fair Car Show – 27th Cavalcade of Planes Clow Airport – 31 st	JUNE Glen Ellyn Auto Fest – 2 nd Downers Grove Cruise Night for Model Ts and As – 8 th Sharon Model A Day – Sunday 3 rd Naperville Classic Car show – 16 th Oakbrook Car Show – 16 th
JULY 4 th of July Parade in Warrenville - 3 rd Naper A's July Meeting – 10 TH Naper A's Garage Tour – 14th Pancreatic Cancer Walk – 15 th	AUGUST Union, IL Auto Show – 5th Sycamore Steam Show - 9th-12th	SEPTEMBER Cantigny Car Show/Possible Club Picnic – 16 th Gilmore Museum 7th Annual Model A Day - 15th/16th
OCTOBER White Pines—TBD	NOVEMBER Annual Illinois Valley Thanksgiving Dinner, TBD	DECEMBER Annual Naper A's Christmas Dinner at Bohemian Crystal Restaurant – 2nd

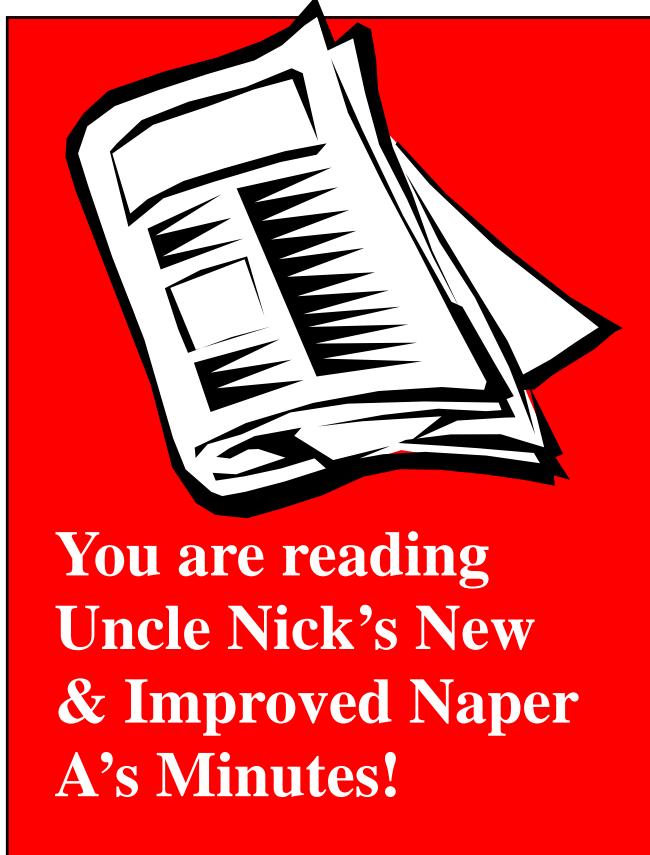
OLD BUSINESS:

The previous and planned upcoming events were discussed.

1. The Warrenville July 4th Parade was attended by 5 cars.
2. The Naperville Father's Day Car show was attended by 7 cars.
3. The Pancreatic Cancer Walk is on July 15th in Naperville. Walkers will meet at the River Walk at 8:00.
4. The annual Garage Tour has 11 committed to attend. The group will meet at the Target Parking lot at 7:30.
5. The Union, IL Rail Museum's annual Transportation Extravaganza is on Sunday, August 5th. Eight attendees said they were going. Drivers will meet at 7:30 at the corner of Route 59 and Batavia Road, OR at the West Chicago VFW on Route 59. The two groups will join up at the VFW and process from there to Union, IL. Maps will be handed out at the meeting place.

NEW BUSINESS:

The new club T-Shirts and patches came in and Gene passed them out to those who ordered them. Additional shirts and patches can be ordered at any time.



Upcoming this month:

- August 5th– Union, IL Rail Museum Transport Show.
- August 9th through 12th – Sycamore Steam Show

Our Next Meeting is Tuesday, August 7th at 7:00 PM at the Warren Tavern.



TECHNICAL DISCUSSION:

Larry Benischek gave a really excellent presentation on engine oil covering early oil types and its evolution over the decades.

The presentation was done power point and Larry will send it out by email to the membership.

There was great deal of good information including some sample of oils in vials for our comparisons. **Great job Larry!**

Dealers and Web Sites to Note:

American Science and Surplus, <https://www.sciplus.com/> sells lots of interesting stuff for science experiments and projects. They are located at 33W361 Roosevelt Rd (Route 38), 1/4 mile east of Kirk Road.

DLT Upholstery, <https://www.dltcorporation.com/> sells automotive interior materials and tools at reasonable prices. 27735 Diehl Road, Warrenville, IL 60555. 1(800) 458-3500.

Mel and Randy Gross, 904 N. Third St Montebello, CA. 323.726.5712. Order by phone only.

Starters, generators, alternators, brake drums, modern steering unit

Mail Truck in Oak Creek, WI has Model A parts at good prices. They operate on check only basis. You have to call to make an order and when you get the invoice you send a check for the amount. Then the parts get shipped. The prices make the effort worthwhile. The web link:

<https://start.cortera.com/company/research/k7k6nqo5l/mail-truck-model-a-parts/>

John Marshall Model A wheel drums sales and service in Peotone, IL Phone [708-258-0685](tel:708-258-0685).

A break shop in Wisconsin called **Rock Quiet Brakes** that do brakes for a very reasonable cost. The work has been excellent.

REX Radiator in Joliet and several other locations still does copper/brass radiator rebuilding, and is one of only a few places that do this kind of work. **EPA**

rules have made this business very expensive to conduct.

Antique Engine Rebuilding, 4835 Louise, Skokie, IL 60077. Rich Fallucca is the owner. Web site is...
<http://www.antiqueenginerebuilding.com/>

Rockauto at <https://www.rockauto.com> is a good online source for modern auto parts.

FunProjects, Excellent aftermarket cut-outs and regulators by John Regan at www.funprojects.com

Bert's Model A Center at <http://modelastore.com/> is another good source for hard to get Model A parts.

Winning Colors, 14409 Edison, New Lenox, IL 60451, phone: [815-462-4810](tel:815-462-4810). Contact; Mark Cryer. They do powder coating of wheel/rims at reasonable prices.

The Henry Ford Archive web site:
<https://www.thehenryford.org/collections-and-research/digital-collections/search-results#terms=Model%20a&f.type=photographs&years=0-0&perPage=10&pageNum=1&sortBy=relevance>



What Henry Ford meant when he said “History is bunk”

Henry Ford was a complex and contradictory man who left behind a sometimes perplexing legacy. And it certainly helps little that his biographers—himself included—have complicated him and his legacy further by layering their own interpretations, obfuscations, and omissions atop biographical facts, confusing many an issue related to him. Ironically, those complications have, today, made it rather difficult to parse what exactly Ford meant when he famously claimed that “history is bunk.”

At least twice in May 1916, with war ravaging Europe and Americans debating whether the country should involve itself, Ford made similar comments in interviews defending his belief in non-intervention. To Charles N. Wheeler of the *Chicago Tribune*—who published a three-part interview with Ford culminating in the article in question on May 26—Ford said

History is more or less bunk. It is tradition. We don't want tradition. We want to live in the present and the only history that is worth a tinker's dam is the history we make today.

That's the trouble with the world. We're living in books and history and tradition. We want to get away from that and take care of today. We've done too much looking back. What we want to do and do it quick is to make just history right now.

However, 10 days prior, Henry A. Wise Wood of *The New York Times* reported similar sentiments in an article titled “[A Wild Mental Journey with Ford](#)” and subtitled with Ford’s “History is myth” quote.

When in our “discussion” of a nation's need for defensive strength history was appealed to, Mr. Ford replied that he did not

believe in history, that history was of the past and had no bearing upon the present and that, there being nothing to be learned from it, history need not be studied nor considered. The American Revolution he refused to have touched upon, saying that the Revolution was “tradition,” that he did not believe in tradition.

Regarding the specific “History is bunk” quote, *The New York Times* did use that exact wording [when covering a Ford speech in October 1921](#), in which Ford appeared to rail against organized labor.

What exactly Ford was getting at in 1916 and how dismissing history defended his non-intervention stance, nobody seemed able to articulate but everybody seems willing to explain and interpret. One explanation posits simply that Ford was trying to dissemble using a debate tactic he often deployed called the ‘Ford flurry’ or the ‘Gish gallop’ in which Ford threw out an array of arguments or statements of fact when cornered or when he couldn’t muster a sufficient response.

Another interpretation assumed Ford meant that a devotion to lessons from the past prevented men from correctly assessing the present and dealing with its challenges. Such devotion “may encourage us to make war out of historical grievance,” Robert Fulford wrote in 1999, discussing an essay by Eugen Weber. “In 1914 all the European leaders knew history, Ford said, yet they blundered into the worst war ever.”

Others have argued that Ford was simply trying to keep mankind from getting bogged down in the past (“[Live in the present!](#)”) and offering as an alternative a view of a future in which industrialists such as himself could improve the human condition. As [The History Company wrote in 2011](#), blending in another quote attributed to Ford, “The quotation gained wider currency because it echoes so well with the development of his business: if history means being stuck in a time warp all we would need is a faster horse rather than an engine to replace the horse.”

Still others have since pointed out that Ford had no intention of dismissing history altogether,

including Ford himself. Rather, he believed that history, as taught in textbooks, focused far too much on kings and battles and far too little on how the common man lived. As Geoffrey C. Upward [wrote in his 1979 book](#) *Home for Our Heritage: The Building and Growth of Greenfield Village and Henry Ford Museum*

...what (Ford) meant and explained many times in later years was that written history reflected little of people’s day-to-day existence. ‘History as it is taught in the schools deals largely with... wars, major political controversies, territorial extensions and the like. When I went to our American history books to learn how our forefathers harrowed the land, I discovered that the historians knew nothing about harrows. Yet our country depended more on harrows than on guns or great speeches. I thought a history which excluded harrows and all the rest of daily life is bunk and I think so yet.’

However, that smacks of rationalization rather than rationale. As E.G. Liebold, Ford’s personal secretary, quoted Ford in his 1919 *Reminiscences*, Ford planned to start up a museum and give people a true picture of the development of the country. That’s the only history that is worth observing, that you can preserve in itself. We’re going to build a museum that’s going to show industrial history, and it won’t be bunk!

His historical revisionism regarding his own quote directly stems from the drubbing he took that very year during his libel suit against the *Chicago Tribune*. The lawsuit, not directly related to the Charles Wheeler article referenced above, regarded an editorial the *Tribune* wrote in June 1916 titled “Ford is an Anarchist,” in which the *Tribune* took Ford to task for denying aid to workers deployed via the National Guard along the Mexican border. In the editorial, the *Tribune* described Ford as “an ignorant idealist” and “an anarchistic enemy of the nation.”

The trial, as David L. Lewis described in [The Public Image of Henry Ford](#), lasted from May to August of 1919 and hinged largely on Ford’s lack of sophistication.

the newspaper’s attorneys, seeking to prove that Ford was every whit the ‘ignorant idealist’ which the offending editorial had said he was,

ranged far afield in their questioning to show that the manufacturer was one of the least well-informed national figures in the country. On cross-examination, Ford could not say when the United States was created, nor did he know when the American Revolution was fought (he ventured the year 1812). Led into definitions, he answered like a truant schoolboy. A mobile army was ‘a large army mobilized;’ the Monroe Doctrine was ‘a big-brother act;’ anarchy was ‘overthrowing the government and throwing bombs.’ Delighted newspaper cartoonists showed Ford standing in a corner with a dunce cap on his head.

Lawyers for the *Tribune* even brought into evidence Ford’s “history is more or less bunk” quote, [asking him directly what he meant by it](#).

“Well, I haven’t very much use for it,” Ford said. “I didn’t need it very bad.”

Elliot Stevenson, one of the *Tribune*’s lawyers, responded. “What do you mean? Do you think we can provide for the future and care wisely with reference to the future in matters like preparation for defense, or anything of that sort, without knowing the history of what has happened in the past?”

“When we got into the war, the past didn’t amount to much,” Ford said. “History didn’t usually last a week. In the present war, airships and things we used were out of date in a week.”

Ford may well have been referring to the first vehicles built at the Rouge plant, the Eagle submarine patrol boats built on contract to the U.S. Navy. Starting in 1918, Ford completed just three of the boats before the signing of the armistice that ended World War I. Given the timing, Ford’s explanation for the quote in the libel suit simply rings false.

It’s certainly possible, given the fact that Ford employed the phrase on multiple different occasions in 1916, that Ford believed industrialization made history irrelevant, just as many

Silicon Valley entrepreneurs today believe in the outsized impact of their various disruptions. Or it’s possible that he truly believed mankind is incapable of learning from the past and is thus doomed to repeat it (or, as Mark Twain [may or may not have said](#), “History may not repeat itself but it sure does rhyme.”) And Ford’s later belief in his personal history, social history, and the history of the individual certainly led to the creation of one of the country’s largest museums of the vernacular, The Henry Ford and Greenfield Village.

Then again, as the *Chicago Tribune* libel trial revealed, Henry Ford—as brilliant an engineer as he may have been—was indeed ignorant of history and more than likely first uttered the phrase “history is more or less bunk” to distract from his own shortcomings. As Lewis wrote, “Ford’s statement struck a responsive chord in the hearts of countless ex-schoolboys who had the same belief but lacked the ability to express it as tersely as Ford.”

The advertisement features a black and white photograph of two men in a vintage car. One man is looking out the window, and the other is looking back. A speech bubble from the man in the car asks, "Hey Pops, you going to MAFCA's National Tour in Utah's colorful Red Rock Country?" Another speech bubble from the man outside says, "Clara and I wouldn't miss it!" The top of the ad reads "Canyonlands National Tour" and "October 7-11, 2019". To the right is a logo for "MAFCA CANYONLANDS 2019 NATIONAL TOUR" featuring a classic car. At the bottom, text reads "See America's Most Beautiful National Parks No. Rim Grand Canyon Zion Bryce". A small logo for "Early Bird Newsletter" is in the bottom right corner.