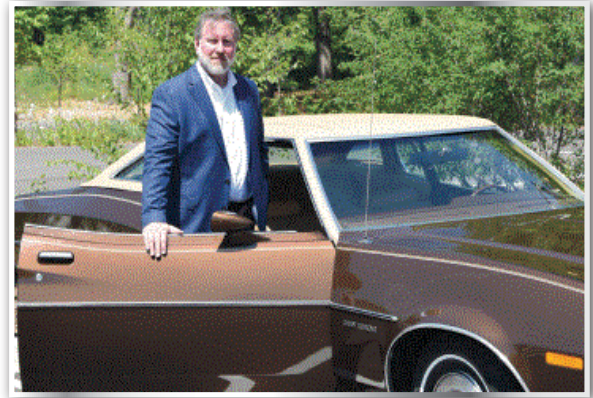




FEATURE ARTICLE... MY 1975 GRAND TORINO'S STORY

BY MICHAEL BAUMAN



From his grandmother's 1975 Ford Gran Torino to his work at Albert Kahn Associates, Michael has always had an affiliation with the automotive world. Here, he shares the story of the car that has been in the care of his family for three generations. How was the Gran Torino originally acquired by your family? In 1975, my grandmother bought the car from John Mach Ford in Northville, right before she retired from Ford Motor Company.

What significance does it hold to you? It's always been there. When I was a teenager and my car broke down, I borrowed my grandmother's Gran Torino. When I was in college and I got in a car accident, I borrowed the car and it was the vehicle that my wife and I started dating in.

How did you manage to find the car after it had been sold? After my grandmother had passed away in 1999, my dad sold the car without letting me know. I had no idea it was gone. I was going to a golf outing and in the parking lot, set this brown 1975 Gran Torino. I parked next to the car, took a quick look inside and very quickly realized it was my grandmother's car. (There was a 3-inch oil stain on the passenger side seat that I had left in 1984 when I had completed an oil change.) I happen to know the person that had bought it and kept in contact with him over the years. Eventually, he got to the point where he was ready to sell. I bought the car for two or three times what he had paid my dad, as the value of the cars have gone up over the years.

Where did your love of cars (and this Gran Torino) originate? I grew up in the Motor City. I am in design and construction and did a lot of work in the auto industry. From manufacturing facilities to research and development and headquarter buildings for multiple manufacturers and suppliers, I've always been around cars. I've always been impressed by the cars that are not as popular ... the oddball cars, like the Gran Torino.

Those that aren't as readily available or popular. But the love for this car is really because it was Grandma's. It's always been part of the family in one way or another. And because it was the car that my wife and I started dating in, I wanted it back as part of my family.

I started my professional career with Albert Kahn Associates in 1996. After 10 years with Albert Kahn, I moved on to working for larger construction management firms in Detroit, Ford Motor Company for eight years, and now for a company called AVL, doing project design and development. ... In a 30-year career, I've managed to work in the executive offices of all the auto companies all the way down to the factory floor, across America, Canada and Brazil. Because of this and my love for automotive history in the Detroit area, I've also joined the Motor Cities National Heritage Area as a board member. What is your most memorable moment with the car? It's the car being a part of the family, from doing general maintenance or oil changes in my grandmother Luella's garage to taking my wife and her roommate out when we first started dating. I'm the guy who put the most miles on the car. As a club member of the Ford & Mercury Restorers Club of America (who helps promote the acquisition, preservation and use of all Ford vehicles), I've taken it to club events. I've also gotten my boys in it, giving them a feel of what cars used to be like, and hopefully keeping it as a part of the family as long as they possibly can.

The Rotunda Times



The Rotunda Times

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NEWSLETTER STAFF

NEWSLETTER EDITOR

Tim Pusilo

313.278.1325

dean35aw@gmail.com

NEWSLETTER CO-EDITOR

Karen Hough

karen.hough79@gmail.com

NEWSLETTER ADVERTISEMENTS EDITOR

Bob Guetschow

248.328.9113

guetschowr@yahoo.com

16291 Worden Rd., Holly, MI 48442

MEMBERSHIP CLASSIFIED ADS EDITOR

Jerry Worful

313.271.2017

kercrest@comcast.net

STAFF CONTRIBUTORS

Louis Ironside

810.798.8803

louisironside@aol.com

(The Roving Reporter)

Brian Kuta

734.753.3788

mbhouse@charter.net

MEMBERSHIP SECRETARY

Barb Jockwig

248.459.9019

fmrc2018memsec@gmail.com

CLUB HISTORIAN

WEB MASTER

William Hill

734.771.0845

william.r.hill@gmail.com

ATTENTION ALL MEMBERS

When you hear of a member/spouse's death, please get all the information such as the funeral home and address, viewing times and dates, and the service time and date.

Then contact one of the following people:

Jim Crawford

734.259.8079 or jcrawfo2020@wowway.com

Bob Guetschow

248.328.9113 or guetschowr@yahoo.com

These folks will ensure that the membership at large knows of the death.



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CLUB of AMERICA

P.O. Box 2938 • Dearborn, MI 48123

2020 OFFICERS

PRESIDENT Jim Crawford 734.259.8079
jcrawfo2020@wowway.com

VICE PRESIDENT Stan Miller 734.464.3978
stan3379@sbcglobal.net

SECRETARY Terry Worful 313.271.2017
kercrest@comcast.net

TREASURER Dale Levasseur 248.807.2821
fmrc2018treasurer@yahoo.com

DIRECTOR Rob Martoia 734.837.1891
martoia@yahoo.com

DIRECTOR Russ Roberts 313.820.5247
rwrroberts@gmail.com

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 SEPTEMBER PRESIDENTS REPORT

Hello members!

Hello everyone, WOW have we ever had a busier month with events to attend, I think not. Our October 6th club meeting will be back at the Livonia Senior Civic Center at 15218 Farmington Rd. Livonia, Mi. 48150.

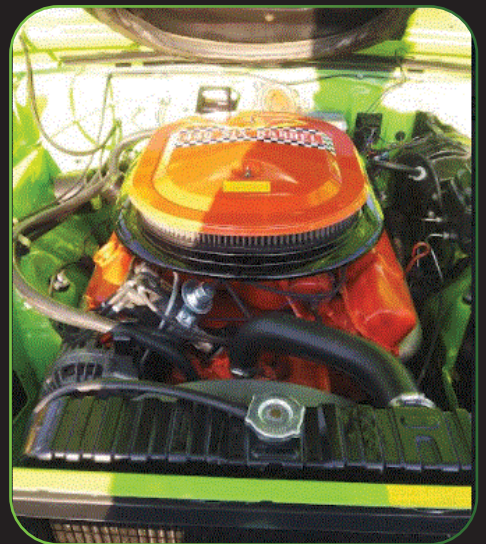
Because of all the rain that we had that unfortunately closed Hines Drive for a Hines Drive cruise we still were able to have our club picnic. Thanks to Nancy and Larry Deck. They opened their house up and car collection to let our club have a picnic at their beautiful property. It's members like this that help our club keep moving ahead in times of need.

September will be a busy month for a club we will be electing an election chairman that will run our elections. They will start by asking for nominations in October. This year our positions of President, Secretary and Director will be up for election. Let's hope that we get few new members on the board and keep our club moving forward.

Mark your calendars for October 16th we will be having a Color Tour along with six other Car Clubs. This will be one of the biggest color tours we have ever had. We will have details and maps of this event later.

**STAY SAFE AND HEALTHY.
YOUR PRESIDENT,
JIM CRAWFORD**

**NEW CLUB MEMBER
BRADLEY WAITKUS WON
AN AWARD AT THE WHEELS
CAR SHOW IN PLYMOUTH.
HE WON THE AWARD FOR
DRIVING A PLYMOUTH
ROADRUNNER TO THE
PLYMOUTH CAR SHOW.**



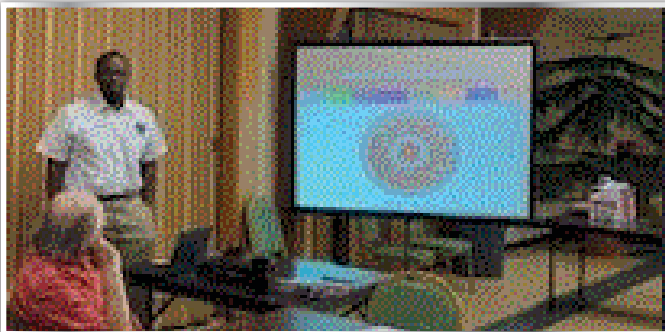
CHECK OUT FMRCOA.ORG CLICK ON EVENTS PAGE FOR CLUB EVENTS /OUTINGS

SEPTEMBER 2021
FMRCOA MEETING MINUTES

- Meeting Called to order @ 7:20
- 48 Members present
- I think Bruce and Marilyn are our oldest married Couple @ 60 years together. Welcome Back to the meetings.
- Bryan was our guest speaker, he spoke about the Motor Cities heritage Org. Motor Cities Heritage Expands over 10,000 Square Miles from Flint to Dearborn. You can register through their Web site MCH Members \$25 on members \$30 per car.
- October meeting is officer nominations. We need a nominations for President as Jim will no longer be our President. Please consider the position, Jim will be available to help you in your first year. As well board positions.

Upcoming events:

- Oct 2nd UAW Local182 35603 Plymouth Rd. 9:00am check in and the show starts at 10:00
- Sat Sept 19th "Motor Cities Road Tour" the final stop of the self-guided tour will at the Henry Ford Hall Of fame.
- Sept 9th Bob Has @ Kensington Metro Park Cruise.
- Sept 11th Garage tour @ Larry Millers the Club picnic At Larry And Nancy Dicks home, bring whatever car you want and bring the kids!
- Sept 12th Grand Parents' Day at Waldenwoods 12Oaks Retirement Living American House Senior Apartments.
- Sept 19th Independent Village of Brighton car show.
- The Club must decide if we will have a car show or just a swap meet. Also, a possible new location as the Wane county 4-H Fair Ground are raising their rates. Location ideas are welcome.
- Ken Toth is selling His cars at Gateway Auto.
- Terry Apologized for not Keeping up on publishing the minutes.
- Show and tell: Mark Siepenz Brought in a kids Traveling card game he played as a kid. Mark also brough in Race care Memorabilia. History of the bumper sticker, It was originally card board the was wired to you bumper.
- 50/50 - 1st Larry Wolohon, 2nd Bruce Book, 3rd Mike Bauman.
- Adj 9:04

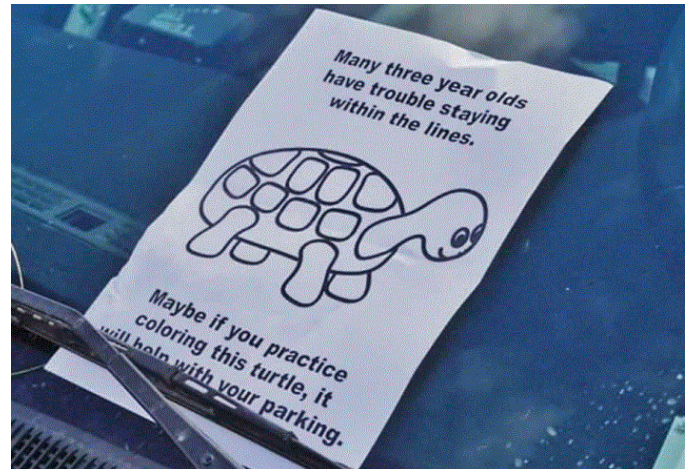


**AS THE DEALERSHIP TURNS:
VIGNETTES FROM BEHIND
THE PART COUNTER**

by Mark S. • Edition #3

Working the back-Service Counter, had its own spin on the world. We had one mechanic who would fix employees cars. If you wanted it done whenever it was a 6 pack. Next Day he charged a 12 pack. For immediate service it was a case. By the way, my last task each day as a parts driver was to go up to the party store and buy a case of beer. At 5 pm, they punched out and rushed the service counter for a cold one.

The Dealer hired a new service writer, He receives his first paycheck in his third week. They page him up to the front office and tell him his check was voided and they would reissue a new check. He goes back later in the day and opens a check for \$15. They withdrew 3 alimony payments and 6 child support payments along with taxes. He says so much for my new apartment. I am back in my van.



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THE ROVING REPORTER

by Lou Ironside

Two swap meets to report on this month, and one was bigger and the other smaller than in years past. First the Monroe Sap meet put on by Nick and Sue Avina. After having to cancel two meets in 2020, and the spring meet in 2021, Nick finally got to put on a meet, and what a meet it was. I would guess the vendor count was up by 20% and the crowds were huge. We arrived at 8:20 am and the parking lot was so full we parked in the furthest row. As always there was a good mix of parts, with Chevrolet parts seeming to be predominant. Remember, this use

to be the Chevy Club's meet which might explain some of it. I found several nice Model A parts, and the people with me also found some great deals. This has to be one of the largest swap meets in Michigan, and well worth attending: well run, good organization, and reasonable cost to vendors and spectators. This is definitely on my list of "must attend" swap meets !

The second swap meet was at the NSRA event in Kalamazoo, MI. For some reason (possibly Frankenmuth) there was a significant drop in vendors and registered vehicles.

Several of us together felt that the swap meet was down by 20 to 25%, and where the registered vehicles use to be in the 2200+ range. This year the highest registration number we saw was in the 1400 range. This meet brings out a lot of great parts, but the price of a vendor space is possibly hurting the meet. It is \$55. for a small space and that gets in only the vendor. If he has a wife or partner with him that is an additional charge of around \$36. Vendors have to consider the costs involved with selling at a swap meet, and it seems a few vendors chose to stay home.

ADVERTISEMENT FROM THE PAST

by Lou Ironside

This month we have an ad from the December 1966 issue of Motor Trend. Remember when you first saw a new vehicle with the sequential turn signals back in late 1966 or early 1967. I can't remember if it was on the Thunderbird, Cougar, or the Shelby Mustang, but everyone was in awe of them. Also, remember when your car had two positions for the windshield wipers, high and low. Well, this company offered solutions to both of those above mentioned by offering a sequential turn signal kit and a kit to make your wipers multispeed. Today we take things like that for granted in our modern cars, but in 1966 these were unique features. Although the price seems reasonable, many of us were making around \$2. An hour, and in many cases didn't have a car worth spending that much money on. I wonder how "easy" the installation was, back then I doubt my ability as a 21 year old would have made it easy .

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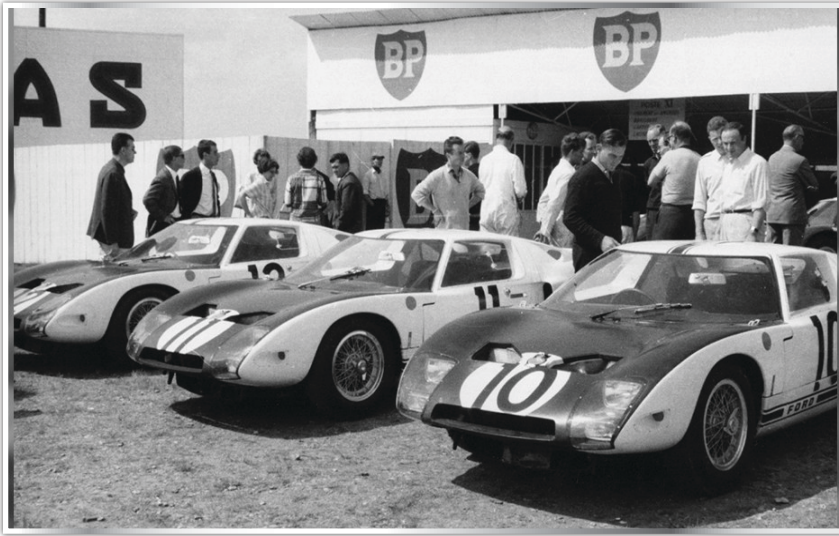
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RARE GT40 DOCUMENTS FILL ‘CRITICAL GAPS’ IN COMPANY ARCHIVES



The lineup of Ford GT40s are seen at the 1964 running of the 24 Hours of Le Mans.

Ford Motor Company’s vast archive collection now includes several essential documents that trace the origins of the historic GT40 race car and the refinement that led to its triumphs at Le Mans in the 1960s. A retired Ford engineer recently donated the “treasure trove of documents,” which filled “critical gaps in our holdings,” according to Ted Ryan, archives and heritage brand manager.

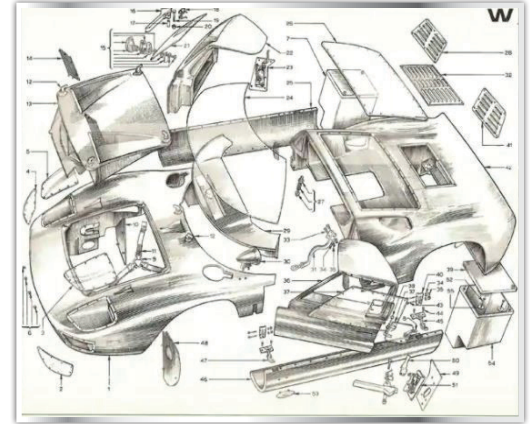
The material was provided by Don Eichstaedt, who worked with Kar Kraft, one of the Ford’s manufacturing partners on the GT40 in the 1960s. Eichstaedt oversaw production of the GT Mark IVs built for the 1967 24 Hours of Le Mans, including the race-winner driven by Dan Gurney and A.J. Foyt. His donation included a testing and development booklet about the GT40 and companion sports car project from 1964 and an illustrated parts list for a street version of the iconic vehicle.

The 21-page booklet was created by the then-new and short-lived Special Vehicles Activity that had been formed within the Ford Division in 1963 “to further the promotion of image building programs.” An “advanced concepts” department was also established to develop high-performance models and race cars, as well as feature-laden show cars.

A new donation to the Ford Archives includes a rare parts list for the GT40.

The department was tasked with creating a GT race car capable of winning major road races such as Sebring and Le Mans, as well as a high-performance two-seater for the road that could outperform the Chevy Corvette. The document recalls the completion of the first GT race prototypes in April 1964 and the initial testing that was conducted in the spring of 1964.

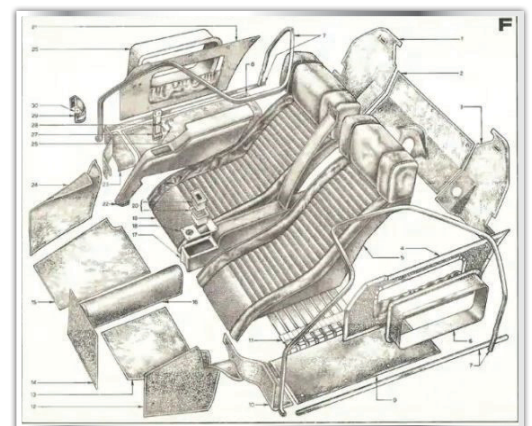
The records note the great deal of work the cars would need in the weeks leading up to their debut at Le Mans. One practice run at the famed course took place in a less than ideal scenario – the booklet notes “appallingly wet weather conditions” – at Le Mans, where both test vehicles crashed, one of which was a “total wreck.”



The cars also showed instability at high speeds, compounded by the wet track conditions, and the report details the steps that were taking to correct that and other flaws in preparation for the race at Nürburgring (Germany), the GT’s racing debut weeks prior to running the 24 Hours of Le Mans.

The rest, of course, is history, as the GT program continued to progress before going on to win at Le Mans each year from 1966 to 1969.

The Ford Archives, located adjacent to the company’s Dearborn engineering campus, house more than 1 million photos, films and videos in an environmentally controlled space. Its personnel receive several donations of varying sizes each year, many of which come from employees. They have seen an uptick in the past year, though, due to employee office clearing in the wake of the COVID-19 pandemic. If you are interested in donating material to the Ford Archives, please contact archives@ford.com.



WHEN CARS HAD PERSONALITY



FIRST OWNER REUNITED WITH REAL GRAN TORINO



For a few minutes in June, Dave Beckett was reunited with one of his first loves.

On a family vacation to California, Beckett, his wife Donna and daughters Denae and Dedre toured Warner Brothers Studios.

"We were on a tram with 12 to 15 other people," Dave Beckett said. "The tour guide asked what our favorite Warner Brothers movie was, and I said 'Gran Torino.' He said we would be seeing the car used in the movie during the tour."

Once the tour reached the Picture Car Museum, there was a 1972 dark green Gran Torino with a yellow stripe, parked next to the General Lee of Dukes of Hazzard fame.

Beckett hopped a barricade and went over to the Gran Torino used in the 2008 movie of the same name with Clint Eastwood in starring and directing roles. Beckett, you see, is the original owner of that car.

Earlier Beckett had contacted a woman in the Warner Brothers Transportation Department, told her his story, and she said she would make sure he could spend some time with the car.

"The tour guide didn't know anything about it, and I was at the car before he knew it," Beckett said. "When he turned around, by that time I had popped the hood. The tour guide said 'what are you doing over there?' The lady I had talked to had joined our group, and I told him let her explain. I kept looking at the car.

"I still had a key to it. I opened the door, but they wouldn't let me start it. It was exactly the way it was in 1972 when I drove it off the showroom floor at Friendly Ford in Springfield except it has a black vinyl top now. In 1972 it had a dark green vinyl top. I asked Mr. (Jim) Craig (Cassville resident who restored the car) about that, and he said he couldn't find the right color of green that didn't clash with the paint."

Beckett, whose top has also changed during the last 38 years from its youthful red hair to its current white, purchased the new car for \$3,295 and drove it home to Monett.

"My dad was a Ford man," he said. "I decided I was going to celebrate getting me a good job (as a carrier with the Monett Post Office), and Friendly Ford was



the first place we stopped. We walked in, I saw the car and said that's it right there. Dad said 'are you sure?' Being a Ford man, he thought that was great."

Beckett owned the car for about 2 1/2 years before trading it in for a 1974 Oldsmobile Cutlass Supreme. The Gran Torino sat on the Oldsmobile lot in Monett for about a week before it was bought first by Paul Norvell and later by Ray Dotson, both of Purdy.

Craig purchased the vehicle, which was dust-covered and in a barn, in 2000 and restored it. In 2007 Craig sold the car to a classic car dealer in Utah, and that dealer sold the car to Warner Brothers.

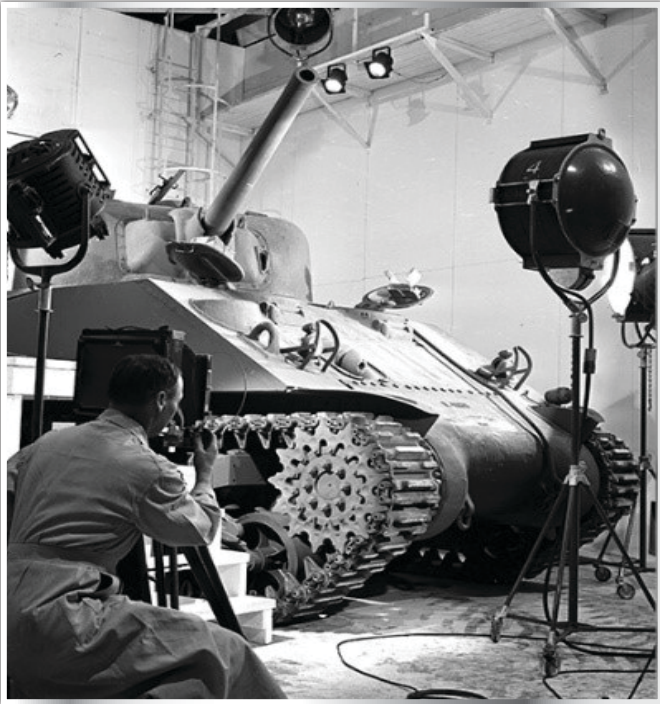
A television commercial about the movie and some automotive genealogy led to Beckett's reunion.

"An advertisement came on about a new movie Gran Torino," Beckett said. "I told my wife I wanted to go to the movies. She is the movie buff in the family and was surprised I wanted to go see a movie. I said let's go watch my car, and we both laughed. It looked like my old car.

"About 10 days after seeing the movie, I saw an article in the Cassville newspaper about Mr. Craig restoring the car used in the movie. I called him and found out who he bought the car from, traced it back some more until I knew for sure that was the exact same car, not one that looked like it.

"I liked the movie. I tell people I'm not going to tell the ending, but keep in mind Clint Eastwood wins. I wish the car would have been in it more. When I went to the movie, I assumed somewhere they would drive it off a cliff or it would be sideswiped or wrecked like in a lot of other movies about cars. But they protected it, and I'm really glad they did."

WHEN FORD WAS THE WORLD'S LARGEST MOVIE PRODUCTION COMPANY



Ford Motion Pictures produced a wide variety of educational and promotional films, among other productions.

You may be seeing a lot about Ford Motor Company and its products in film of late, but did you know the company has an extensive history of in-house film production dating back to the company's early years?

Among company founder Henry Ford's many varied interests, he took an interest in film making in 1913 after a movie was produced about his young company's Highland Park facility. In 1914, Ford became the first American industrial company with fully functioning filmmaking department after the company purchased 35 mm cameras and established a film processing lab at the Highland Park plant. Ford Motion Pictures started with just two employees and swelled to 24 within months.

Following the 1914 release of "How Henry Ford Makes One Thousand Cars A Day," Ford's movie studio began to produce short news reels which were shown in movie theaters and seen by three million viewers each week at their peak. The company transitioned to the production of educational films in the years that followed and, by 1918, it had become the world's largest motion picture distributor.

The department also produced training films and promotional films in the 1920s and '30s. These productions were shown in places like Ford dealerships, among other locations, and were popular with both city and rural audiences numbering 2.5 million per month. In some cases, these were the first motion pictures seen by rural farming families.

Ford Motion Pictures also produced films emphasizing travel, rural life and simple tranquility, even documenting the adventures of Henry Ford's roving "vagabond" gang of explorers, which sometimes included other well-known people such as Thomas Edison, Charles Burroughs and Herbert Hoover, among others.

"If Henry Ford and Ford Motion Pictures were still making movies today, they would be a cross between 'The Fast and Furious' and the Hallmark Channel," a Ford executive said during the company's centennial in 2003. "The movies would balance human innovation and adventure with family values, all while showcasing what his cars can do."

Budget cuts brought on by the Great Depression forced the end of the motion picture department in 1932, though it was reestablished in 1952 before being permanently shuttered a decade later. The company continued producing films in the 1930s and '40s through its Photographic Department, though promotional films were outsourced to production agencies.

Ford's Motion Picture Department never reached the same heights it had in its previous iteration and was permanently closed in 1962. Nearly two million feet of the department's film was donated to the National Archives in Washington, D.C., which now houses more than 3,000 films produced by Ford Motor Company from 1903 to 1954, after its closure. [Click here](#) to view portions of the collection.



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I'm sitting outside so the
neighbors don't think I'm
hitting her

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