IN MEMORY OF

William Clay Ford
1925-2014

It was a phone call Steve Hamp will never forget.

He said, “Steve, I want to let you know I’d like to make a gift to your work at the museum.” Hamp recalls fondly. “And I said, ‘That’s really terrific, Bill.’ I was excited and it was unsolicited. Then he said, ‘I want to give you $5 million. And I nearly drove off the road.”

Hamp paused here, reflecting on that call and its impact.

“The act in isolation and how basically the foundation that allowed us to raise that money,” Hamp says, “because Bill’s incredible generosity was matched by other members of the Ford family. Of the $150 million we raised, nearly one-third of it came from family members who followed Bill’s example.”

Family members like his son, William Clay Ford Jr.,

“My father taught me the importance of family and of giving back to the community from an early age,” he says. “One of the reasons he was such a strong supporter of the Henry Ford Museum was because he combines those two things that he believed in so strongly. He was an enthusiastic advocate of the Henry Ford’s dual mission of preserving the past and inspiring the future. He had a unique personal understanding of the importance of innovation and American ingenuity and wanted to ensure those gifts along to future generations.”

Today the results of Ford’s generosity and vision can be seen and savored in virtually every corner of the grounds.

“It meant the entire rebuilding of Greenfield Village,” Hamp says, “bolting the academic buildings the research center, the new-cold, digital air-conditioning, the IMAX Theatre, all of the physical changes and defining elements that are present in the institution today.”

William Clay Ford was the longest-serving Chairman of the Board of the Henry Ford, holding that position for 56 years, from 1951 to 2008. He was also the largest donor in the history of the institution and at the time of his passing was Chair Emeritus, ensuring the place he loved so much for a total of 63 years.

“When he became the chairman in 1951, it was just a few years after his great-uncle, Henry Ford, passed away,” says Patricia Moorer, the President of the Henry Ford. “He recognized very early on the significant educational role that the institution played. And he also recognized the importance and nature of the collections of artifacts that represented American progress and innovation. That recognition set us on the path to what we are today, and his unwavering generosity over the years insured our ability to transform.”

“It was in his bones,” Hamp says. “So you couldn’t paint a picture of someone who was more deeply involved, more emotionally attached, more loyal and more dedicated to the place that he completely loved.”

Mr. Ford’s connection went all the way back to the earliest days of the institution. Soon after it was founded by his beloved grandfather in 1929. They were especially close. Henry Ford once disappeared during a family Christmas party to shoot at paper targets with his youngest grandson, affectionately known to all asbaby, he roller-skated and rode bicycles in the Great Hall and at age 11 learned to drive a Model T on the grounds, sitting on his grandfather’s lap as they explored the countryside. He enjoyed telling the story of the day a police officer pulled them over for, in his words, “driving like a bat out of hell.” Neither had a license. The officer didn’t issue a ticket but did call Henry’s wife, Clara.

When grandson and his charge arrived home, Mrs. Ford was ready for them.
THE MacALLISTERS:
A Love for Lotus Racing + A Tradition of Giving

It was May 31, 1965, at the Indianapolis Motor Speedway, the day a driver from Scotland named Jim Clark won the 49th running of the Indy 500. It was also the day that a 9-year-old boy sitting in the stands first became infatuated with auto racing and in particular the winning car Clark was driving—a Lotus 38/1 powered by a specially designed Ford V-8 engine.

“The green and yellow color scheme was the best in the field,” says Chris MacAllister, fondly recalling that day nearly 50 years ago. “The way it looked at the 600 compared to all the other machines surprised both yellow and green contrast! For a 9-year-old kid, it was cooler looking than the big old diesel racers. The car had a better shape, more aerodynamic, those neat pipes sticking out.”

And Chris was equally fascinated and impressed by the men behind the wheel of the cars.

“There was a lot to like about Jim Clark,” Chris says. “First of all, he was Scottish, like me. He was a great sportsman; you never saw him do anything impolite or uncouth. He was gracious, humble, modest, a natural talent and just a great all-around role model.”

From that day on, Chris became a fan of Clark and racing, starting with go-karts, graduating to motorcycles, and finally his racing career seemed as if he was able to do. He also began working his way up the ladder in the family business, now serving as president of Indiana-based MacAllister Machinery Company and Michigan Tractor and Machinery.

Chris owns and races a notable collection of his own cars, among them are a Ferrari 375 2/16, a Porsche 917 and a Ford GT40. But he says the most significant of them all is the removed Lotus 49, which Clark drove to victory in the car’s debut in 1967.

“I’ve tried to collect cars that not only look good but have been successful in their day,” Chris says. “And a car with an individual chassis that has good provenance. So it’s kind of a three-pronged criteria.”

The impressive inventory of cars also provides a long-standing joke between Chris and his 73-year-old son Alex, who’s been buying his dad since his teenage years for the keys to various vehicles. “I’ve tried to borrow the GT40 a couple of times and got turned down,” Alex says with a laugh, “but I continue to ask for the indeliable cars.”

In Memory of William Clay Ford

The story is telling, because it illustrates not only the strong bond that existed between Henry Ford and his grandson (p.s., he died of natural causes), but the sense of adventure Billy clearly inherited from his grandfather.

Before long, Billy was putting a start engine into a Ford Tractor, a three-engine “Tin Goose” plane by Charles Lindbergh, that would one day fly across the Atlantic Ocean to Paris.

In Ford’s World War II Navy plant, he joined hundreds of other cadets, identified by a number slapped on their backs. In a grueling obstacle course, he finished first, one of the proudest achievements in his life.

“Without any growing pains or failures, I was on my own,” he recalled years later. “I told him, ‘I do it on my own.’

Ford attended Yale, where he captained both the tennis and soccer teams and worked diligently at becoming a better dancer. He later returned to the country, where he worked as a Ford Motor Company chairman for 23 years and was the creative mind behind the development of the Model T, the 1904 Lincoln Continental Mark I, considered one of the most iconic and beautiful cars ever produced.

And, of course, there are the Detroit Lions, the NFL team he purchased in 1964. In all business of any economic giant size, the brand was an instant success in its own right, but it was a man focused on his family, his company, his community.

It’s always interesting for me to watch how utterly charming this man was,” Dave Haney says. “He was incredibly friendly and fun. He had a mischievous sense of humor, and it’s a man who’s missed by many, many people, including his family, forever.”

But he’ll never be forgotten. He built the Hall of the Henry Ford, where young folks can learn and be influenced by the wonderful stories of his greatness story, the William Clay Ford Hall of American Innovation. “He didn’t ask for that,” Haney says. “He never asked for accolades. He was the sort of a man who did it because he wanted to do something. He was there at the creation of the institution, and he had a great sense of stewardship for it. So it’s nice to let everyone know how deep and profound his touch was. He was a wonderful spirit.”

Clara Bryant Ford Society

Last fall, a luncheon in the Lotus Library was held to honor the Clara Bryant Ford Society. Its membership is reserved for those generous donors who have made planned or legacy gifts to the Henry Ford. Eight society members were in attendance, as well as Patricia Moosman, President of The Henry Ford, and Vice President Susan McDonald.

For more information on planned or legacy gifts, contact Susan McDonald at 313.862.0016 or specsmc@thehenryford.org.
“You need to support those causes in which you are interested or involved. That’s when you really make a difference.”

—Chris MacAllister

Like father, like son. Alex caught the racing bug around the same age as his dad.

“It’s something I grew up with,” Alex says. “It’s always felt like what we do together and it’s been enjoyable for both of us. And it was memorable for me when I was young because whenever we did get to the race track, it was always loud, smoky and impressive.”

Alex was followed into the family business, establishing the fourth generation of dealers principals at MacAllister Machinery.

And now the MacAllisters have honored Jim Clark’s historic victory at Indianapolis by joining a very exclusive circle of donors. With their gift of $95,000 to The Henry Ford’s Racing in America exhibition, they became members of the Founders Circle of the Lotus and took home a piece of racing history—literally: one of just 62 commemorative silver-plate vases of the original metal oil can that came from Clark’s victorious Lotus-Ford 33/67.

“It was really amazing,” Chris says. “The Henry Ford is such an interesting place, and Henry Ford himself was an innovator collector. We identify with that because we collect too. A lot of other museums aren’t really into preservation. They just collect and display. But The Henry Ford goes way beyond that. And it’s so eclectic, about American life, so there’s a preservation component that’s very important to me.”

“We’re a school bus dealer,” he continues. “We sell Bluebird buses. And the very first Bluebird bus ever built is in where it’s out in the Bluebird factory, it’s in The Henry Ford. So when you’re interested and enjoy going to a place like that, it’s easier to support. The appeal to me was the connection to The Henry Ford and its race history. So if you can help in a certain area where you really get a thrill, that makes it even better.”

Chris learned a lot about the importance of philanthropy from his father, P.E. MacAllister, renowned in Indianapolis for his civic and charitable activities, particularly in the arts.

“We can sum it up by saying Chris makes the money and his father gives it away,” Chris says with a chuckle. “But he always told me you need to support those causes in which you are interested or involved. That’s when you really make a difference.”

Staff and Volunteers

Passion + Participation

From Staff and Volunteers

And participate they do, in large part because every day they get a firsthand, intimate look at what The Henry Ford means to so many people.

“I think because we see that on a daily basis, it makes us more committed to the institution,” says Betty Spence, whose full-time role at The Henry Ford is Marketing Manager/Consumer Engagement, but who also serves as staff co-chair of the campaign. “All of us want to make sure that the institution continues for years and generations to come.” Spence says, “because there are so many more people to have that wonderful experience.”

That sentiment is heartily endorsed by Richard and Christine Jarvie, whose connection to The Henry Ford goes back to the day they were married in the Martha Mendel Chapel. Now the couple has come full circle, serving as volunteer campaign co-chairs.

“We’re cheerleaders,” says Richard, an engineer who retired from Ford in 2006 and began volunteering at the museum soon after. “What we try to do is help people understand the important role the volunteers play in The Henry Ford and the importance of not only the direction of their skills, time and talents but also of the money in their wallet to the operation and success of the mission of the museum.”

“The story of The Henry Ford tells us it is important one,” he adds, “both on a local and national level—and by contributing to its operation, the donors promote the mission. You really never know what small thing will trigger a whole career in a child. So these contributions, large and small, make a difference. And that’s one of the points we try to emphasize: By making these contributions, by participating in the program, they make a difference and...
"You really never know what small thing will trigger a whole career in a child. So these contributions, large and small, make a difference."

— Richard Jeryan

Henry Ford goes to other institutional donors, he says, "because it makes an impression about the level of commitment that both the paid staff and volunteers have."

"So when you actually give," says Spayde, "you kind of own a little piece of it; you have a sense of ownership and involvement in the institution. It says what you think and feel about the importance of the institution, and it makes you feel good that you’re part of it, a part owner of what’s going on here."

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Financial Report and Donor Roll

Operating Revenues (in thousands)

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Operating Expenses

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2012 Operating Support & Revenue

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2012 Operating Expenditures

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Funding expenses as a percentage of total revenue:
- 4.93%
- 5.06%

** Excludes depreciation.

Thanks! The Henry Ford Had a Truly Wonderful Year in 2013!

Over 1.65 million people passed through our doors, a number that was undeniably bolstered by some significant anniversaries—most prominently our celebration of Henry Ford’s 150th birthday, as well as our remembrance of the 50th anniversary of the assassination of JFK, and Designing Tomorrow America’s World Fairs of the 1930s.

On the pages that follow, we are delighted to acknowledge and thank everyone who contributed to The Henry Ford in 2013. To all of you, a special thank you for your patronage and your partnership.

Thank you so much for your patronage and your partnership.