



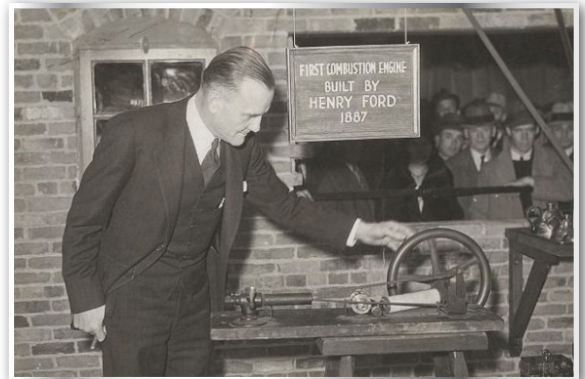
FEATURE ARTICLE... HENRY FORD'S 1893 KITCHEN SINK ENGINE



The incredible career of Henry Ford starts here: with a hand built engine that first ran at Mrs. Ford's kitchen sink.

In Ford Motor Company lore, the date is held to be December 24, 1893, Christmas Eve. The place was the kitchen of Henry and Clara Ford, in their apartment at 58 Bagley Avenue near present-day downtown Detroit. Henry worked the ignition and spun the flywheel, while Clara fed the gasoline into the intake valve one and two drips at a time. When the simple, hand-built engine sputtered to life over the sink, Ford's earliest dream was realized, and his remarkable automotive career began.

The story of Ford's kitchen sink engine is equal parts fact and folklore, raising many questions, starting with the date of its creation. In the photo above taken at Ford's Greenfield Village many years after the fact, the claimed date of invention is 1887, which is unlikely in the extreme. Ford made a habit of backdating his historical accomplishments, both to strengthen his legal case against the Selden patent and to burnish his own image as an automotive pioneer. Indeed, many folks believed that Ford had



personally invented the automobile, and while he never made that claim himself, he seldom went out of his way to debunk it. The first car many Americans ever saw or rode in was a Ford, and in that sense the idea was true enough.

In Ford tradition, based in part on the recollections of Clara Ford, the engine first ran on Christmas Eve in 1893. However, several close associates of Ford place the date even later than that, in January of 1896. Oliver Barthel was a Detroit auto pioneer who worked with both Charles B. King and Ford on their earliest vehicles, including Ford's Sweepstakes racer. According to Barthel, he showed Ford two issues of *The American Machinist* magazine, dated November 7, 1895 and January 9, 1896, with descriptions of the Kane-Pennington engine, a simple four-stroke machine that could be produced from commonplace materials.

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The Rotunda Times



The Rotunda Times

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The Ford & Mercury Restorers Club is a hobby organization whose purpose is to foster and promote the acquisition, preservation and use of all Ford vehicles.

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2021 NOVEMBER PRESIDENTS REPORT

Hello members!

Hope everyone is doing well. I think by now everyone has put away their classics for winter storage. Let's look forward to next year and hope for a better year for cruising and club events.

Our December 1st club meeting we will be accepting an unwrapped toy from our members for Toys for Tots. Each member that brings in a toy, will receive a ticket for a drawing to win \$25.00.

December meeting will be an important one. We will need to finish election nominations for the position of president. Then close the election for 2022. Hopefully someone will step up and take the president nomination. All other open positions have been filled. The position of president will be delegating the different functions of the yearly club events and running the meeting. So, with the help of the board this position should be an easy one.

We have a new member on the board Michael Bauman. He will be taking Rob Martoia's position as director. Welcome Michael. I would like to thank Rob for all his hard work and for stepping up to volunteer when needed. Rob has been on the board several times over the years. So, when you see him shake his hand, he has done a fantastic job as director.

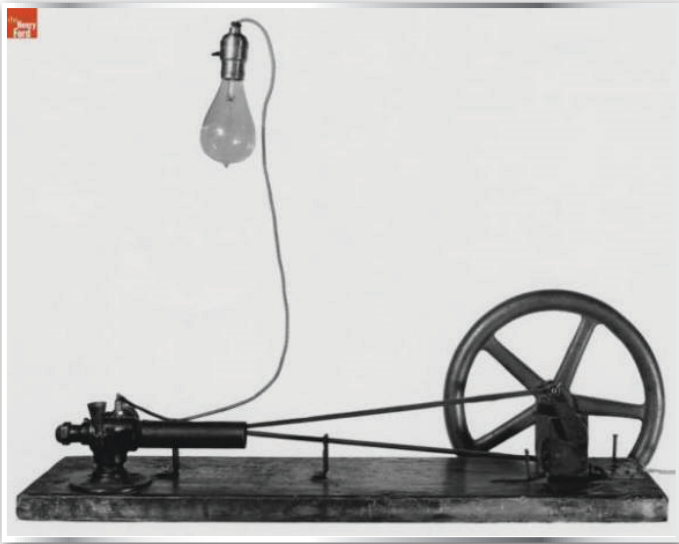
Our club has been around a long time, and if we want it to continue, we need members to step up and volunteer. We have always worked together to do what's best for our club and its members.

As everyone knows by now, I will not be seeking reelection for president. After being on the board for nine years it's time for a break. December newsletter will be my last president message. Which will be the hardest one to write.

***THAT'S IT FOR NOW.
STAY SAFE AND HEALTHY.
YOUR PRESIDENT,
JIM CRAWFORD***

CHECK OUT FMRCOA.ORG CLICK ON EVENTS PAGE FOR CLUB EVENTS /OUTINGS

FEATURE ARTICE CONT. HENRY FORD'S 1893 KITCHEN SINK ENGINE



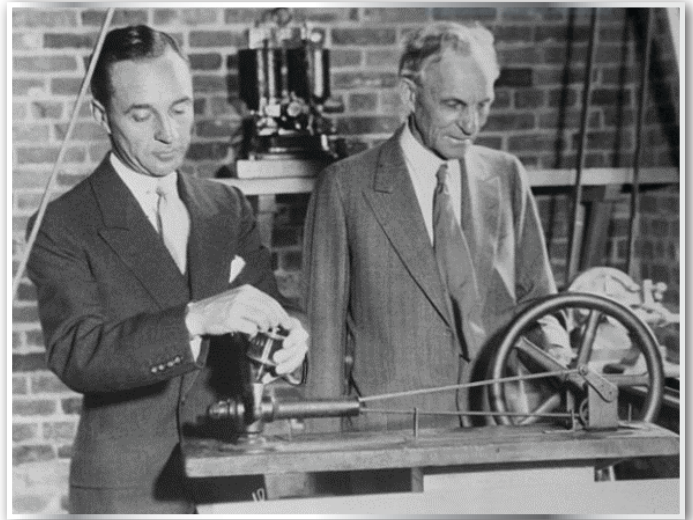
As Barthel told it, Ford based his engine on this design, and Barthel himself saw it under construction and helped Ford to get it running. King, who also knew Ford well at the time, provided a similar account. And for whatever it's worth, the Kane-Pennington engine in the magazine articles is remarkably similar to Ford's kitchen sink engine, and to the two-cylinder version that powered Ford's first automobile, the Quadricycle, which first ran in June 1896.

Whatever its date and origin, the kitchen sink engine is a clever device, as shown in the photo above courtesy of The Henry Ford. The cylinder was a simple piece of black iron pipe, bored and honed on the inside to accept a piston of approximately one inch in bore diameter, while a simple rod-and-crank arrangement connected to the flywheel-slash-starting handle. The rest of the components were common hardware store and plumbing supply items. Generations of home machinists have copied the engine as a construction project, and plans can be found on the internet.

The electric lamp is included in The Henry Ford's photo for a good reason: It was in effect the engine's ignition system. The kitchen lamp was wired in series to a pair of metal contacts inside the cylinder, one fixed in place and the other mounted to the piston. When the contacts

separated and the circuit opened, an electric arc sparked across the contacts, igniting the fuel/air mixture. "Make-and-break" was the popular term for this primitive but effective ignition system, which for road use substituted a battery and induction coil for the house current. Ford had a thorough knowledge of electricity in those days—he was the chief engineer at the Edison generating plant a few blocks away.

While it may not look like much to modern eyes, the kitchen sink engine was an essential first step in the process that would eventually put America on wheels. If you would like to see it in person, the engine is on permanent display at the Henry Ford Museum of Science and Innovation in Dearborn, Michigan.



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THE ROVING REPORTER

by Lou Ironside

Well, 2021 is pretty much now in the history books, and it turned out to be a pretty decent year for swap meets and car shows. As we look back at 2021, we can only hope that 2022 is even better. The last swap meet of the year (for me anyway) was the Model A swap meet put on by the Dayton-Buckeye Region of the Model A club. The weather was

picture perfect, and the move from a dealership to a larger fairground for the meet was a good move. After a two year absence the people were out and they brought parts to sell, and people were spending money. Now, after the holiday, we can look forward to even more swap meets coming back. I was told the Jackson, MI meet will again be in

early January, the Saginaw Model A swap meet is the last Sunday in January. The following weekend is the big Kalamazoo swap meet, and the East Side A's swap meet north of Mt. Clemens is March 20th. Four meets coming back after a two year absence....I can hardly wait.



ADVERTISEMENT FROM THE PAST

by Lou Ironside

For most of us it is pretty hard to remember a time when cars didn't come equipped with seat belts or shoulder harnesses. The treaded holes in the floor for front seatbelts were mandated by the government in 1961 model year. After January 1st, 1964 front seat belts were required by law. In 1966 rear seat belts were mandated, and in 1968 shoulder harnesses for the front seats became law. The company my father sold raw chemicals for, put seatbelts in their company cars starting in 1956, and supplied the salesmen with seatbelts for their family cars as one of the raw materials they sold was nylon...which seatbelts were made from. This month's ad is from the December 1966 issue of Motor Trend, and is advertising a retro-fit seatbelt and shoulder harness for older cars. It is interesting that the ad mentions mostly foreign cars with the exception of Rambler. If you look close at the illustration you will notice that the style of the door is from the early 1950's, as it has an assist strap hanging much like the one in my mother's 1949 Ford. It would be hard in my opinion to think that many people who owned a car of that vintage would spend \$24.95 on seat belts and shoulder harness sets, as in 1966 cars of that vintage weren't selling for much more than \$24.95.

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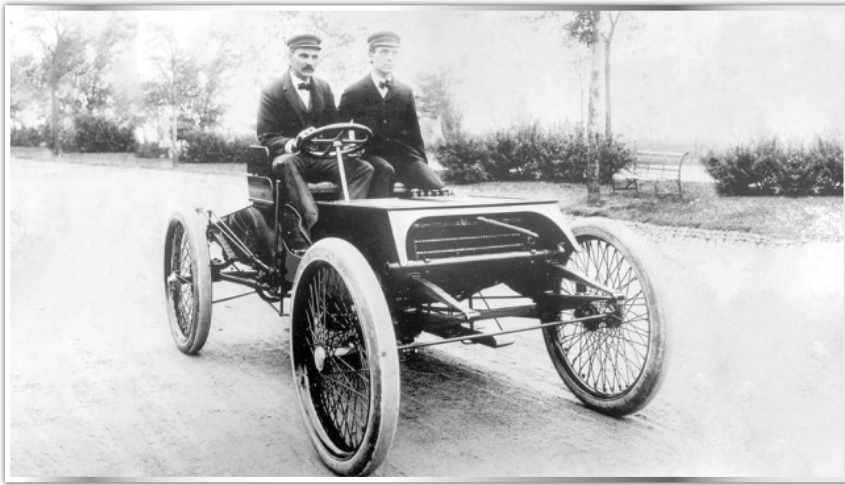


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MOTORSPORTS WIN BY SWEEPSTAKES LEADS TO CREATION OF FORD MOTOR COMPANY



There are many well-known milestones in Ford Motor Company history, but one moment in particular, was recorded nearly two years before the company was even founded – 120 years ago this week. On Oct. 10, 1901, Henry Ford took the wheel in his first and only automotive race at a dirt horse track in Grosse Pointe, Michigan, near Detroit.

Five years removed from creating his first vehicle, the Quadricycle, and having already failed at his first auto company startup, Ford, 38, was determined to bring attention to his vision for what the automobile could be. His entry for the 10-mile event at Blue Ribbon Track – Sweepstakes – was built with the help of designer Otto Barthel and racer Ed “Spider” Huff, who road along as the mechanic in the race.

A newcomer to racing, Ford was up against renowned driver Alexander Winton. Adding to his longshot odds, Ford’s racer had just 26 horsepower versus the typical 40-horsepower race cars at that time, and significantly less than Winton’s, which produced 70 horsepower. But the efficient, lightweight Ford race car would eventually overtake Winton’s on the eighth lap of the 10-lap event. As Winton’s car sputtered, Ford surged to the lead in front of 8,000 spectators in the grandstands.

Ford averaged 45 mph – peaking at 72 mph, a new record – throughout. Despite his lack of motorsports experience, he built a large lead and won in part due to an improved ignition system. The system featured a precursor to the modern spark plug, developed with help from a local dentist, an early form of fuel injection.

For his epic upset, Ford was awarded a cut-glass punch bowl set – a trophy chosen by promoters for Winton, whom they were certain would prevail. The punch bowl remained in Henry Ford’s home until his death in 1947, then went to a New York art gallery before being sold to a private collector in 1951. The Ford family has requested help in locating the heirloom, but to no avail. The company was able to track down the original Sweepstakes, however, restoring it and creating replicas for demonstrations as part of Ford’s racing centennial celebration in 2001.



More important than the punch bowl, though, were the numerous attendees who approached Henry Ford that day about helping to fund his future endeavors. (A \$1,000 prize for winning is also mentioned in some accounts of the race.) Weeks after the event, the Henry Ford Company was founded. Ford would later resign from the company, which was renamed Cadillac Automobile Company within months.

After building two more race cars – larger and more powerful than Sweepstakes – and again defeating Winton, this time with a different driver at the wheel, Ford Motor Company was founded June 16, 1903. Henry Ford would again capture the world’s attention a few short years later with the introduction of the Model T.

At Ford Motor Company’s racing centennial 20 years ago, Edsel B. Ford II, former company director, said, “If my great-grandfather hadn’t believed in the value of auto racing, the Ford Motor Company as we know it probably wouldn’t exist today.”



MUSTANG, GRAN TORINO AND THE THUNDERBIRD: 10 FAMOUS FORDS FEATURED IN FILM

When you think of Ford, what comes to mind? The Model T? The Mustang? The Crown Victoria? Ford Motor Company was founded on 16 June 1903, it survived the automotive industry crisis and had produced some truly unforgettable cars which have been featured in many films. In honour of their success, we've put together a list of our top favourite 10 Ford vehicles to appear on the screen.



10. 1973 Falcon XB GT Coupe - Mad Max

This black muscle car driven by the main character of the films, Max Rockatansky, started off as a 1973 Ford Falcon XB GT Hardtop. After several modifications, most notably the addition of a supercharger, it became 'The Pursuit Special'

and appears in all of the Mad Max films. According to the mechanics in the film, the V8 Interceptor boasts a mighty 600 horsepower thanks to the blower. In reality, the Ford Falcon, which was only produced by Ford Australia, could generate just 300 hp.



9. 1971 Mustang Mach 1 - Diamonds are Forever

Although Ford isn't usually Bond's first choice for a car, he has one of the most memorable chase scenes in this Mustang. The Mach 1 was released by Ford as a performance-oriented

model to compete with GM and in the film its performance goes above and beyond what Ford could have ever imagined. As the police chased James Bond across Las Vegas, he finds himself at a dead end when he's inspired to perform the most incredible stunt: tilting the car to one side to be able to squeeze down a narrow alley. Why is this so memorable? Because the car somehow magically changes direction during the stunt and comes out of the alley tilting to the other side.



8. 1932 Coupe - American Graffiti

This film launched George Lucas' career, boosted that of several of the cast and revived the love of hotrods. The '32 Coupe wasn't originally intended to be one of the stars of this high school graduation film, however as the movie's

popularity increased, so did the car's and today it could be called one of the most recognised hotrods in history.



7. 1972 Gran Torino Sport – Gran Torino

The Gran Torino has a starring role in the film with the same name, which is quite a rarity unless the film is solely about the car. It's owner, Walt

Kowalski, is a bitter veteran of the Korean War who despises many in his neighbourhood. The attempted theft of his prized possession, his Ford, brings him closer to his neighbours and sparks an unlikely friendship. Less than half of the Gran Torino's produced by Ford Motor Company in 1972 were the Sports models. Considering this and the fact that Clint Eastwood's character worked for Ford Motor Company before the war, it's clear to see where his deep love for the car comes from.



6. 1986 LTD Crown Victoria – Men In Black

Crown Victorias have been the symbol of authority as the most popular police cars in the United States and Canada for many years. Therefore

it makes perfect sense that Jay and Kay cruise around in one while policing the galaxy. Although Jay refers to the car as "old and busted", it's clearly the classic style of the Crown Vic with one extremely unique added feature: the red button. Don't ever, ever touch the red button.



5. 1975 Gran Torino - Starsky & Hutch

Based on the 70s detective show of the same name, the film Starsky & Hutch stays true to the original, even down to the car. Their

beloved striped tomato put the Gran Torino on the map. Although it's debatable as to whether it was a good car in its own right, the show made it famous and the iconic red and white striped auto made a comeback in 2004 for the movie starring Owen Wilson and Ben Stiller.



4. 1948 Deluxe - Grease

Although it didn't play a terribly critical role in the plot, it did have a song dedicated to it: Greased Lightning. The tune worthy car in the film Grease was a Ford De Luxe.

This model was introduced in 1938 to bridge the gap between Ford's

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MUSTANG, GRAN TORINO AND THE THUNDERBIRD: 10 FAMOUS FORDS FEATURED IN FILM CONT.

standard cars, and their luxury line sold under Lincoln. It's worth mentioning that not 1, but 2 De Luxe appears in the film. First the white 'greased lightning' version that the gang modifies and races, and second the red version that Danny and Sandy fly away in during the closing number.



3. 1966 Thunderbird - Thelma & Louise

Ford created the T-bird as a kind of luxurious sports car in and from the beginning, they were instant classics. 1966 was the last year that Ford

produced Thunderbirds so it was one of their final cars that starred in this road trip film which won the Academy Award for best original screenplay in 1991. It turned out to be a success was a success and the unconventional classic stuck in the minds of viewers.



2. 1968 Mustang GT Fastback – Bullitt

Steve McQueen drove the unforgettable '68 Mustang GT in Bullitt, the film with one of the longest and most memorable car chase scenes

in history. The chase takes place on the hilly streets of San Francisco and lasts for over 10 minutes. Although there is much to love about these Mustangs on their own, this film raised the car to iconic status.



1. 1971 Mustang Sportsroof, “Eleanor” - Gone in 60 Seconds

In the original 1974 movie, Eleanor was a 1971 Mustang

redressed to look like a '73. She's the only Mustang in film history to receive a star title credit, which makes her the obvious choice for our number 1 memorable movie Ford. The movie Gone in 60 Seconds was remade in 2000 and Eleanor was given a new look. She was portrayed as a Shelby GT500 but was actually a customised 1967 Ford Mustang Fastback. A few of these cars reportedly survived the filming and came onto the market.



It's not easy to choose just 10 famous Fords since everyone is so memorable, so we have 3 honourable mentions that we love as well.



1993 Explorer – Jurassic Park

With such a distinctive paint job, these Explorers really stand out, not to mention that they're self-driving and equipped with some really fascinating gadgets for dinosaur watching...or escaping as the case may be.



1973 Gran Torino – The Big Lebowski

We can't forget to mention this cult classic featuring another Gran Torino owned by the one and only "Dude". It may not be the most beautiful movie Ford, but it fits the character so well.



1966 Mustang - The Princess Diaries

Amelia affectionately refers to her Mustang as her baby and although the car didn't play a huge role in the plot, who could forget the unreliability of this fixer upper and the chaos it creates when she takes her grandmother, the queen, out for a spin.

CHRISTMAS FANTASY AT THE FORD ROTUNDA



good—had founded.

When Henry Ford decided that his company needed to have a showy building at the 1934 Century of Progress Exposition, he turned to Albert Kahn, his favorite architect. Kahn had designed Ford's Highland Park Plant, Rouge Plant, and the classically-styled Dearborn Inn. But, for this exposition building, Kahn broke completely from traditional architectural styles and designed an imposing cylindrical structure that simulated a graduated cluster of internally-meshed gears.



Edsel persuaded him that it would serve a far better purpose as a visitor center and starting point for the company's popular Rouge Plant tours. The newly named Ford Rotunda found a suitable home near the Rouge Plant, across from the Ford Administration Building on Schaefer Road.

In 1953, as part of its 50th anniversary celebration, Ford Motor Company executives decided to give the Rotunda and its exhibits a complete renovation. The new industrial exhibits and changing car displays were popular. But its biggest draw became the annual Christmas Fantasy.



It lasted only nine years, from 1953 to 1961. Yet, many long-time Dearborn residents remember the Ford Rotunda's Christmas Fantasy with nostalgia and a fierce sense of pride. After all, this great extravaganza of all things Christmas was staged in their own community by the company that Henry Ford—their favorite hometown-boy-made-

By the time the Century of Progress Exposition closed its doors in 1934, Henry Ford decided that the central gear-shaped structure would be perfect for displaying industrial exhibits back home in Dearborn. He intended to re-erect the structure in Greenfield Village, but his son

Stretching along one wall was the display of more than 2,000 dolls, dressed by members of the Ford Girls' Club. These would later be distributed by the Goodfellows to underprivileged children.

The Rotunda's Christmas Fantasy became perhaps best known

for its elaborate animated scenes. These were created by Silvestri Art Manufacturing Company of Chicago, who specialized in department store window displays. Santa's Workshop—an early and ongoing display—featured a group of tiny elves working along a moving toy assembly line.



added to the doll display: a Beauty Shop, where two beauty-operator elves “glamorized” a pair of dolls and a Dress Salon in which mechanical elves operated a sewing machine and iron. More displays were added in 1958. In the Pixie Candy Kitchen, animated workers turned out large chocolate-covered delicacies. A Bake Shop featured animated bakers kneading dough, trimming pies, mixing cakes, and baking bread and cookies. An animated fiddler and banjo player accompanied a group of square-dancing elves in a barn dance scene. In 1960, jungle animals in cages with peppermint-stick bars joined the other animated scene

An “outstanding new attraction” in 1958 was the 15,000-piece miniature animated circus, created as a hobby over a 16-year period by John Zweifel, from Evanston, Illinois. This hand-carved circus came complete with performing animals, a circus train, sideshow attractions, carnival barkers, and bareback riders. Larger-size animated circus animals and a clown band provided the backdrop for this popular attraction.



on Sundays, this scene was considered “so beautifully and reverently executed” that the Detroit Council of Churches allowed Ford Motor Company to keep the Christmas Fantasy open on Sundays during the Christmas season. An organ set alongside the Nativity scene provided Christmas music while Detroit-area choral groups gave concerts here periodically.



Over the years, these scenes became ever-more numerous and elaborate. Life-size storybook figures like Hansel and Gretel, Robin Hood, Wee Willie Winkie, and Humpty Dumpty pivoted back and forth in atmospheric Christmas and winter settings. In 1957, two animated scenes were

In the Rotunda's walled-off inner court, the mood became more reverent. At the entrance to this court, visitors passed through a cathedral façade, with carillon music ringing from 40-foot spires. Inside the court was a Nativity scene with life-size figures. During an era in which stores and other businesses were closed

Of course, visiting Santa was a highly anticipated activity for children at the Rotunda. Santa awaited each eager child high up inside a colorful multi-story castle, accessible by a curved ramp.

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