

Special Edition

The Valley News

The Journal of the Missouri Valley Model A Restorer's Club



Terry Oberer
1943-2012

Dedicated to the Appreciation, Enjoyment and Preservation of the Model A since 1959

**MVMARC
VALLEY NEWS
Special Issue**

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President's Corner

By Charles Henerey, President, MVMARC 314-821-1876

On a cold winter night, I attended my first Model A Restorers Club meeting. Before I could figure out who the officers were a 50/ 50 drawing was held and a tech session was underway. Some references and questions were being directed to one Terry Oberer. It was obvious that he could answer all my questions. I waited for what I thought was an appropriate moment and proceeded to ask him a question or two that were of the "how to improve my Model A" variety. The response was a lengthy explanation of why the Model A functioned perfectly well the way it was designed and built. I got the distinct feeling, that I had a lot to learn. It took many of these type questions before Terry's message was properly absorbed. I have since learned to embrace the concepts that the Model A is only original once and that we are only the temporary caretakers of our cars. Terry's many messages and influence live on in the memories of all of us whose lives he touched throughout his life.

From the New Editor

By Richard Dann, Editor, Valley News 713-898-9237

Terry Oberer lost his battle with cancer on August 4, 2012. In honor of his dedication to all things Model A, we have decided to run a special edition of the Valley News.

The impact that Terry had on our club over many years has been profound. As a founder, Terry has been involved with this club for two years longer than I have been alive, and I am 50!

As I've found out, Terry was more than a Model A enthusiast. Within the antique automobile world, Terry was known far and wide. Read the letter from the president of the Early V-8 Ford Club and you'll see what I mean.

Thanks
Rich Dann.

(Front Cover) Terry Oberer's immaculate 1930 Tudor. The smile on Terry's face says everything.

Remembering Terry

By Bert Schott

In thinking about the most unforgettable people I have ever had the privilege of knowing, Terry had to be the one that comes first to mind. He is an icon for tireless perseverance, enthusiasm for life and the ultimate teacher. To the Model "A" enthusiast he was the "Great Guru" that you would climb to the mountain top to get his answer to the question that no one else in the world would know. Loved by all and remembered by everyone, he was always willing to help with his detailed technical explanation of Henry's engineering.

I was always impressed by his organized mind and attention to minute detail in everything he did from the way he designed his house and made an exact scaled miniature for his father to see to the way he organized all of his tools and parts.

Once I called about a part that wasn't fitting quite right on my '29 Roadster and off the top of his head he gave me the page number in the book, the paragraph and specs for the proper bolt and degree of tightness. I looked up the Ford Service Bulletin and there it was. Another time he was doing a brake job for me and noted that I needed new drums. I didn't want to go for the cost of new ones so Terry found some good used ones in Colorado and...I couldn't believe it...he brought those heavy drums back on the airplane. It's impossible to remember all the times he went way out his way to help with things that he considered "no big deal".

And don't forget his dry sense of humor that hits you when you least expect it. Once at the Hershey Swap Meet we were talking about how you knew by the traffic and the types of cars and trailers on the highway that you were getting close to Hershey. He said, "Yes...you can smell the rust!"

He lived life fully and seemed to enjoy every minute and yet he was comfortable and prepared for the outcome he anticipated. I would like to think that when he closed his eyes for the last time he saw himself driving down the road in his restored Tudor, looking down at his favorite scenery in Colorado and off into the sunset. We have been very blessed to have known him and he will always be with us.



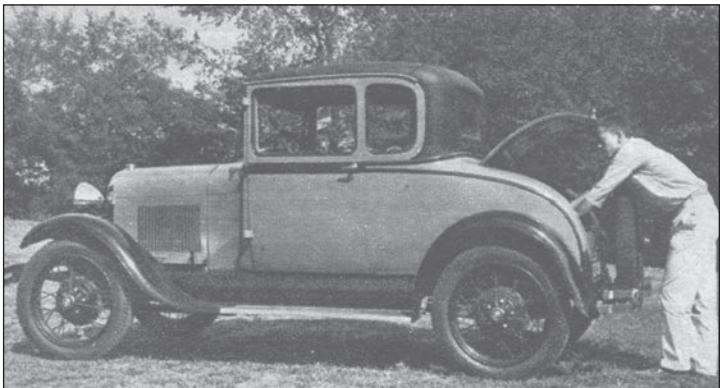
Terry is seen here at the helm of his Model A, Terry had a passion for the Model A. He was never too busy to assist a "newbie" in the finer points of restoring and maintaining an "A". .



Terry's first car was a convertible...Seriously though, he bought that first Model A at the ripe old age of 14, and spent the rest of his life dedicated to the appreciation and operation of the "A". .



Terry sits near a quonset hut. Judging from the short hair and the quonset hut, this was from Terry's military days.



A young Model A enthusiast, 17-year-old Terry Oberer of Kirkwood looks into the trunk of his 1928 Coupe. He purchased the car when he was 14 for \$150.00 and restored it himself.

Terry told me last week that at the next start-up party, he will be accepting long distance phone calls for advice. Terry lived life to the fullest, made the most of every minute, and was one of my best friends. I think God had a Model A that needed fixing & Terry was the chosen one. I feel truly blessed to have known... One of the best Model A guys & one of the most talented mechanics I have ever met... Rest in peace my dear friend.

Mark Schenberg & Family

More Thoughts

By Greg Piel

Terry Oberer was my first contact with the MO Valley Region Model A Club. I emailed him requesting information on Model A Fords as I was in the market to purchase one. I sent my request and within minutes I received a phone call from him. Being an absolute novice, I had plenty of questions. Terry politely answered my questions and rattled off so many facts and figures about Model A's that I could not possibly write it all down. He was extremely helpful. He encouraged me to attend the next meeting and join the club.

Terry was always there to help me with my car. If he wasn't turning a wrench he was giving me valuable advice and answering my questions. I've never met a person who had so much detailed knowledge about his hobby. But the Model A Ford was more than just a hobby to Terry; it was his life's passion. We will miss you Terry. We'll miss your generosity, your sense of humor, your wealth of knowledge and your contagious smile. God's angels won't need wings anymore, they'll all be driving Model A's.

Godspeed Terry and thank you for all you've done for us.

It was a great loss to hear that Terry Oberer, our friend, had passed away yesterday. He was a known historian of Model A Fords throughout the Midwest. I can remember when I bought my first 1931 Model A truck from a Museum in High Ridge and Terry helped me get it running.

My family and I will truly miss him.

Terry Yount

I've known Terry since 1988 at the national meet here at the Holiday Inn. I have so many great memories and thoughts. He was such a great inspiration and a truly great man inside and out. I loved him and will miss him beyond anything feeble I can write. Here's to you Terry. Thank you so much.

David Stukenbroeker



Terry and Larry Shepard sharing a laugh. .



It is hard to believe, but just about 10 years after this photo was taken, Terry was restoring his first Model A. .



Father and Sons. .



Terry Oberer in his natural habitat, head down inside the cowl of a Ford Model A. Terry's knowledge of the Model A was legendary, and restorers across the U.S. regularly contacted him for guidance. .

A Photo Says It All



More Model As from Terry's celebration of life. (Gene Cogorno). .



Terry, Greg Piel and Val Piestrup enjoying a cold beverage at a Model A function. .



As seen in this photo, Terry's life celebration was very well attended. (Greg Piel). .



Terry is seen here donating \$5,000.00 to the Model A Ford Museum at Gilmore in Hickory Corners, Mich in 2011. .



Ten of 14 Model As that attended Terry's memorial service can be seen in this photo. Terry would have been pleased with this turnout! (Robie Haines).



Bob Austin and his wife Nell delivered Terry's 1930 Tudor to Terry's brother Eric in mid-September 2012. Eric and his wife Donna live in Colts Neck, NJ, just a few short miles from Bob's boyhood home. (Bob Austin). .

Terry and the Start-Up

By Terry Oberer and Phil Ieradi

Start Up parties - What a ride! We have had 19 wonderful Start-Up parties, each one better than the one before. It is impossible for me to pick the best one. It started on May 7, 1995 where a group of club members got together to see if we could start Robie's coupe; "Ada", that sat idle for 34 years. What a blast! We had such a great time that we decided to do it every year.

2nd Start Up Party (1996)

The 2nd car was Komyati's 1929 Roadster. Not much was needed to make this car run. Otherwise, nothing was needed but timing, check spark, and attach a fritz jumper. Plugs were replaced and with a short crank of the starter, the car started with a cloud of smoke, then running.

3rd Start Up Party (1996)

The 3rd starter car was done in the same year as the 2nd. It was Greg Cohill's 1929 Fordor. This is where I decided all we needed were three basic things to run: fuel, compression, and ignition. After 35 minutes the car coughed and we decided to change the carburetor. We tried again and it started right away.

4th Start Up Party: (1997)

This was a unique car. This was Phil's first car. He drove it in college. It was a 1931 Victoria, named "Old Faithful." It never let him down in college, but then it sat for 27 years in a garage. After checking for fuel, compression and ignition ...they were fine. The starter gear would not engage the fly wheel and with a little bit of WD-40, the car started right upand was driven. Phil was overwhelmed and took it for a ride.

5th Start Up Party: (1998)

The 5th start up car was Mike Leitner's car; a 1931 Tudor. It was determined that the car needed a good ground cable from to engine to the frame. With hand cranking the engine was brought to life.

6th Start Up Party: (1999)

The 6th start up car was Bob Pettit's 1932 Fordor. (This was the only non Model A start up car). The car had been in the family since it had come off the showroom floor. It still had a 4-cylinder engine so we still considered it a Model A Ford.

7th Start Up Party: (2000)

"Cream-Puff" was Grant McLaren's 1931 Fordor which hadn't run for 36 years. The odometer on this car showed 79,000 miles which gave Grant a good candidate to provide the basics of a "nostalgic rod" which was his reason for buying it. The car started very easily.

8th Start Up Party: (2001)

The 8th starter car was a 1929 Tudor and it belonged to Fred Burk. The car had no body other than a cowl and a windshield. After 21 years of sitting, (Fred's Folly), it started up easily and he proceeded to take his mother for a ride. This car would eventually become a Model A Huckster.

9th Start Up Party: (2002)

The 9th start up car was JoyDrewel's 1930 Coupe named "Joy's Toy" and hadn't run in 27 years. The start up car idea began as a simple fun day with a few people - now turned into quite an elaborate Model A party. Lots of people attended, Jeff Buckley provided the beer, the club provided barbecued meat and members brought side dishes. Phil provided a specially decorated

commemorative cake that got better with each start-up cake. With the team installing a few workable components, the car sputtered to life with a lot of smoke. It took one hour and 18 minutes. After eating, everyone celebrated with a water balloon war that was to become an annual event.

10th Start Up Party: (2003)

Millie and Dale Kruse's 1929 sport coupe was this year's start up car. It had not run for 28 years. This was another family purchased new car that was passed on to Dale. The car was originally a farm vehicle and latter in life became Dale's first car. As the 10th start up car, it took only 28 minutes to get it running again.

11th StartUp Party: (2004)

The 11th start up car, "Tootsie", a 1930 Fordor was a rusted bucket of bolts that looked like it had just come out of a junkyard. It was purchased by Mark Schenberg. Tootsie had not run for 52 years and was missing an engine head. No one thought this car would ever run. After 47 minutes of installing a head, a water pump, a belt, a generator, a distributor, spark plugs, battery, radiator hoses, fuel supply, ignition wiring and a temporary fuel supply, filling the radiator (topped off with a Bud Lite can) the car came to life. It had a leaking water pipe that was patched up with a Tootsie Roll.

12th Start Up Party: (2005)

The 12 start up car, was Sam Cornelius' 1929 coupe. He had owned it for many years. After sitting in a barn for 34 years, it was used as the 12th start up car, and named, "Sammy." Sam was Mike Leitner's father-in-law. When we were looking for a 12th start up car, Mike thought it would be great to get this car started up. Sam G; Q~ad nine children and they all remembered riding in it. Lo and behold, we got the car started. The whole family was there. It was an exciting time for the family and especially for Sam.

13th Start Up Party: (2006)

So far we had gotten 12 Model A's running and driven. Could we do it again? The 13th car was Pam Muhall's 1928 Coupe, named "Pez". Pez had not run in 27 years. Pam's father always gave Pez candy to his grandchildren, hence, the name of the car. The start up cake was decorated with Pez candy decorations of and music from the Ozark Mountain Bluegrass Band provided entertainment. It was a wonderful event, but could we get the car started? The number two and three cylinders would not fire because of stuck valves. We were able to get the car started on two cylinders, one and four, and with flames in the carburetor, and club members pushing, the car was driven to the garage apron.

14th Start Up Party: (2007)

"Mater" came to life after 39 years of not running. Paul Ganninger's. panel truck became the 14th start up car. The truck was made up to look like Mater in the "Cars" movie and it drew lots of attention. After a delicious barbeque meal and bluegrass music, we proceeded to get the truck started and driven.

15th Start Up Party: (2008)

The 15th start up car, "Smurf", was Sonny and Barb Ketchum's. coupe which hadn't run in 37 years. This was one of the best attended events, but it took almost two hours to get Smurf running. It was plagued with many ignition problems. But, as with previous start up cars we got it running and drove it.

16th Start Up Party: (2009)

Geraldine was a 1929 roadster that had been sitting in the barn for 49 years. It was purchased by Ted Beishir and after

sitting in Ted's bam for a year, it was used for our 16th start up car. As usual, after a lot of food, drinks, plus a short rain delay and the arrival of the Byrnes Mill police to discuss a traffic issue with our own David Stuckenbrocker (with the help of Mayor Oberer David was set free), we proceeded to get Geraldine started. In one hour we had it running.

17th Start Up Party: (2010)

The 17th starter car, a 1930 coupe, owned by Junior (the tire kicker) didn't have a name. So, it was appropriately named, "Betty Boop". After the normal drinking, eating and comaraderie, Phil presented Terry with a plaque thanking him for all his contributions to our Model A club. This start up was significant in that it was a tribute to Terry and, in his honor, there were six of the original start up cars present for the occasion. Of all the start up cars, Betty Boop was one of the easiest cars to start. In one hour we had it running. Fun was had by all.

18th Start Up Party: (2011)

"Virginia", Bill Sorrells 1928 Fordor leather back, which hadn't run in 40 flus years, was named in memory of his late wife, Virginia. This engine was missing a cylinder head and the oil pan was hanging off the bottom. Everyone asked, "why is the engine apart?" The question was quickly answered when it was found that the number 2 piston had a broken skirt. At that time we thought this might be the first car we can't start. Low and behold, Junior (the tire kicker), had a set of Model A pistons in the trunk of his car. After two hours and 10 minutes of everyone pitching in, Virginia fired up. She was belching smoke and rusty debris. She ran well considered the car's condition. Everyone couldn't believe that there was a set of pistons in one of our trunks. Thus, to date, we were 100% successful!

19th Start Up Party: (2012:)

The most recent start up car, number 19, was Junior Linenfelter's coupe named "Barney the Bowler". It had not run in 33 years. Both front fenders sported a caricature of a bowling champion. Everyone went to work on the the car fixing a sticking valve in the #4 cylinder which resulted in good compression. In less than 54 minutes Barney the Bowler came to life with smoke covering the whole car. Another successful start up party. We are looking forward to continuing the start up party tradition for many years to come.



This email was sent to some of the members of our club, and I wanted to share this with you. The affection shown towards Terry was not limited to our club, as Terry's very nature had a tremendous impact on a wide number of people....

-Editor

Eric, Charlie, Rich and Dave,

I am the current-year president of the Early Ford V-8 Club of St. Louis [RG #124] and had the privilege of knowing Terry for about a dozen years and had great respect and admiration for him as did other members of our club. A number of us attended his memorial celebration on August 18th and met some of you there.

I am forwarding to you the Early Ford V-8 Foundation's recent newsletter that contains information on Terry's 1933 Ford as well as our club's September newsletter in which we remember Terry. As you well know, Terry bequeathed his 1933 Ford to the Foundation's museum in Auburn, Indiana and RG #124 member and trustee of the Foundation Don Rogers delivered it to the museum last week. Three of us from RG #124 attended the RM Auction in Auburn this past weekend and visited the museum where we saw the '33 and Don Rogers. Photos from that visit are attached below also.

Again, we appreciated Terry's friendship through the years and are grateful for his gift to the V-8 part of the Ford family of historical vehicles.

George Ball, President

Early Ford V-8 Club of America, St. Louis Regional Group #124

Terry's 19th and last "Statrt-Up party took place June 2, 2012. "Barney the Bowler" was started in a little less than two hours. Terry is seen leaning on the left front fender. (Bob Austin). .

Valley News

Remembering Terry

By Pete Treis

Most current club members have not known Terry as far back as myself. In 1971 we both worked for Western Electric in Clayton. We walked to the same cafeteria every day for lunch, sometimes stopping at a nearby bookstore.

That year is also when I found my first Model A. About 1972 we were able to go to Colorado for three weeks searching for old ghost towns. At one of our guest house accommodations the owner was still using a wood fired cook stove to make dinner and the shower only had cold water. Terry's Ford Maverick barely made it up Pike's Peak, at one point I had to help by getting out and pushing it. Throughout the '70's the club would tour out to camp at the Gaertner's house for the Hermann Maifest. Even the Model T club would drive out.

Having known Terry's folks was another privilege. They always had great stories to tell with their slight German accent. They were very sharp world travelers and occasionally were asked to be tour guides, as I recall with AAA. Saturday morning was always pancake day.

When Terry and his Dad downsized to Byrnes Mill, Joan and I bought some of their antique furnishings, a beautiful Victorian settee and side chair in green velvet, and a wonderful oak wardrobe now filled with a collection of books. We will treasure these pieces more than ever now.

When Joan and I were married in 1978, Terry was in our wedding. We are blessed to have him as part of the memory and the framed group photo of the wedding party shows a younger Terry in tuxedo. Good memories.

I know I speak for everyone in the club, that Terry will be tremendously missed and forever remembered by all that knew him. He was a true Model A'er. Through his college years, rain or cold, he drove a Model A from Kirkwood to UMSL in '60's – fifty years ago!

To quote Henry Ford, *"A best friend is the one who brings out the best in me."* Our "A" is not used too much anymore but yesterday I spent the afternoon polishing the old Ford, thinking of Terry all the while and remembering all the good times we had sharing our enthusiasm for our old cars.



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