



## FEATURE ARTICLE... PINTO STAMPEDE 2021



For the second time the Pinto Stampede arrived at our car show. A better group of owners

with a more interesting collection of cars would be hard to find. Pinto's kept original and some Pintos given a personal touch. Pintos with V-8's that showed a lot of power with what was under the hood.

What was reminiscent was the variety of exterior colors and especially the interior colors and styles that were offered. Much different than today's interiors gray, tan and maybe black are offered.

Each year the Pinto stampede raises money for their chosen charity. This year their charity is the Michael J. Fox Parkinson's Foundation. To donate online go to <https://fundraise.michaeljfox.org/tf-2020/PintoStampede>

Over the years they have raised over \$65,000 for the Wounded Warrior Project and the 4H clubs.

This year the stampede started from: Northwest: Omaha, Nebraska, Southwest: Oklahoma City, Oklahoma, Southeast: Lake City, Florida, and Northeast: Harrisburg, Pennsylvania.

The four separate Stampede's worked their way across the country, with various stops along the way, from July 11th - July 16th, 2021. Stops included, Uranus fudge factory, cocaine bear and the Kentucky fun mall, Gettysburg, Old Franklin jail, Kruger Street Toy and Train museum, Wagner-Hagans auto museum, National Air Force Museum, Snook's Dream cars, the site of Jesse James first train robbery, the Iowa 80 and truckers museum, Iowa culture and history museum, Joliet Prison, the Duesenberg museum, Monster Truck Hall of Fame, Summit racing, Lost sea adventure, Aviation museum of Kentucky, and others. Friday July 16th, visits to the Motor City Mustang collection of Mike Berardi,

hosted by Ford's car club division. Then they visited Roush manufacturing to see how the Roush Mustangs and F150's come to life. Then a visit to the Roush collection of fine automobiles and racecars. Saturday July 17th, they were the main event at the Ford Mercury Restorers Car Club show at the fairground in Belleville Michigan. Pinto's took top honors and we also had our own car show voted on by all the

Pinto owners, so winners were the best of the best as voted on by their peers. The Pinto members not only enjoy their cars, but they use them and, in the process, see so many sights.

If you want more Pinto information log into <https://pintostampede.com/>

It was a pleasure having these fine folks at the FMRCOA car show! They traveled from all over To join us.

### ADDITIONAL PINTO PHOTOS LOCATED IN NEWSLETTER



# The Rotunda Times



## The Rotunda Times

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### **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:

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



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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 AUGUST PRESIDENTS REPORT**

Hello members!

I hope everyone is enjoying their summer and enjoying all the cruises and car shows that are going on. Things are getting back to normal, and we will be meeting back at the Livonia Senior Civic Center at 6:30 for our September 1st meeting.

Well as now you know our swap meet is over and we would like to say we did very well but unfortunately, we believe because of the heavy rains that we had we were not able to have a great swap meet. We did not lose money, but we did not clear very much after all expenses. With that said we will not be able to foot the expense of renting a hall for our annual dinner dance.

For our club to keep going we are going to need to make some major changes regarding the swap meet and the car show. We will be discussing these issues at upcoming meetings.

On a good note, we are still going to have our annual picnic at Hines Drive Nankin Mills Pavilion on August 29th. This will be a bring your own picnic with you. The club will provide pop and water and snacks. Looking forward to seeing everybody and having a great time at this great event.

**THAT'S IT FOR NOW  
YOUR PRESIDENT,  
JIM CRAWFORD**

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**AUGUST 2021**  
**FMRCOA MEETING MINUTES**

- Meeting called to order 7:20
- Jim Thanked everyone that Worked at our Swap Meet, especially those that stepped up to Work more than they signed up for.
- Also thanked the DRAC for allowing us to have our Meeting there, they did a great job for us, thank you Mike O'Hara for setting it up.
- The Club barley cleared our expenses, making only \$1,172.10 Income was \$9,930, expenses \$9,007.90. With reimbursement to Jim for what he put on his personal card (after the club card was accidentally eaten by accident, which was \$631.90 yet to be cleared, Golfcarts and Boy scouts \$544.64.
- We then discussed how to make the swap better, one suggestion was making swap spaces bigger and charge a little more for the space. Raise the gate fee. Cut the car show as it is usually a loss for the club.
- We are looking for a new location, in this same area. WC4H Fair is raising their rates and asking for payment in advance.
- One suggestion was the Ann Arbor Farm council grounds, and another was Ford Motor World Headquarters.
- Hines Drive cruise VIP stickers will receive a Dash plaque
- We are Again Being forced to Cancel the dinner dance, This time because of finances. It usually costs the Club \$5,000 or more. The September meeting will be back at the Livonia Civic Center. Laural Gottlieb will Bring the dinner.
- Car Talk: Cy (I'm sorry I don't remember you last name) brought in a book called "My Dad Had That Car" it was original Design drawings Of Every Car made at the time of printing, written by Matt Stove. Terry Worful was lucky enough to get this book from him.
- 50/50 Drawing
- 1st \$20 went to Jim Crawford (re-donated).
- 2nd \$10 to Larry Wolohon,
- 3rd \$9 went to Jim Crawford again (re donated).
- Welcome New member Greg Jacob
- Club events: August 29th Hines Cruise, Bring your own Picnic lunch. We are again at the Nankin Mills Pavilion. Pending Garage Tour at Larry Dicks and Larry Millers collections on Sept 11.

Submitted by  
Terry Worful Sec.

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

**by Mark S. • Edition #2**

I worked the parts counter and have some memories too.

My boss went on vacation for 2 weeks. He came back and unlocked his office. He tossed out a box half filled with donuts. A mechanic walks over grabs the box and scarfs them down.

An elderly man calls in says " I hav a fif fo" I ask him to repeat that and he hangs up. Later, he pulls up to the door in a 1954 Ford. He walks up to my counter with a broken turn signal lever. I tried to explain the 1990 dealers do not carry fifties parts. He articulated clearly a dozen swear words as he stormed out.

Speaking of unsatisfied customers. I was eating lunch with a buddy who worked a GM parts counter. I mentioned that 2 customers were upset with me cause one part was unavailable and one to high priced. They told me next time they were going to buy a GM product. My bud replies. That OK because he just had 4 customers threaten to buy Fords.



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## **THE ROVING REPORTER**

by Lou Ironside

There hasn't been much swap meet activity in the Michigan area this month, but I did manage to attend a couple small ones. The Michigan Model A Round-up in Auburn Hills, had a small swap meet, and the few vendors who were there report some brisk sales. A second small swap meet was in conjunction with the "Back to the Bricks" at the Kirkridge Presbyterian Church in Grand Blanc, MI. Although held during the week, it is well attended and there are roughly 40 to 50 vendors. What is nice is these are people who usually don't sell at swap meets, so you are seeing "fresh from the barn/garage"

items. I have always found a few nice items to bring home and this year was no exception. At the end of August we have the swap meet in Monroe, MI and Fowlerville, MI. Both, are well worth attending...for me especially Fowlerville as there always seem to be plenty of Model A parts available. In September we have the big NSRA swap meet in Kalamazoo, and the Model A swap meet held in conjunction with Model A Days at the Gilmore Museum. Even as we see summer winding down (where did it go??) there are still plenty of swap meets to attend.

## **ADVERTISEMENT FROM THE PAST**

by Lou Ironside

If you are my age, then often your first introduction into building model cars was with the "Old Timers" Antique Auto model kits. Introduced in the late 1940's, and produced by several different companies over the next two decades, the kits were on the market until the late 1950's and possibly beyond. The original price was .39 cents per kit, and towards the end of the production it was .99 cents. My introduction was around 1950 when my father would assemble and paint the kits for me (I was only 5 at the time). The part I liked best was watching my father using a cigarette lighter to heat a screwdriver end to flatten the ends of the axles to hold on the wheels. Most of these were done on summer evenings at our cottage which had no TV or radio service. Over several years my father assembled about 12 different cars for me and yes, I still have all of them! They are a little crude in the painting department and the plastic has warped on many, but every time I look at them in their dustproof plastic case, I can remember sitting there at the kitchen table watching my father put them together. Eventually there were 39 different kits made, and even today you often see them complete in the box at flea markets and antique shops, but they certainly are no longer either .39. or .99 cents.

## **FIZZLED SODA PARTNERSHIP ADDS INTRIGUE TO SPECIAL EDITION MUSTANGS**



Of all the rare Mustangs out there, few have been designed to match the appearance of a popular soda, but a series of Deep Emerald Green 1990 Mustang LX convertibles, complete with white leather interior and white top, stands as just such evidence.

Thirty of these Mustangs, which came to be known as “7 Up Mustangs” by collectors for the namesake promotion – were planned to be built as grand prizes for a contest by 7 Up, a sponsor for that year’s NCAA men’s basketball tournament. The giveaway was said to include a half-court shot contest during the finals, however, the campaign was cancelled at the last minute, though accounts vary on the reason behind the cancellation. A planned advertisement from that time also promotes the Mustangs as a grand prize for 7 Up drinkers with a bottle cap that matches the correct final score of the championship game.

While the promotion got shelved, Ford had also planned to sell thousands of the special edition Mustangs – the exterior color of which had not been available for regular production Mustangs to that point. Two units were built as engineering test vehicles in December 1989 and the first of the limited-run Mustangs were sold as early as March 2, 1990, nearly two weeks prior to the beginning of tournament.

Just over 4,100 of the special edition 5.0-liter Mustangs were sold. And while the contest fizzled, the Deep Emerald Green exterior color was popular enough to be continued in subsequent years of Mustang production.

## **PINTO STAMPEDE**



## **ATHLETIC ICON JESSE OWENS JOINS FORD, LATER SERVES AS AMBASSADOR**



One of the greatest American athletes of all-time, Jesse Owens also worked at Ford in the 1940s.

Ford has had, several employees, who have joined the company after competing in the international games, but one in particular is among the all-time greats in athletics.

Jesse Owens is well known for his athletic feats – notably his time in college and later competition for the United States internationally– and post-athletics humanitarian efforts, but he also worked for Ford in the early 1940s.

After breaking three world records and tying another in a single-track meet during his sophomore year at Ohio State University, Owens would come to international fame during the 1936 games in Berlin. He won four gold medals in the 100-meters, 200-meters, broad jump and in the relay, and set four more records.

Following his athletic glory days, Owens, by this time a married father of three, worked in the employment office at the Rouge, beginning in 1943, according to an article from the Ford Times where he also recounted his experience in Berlin. He later appeared in advertising and at promotional events for Ford and other companies, among his other many appearances for various nonprofit causes and government programs.

Ford actually employed two of the greatest Olympians of all-time concurrently. Another legendary athlete, Jim Thorpe, also worked for Ford in the 1940s.

Jesse Owens (right) works at Ford in 1942. (Photo courtesy of the Henry Ford Museum of American Innovation)



Owens also received the Championship Performers Trophy from Lincoln-Mercury in 1958, as well as the keys – golden, of course – to a new Mercury vehicle. He also served as a member of the Lincoln-Mercury Sports Panel, whose members appeared in various promotional and advertising activities. Other members of the group included Detroit Tigers great Al Kaline, famed golfer Arnold Palmer and legendary quarter Bart Starr.

Owens, who died in 1980, also received the Medal of Freedom – the nation’s highest civilian honor – in 1976.



## STEVE MCQUEEN'S BULLITT-MOVIE MUSTANG SUDDENLY REAPPEARED: THIS IS HOW IT HAPPENED



Steve McQueen's Highland Green 1968 Ford Mustang GT fastback vanished 38 years ago. The ominous-looking pony car with the barking 390-cubic-inch V-8, which starred in one of the greatest chase scenes in movie history in the film *Bullitt*—with McQueen doing the driving in many of the shots—may have been lost, but it was never forgotten. Certainly not by Mustang aficionados, who speculated on its whereabouts for almost four decades, titillated by the occasional internet post or word of a spectral sighting. So when the Bullitt Mustang suddenly appeared at a Ford press preview at the North American International Auto Show in Detroit on January 14, 2018, the assembled journalists, car nuts, Ford execs, and Mustang fans went full geek.

The synchronicity of the car's breaking cover in the same year as the Bullitt movie's 50th anniversary, and at the same event where Ford revealed its 2019 Mustang Bullitt tribute model—the third since 2001—is just too perfect for it to have been happenstance. And yet it largely was.

As those involved tell it, the Bullitt Mustang never would have resurfaced in Detroit had it not been for a coincidence of cosmic proportions, the sheer luck of fortuitous timing, and, especially, the efforts of a determined coterie of emotionally invested volunteers. It took 30 seconds for the Bullitt Mustang—in original, if dilapidated, condition—to rumble onto the stage at Detroit's Cobo Center, but it took a village to make it happen.

The movie car's trip to the auto-show stand actually started in earnest in December 2015, according to its owner, Sean Kiernan. Kiernan, 36, inherited the Bullitt from his late father. Bob Kiernan had purchased it in 1974 from an ad in our sister publication, *Road & Track*, to replace the family's only car, an MGB/GT. "You have to remember that, at the time, 'movie cars' were not really sought after," says Kiernan. His father liked the idea that it had been used in a movie, "but the big factor was that it handled amazing and had huge amounts of power, especially compared to an MG."

The Kiernans initially felt so casual about the Mustang's connection to the film that they employed it as a daily driver. Sean's mother, a schoolteacher, drove it for about five years, at which point it developed clutch trouble. It was parked in 1980, a year before Sean was born. Kiernan grew up to be a car enthusiast like his father, and the two made a couple of attempts at fixing up the old green Stang themselves. They got as far as taking the car partly apart and having the engine freshened. "The odd thing that happened," says Kiernan, "is that the car just stayed in the garage all those years, as a project car does, and the internet was born while she just sat there—and in turn the rumors began to form. Not until 1999 was there any intention of keeping it under lock and key and a secret. My father and I always wanted to reveal it in the right way to squash any rumors that he was a hoarding car collector, and then I was just going to drive it to have fun." But Kiernan's father fell ill and passed away in 2014 before they could get the Mustang reassembled. At that point, says Kiernan, he was feeling the emotional gut punch of his father's death and was in a quandary about what to do with the car. "I was struggling," he says.

Then came the coincidence that changed everything. In December 2015, Kiernan, a salesman of automotive paint and supplies who lives outside Nashville, was returning from a day of sales calls with his boss, Casey Wallace. Wallace, the company's regional sales manager, had come in from out of town. On the long drive back to the office, Wallace asked Kiernan what cars he had inherited from his father.

"A '75 Porsche 911 and a '68 Mustang GT 390 fastback," answered Kiernan. Wallace was intrigued and wondered what color the Mustang was. "Green," replied Kiernan. "Huh," responded Wallace. "Sounds like the Bullitt Mustang." Kiernan recoiled. Was the family secret blown? Kiernan knew Wallace was no car guy. "He barely knows how many tires are on his truck. How the hell did he know anything about Bullitt?"

What Kiernan did not know about his boss was that Wallace had a side business. Wallace explained to Kiernan that he and his best friend, independent film and video director Ken Horstmann, were partners in a film-production company called Spyplane Films. They'd been trying to get an action-adventure movie made that Horstmann had written several years earlier. It revolved around two 18-year-old friends discovering the Bullitt Mustang in a barn and what happens after they buy it for a few thousand dollars from the owner, who doesn't know what it once was. Bad guys arrive and separate the kids from the car. Mayhem and car chases ensue.

Wallace and Horstmann were working on financing their movie venture. Wallace, who lived in Atlanta, was taking advantage of his trip to Nashville to speak with a potential investor while he was there. "How close is your car to looking like the Bullitt Mustang?" asked Wallace. "Um, damn near exactly like it," Kiernan answered, stunned.

What were the chances that a fellow paint salesman who happened to be Kiernan's boss also happened to be in



the movie business? And that that same person also happened to be trying to make a film that happened to be about the Bullitt Mustang that Kiernan happened to own?

"And then," recalls Kiernan, "I had this overwhelming feeling. It was actually the first time I had felt my father's presence since he had passed away. I felt him in the truck with us." And suddenly Kiernan knew what to do. "The car you're talking about," he said to Wallace, "the one that's been lost forever? It's sitting in my garage. I've got it."

"I couldn't breathe," recalls Wallace. Once he recovered from Kiernan's revelation, he asked if his filmmaking partner could see the car. The three met the next day and spent hours talking about what they might do together. "We made a pact," recalls Horstmann. "We decided to do three things: to tell Sean's story as a way to honor his father, to reveal the Bullitt to the world, and to make our movie." It was enough to motivate Kiernan, a hands-on car guy with lots of experience wrenching, to reassemble the Bullitt and get it running again.

But how to proceed with their three-pronged plan? The first step was to get the car authenticated. "Of course, we knew it was authentic," says Kiernan. He even had a letter from Steve McQueen to his father written in 1977 asking if he could buy the car back. (Bob Kiernan turned McQueen down.) After some research, Horstmann reached out to John Clor through LinkedIn. Clor, a gonzo Mustang nut, is also Ford Performance's enthusiast communications manager—the company's public-relations liaison with all of the Mustang clubs scattered across America.

That first connection was key. "I'm a Mustang enthusiast," says Kiernan, laughing, "and I'm also a lurker on all kinds of Mustang forums. I had to be; I never wanted it to be discovered that we had the Bullitt. John Clor had a big presence on the forums. And I'd seen him in the Mustang documentary *A Faster Horse*." Although Horstmann's note was of necessity vague, Clor wasted no time in responding.

Clor quickly led Kiernan to contact number two. Recalls Clor, "I told them I wasn't the guy to authenticate their car; they needed Kevin Marti." Marti is renowned in Ford circles. Trained as an engineer, he runs a well-respected Ford reproduction-parts business. But more important, he has a license agreement with the Ford Motor Company to manage a database containing all of the company's U.S. vehicle-production information from 1967 to 2014. That includes vehicle identification numbers. He is the man to consult if you want to know exactly how your vintage Mustang was equipped when it rolled off the assembly line, and a Marti Report carries a lot of weight in FoMoCo collector circles.

Clor convinced Marti to join him to examine the car in May 2016. At the initial meeting, all of the parties signed nondisclosure forms so they could talk safely. Next followed a check of the old Mustang's VIN and an inspection of the car—it still has the camera mounts that were welded under its rocker panels, which are clearly visible in the movie—after which Marti bestowed his blessing. None of this, however, could

**CONT ON PAGE 9** ➡

## STEVE MCQUEEN'S BULLITT-MOVIE



have unfolded without the tacit involvement of one outsider who had known that the Bullitt Mustang existed—although not its exact location—for the past 28 years. Brad Bowling was a young editor at Mustang Illustrated magazine when he was contacted by Kiernan's father to correct errors in a story that had run about the car in 1989, just prior to Bowling's arrival at the publication. The elder Kiernan had even sent Bowling a copy of McQueen's letter—with his home address redacted—to prove that he owned the car. Bowling had stayed in touch through the years, calling Bob Kiernan to forward requests that came across his desk about the car's whereabouts—but never violating Bob Kiernan's wish to keep its existence and location secret.

As preparations inched forward, there were other complications that were making both Kiernan and his allies at Ford nervous. Steve McQueen's son, Chad, had launched a website asking for leads as to the whereabouts of the original Bullitt Mustang. And a second green Mustang fastback used in the movie, once thought lost, had surfaced in Mexico. A stunt car used for some of the San Francisco chase scenes where it gets airborne, it too was authenticated by Kevin Marti. "But it was just a shell," he reports. It had been in tatters when found but was in the process of a full restoration.

Ford ultimately decided to stay with its plan to use Kiernan's all-original car at the Detroit preview. But Kiernan was worried that the Bullitt trackers were closing in and that they would discover the whereabouts of his car before it could be revealed properly at Detroit. He asked Ford for help.

Ford responded. The Bullitt, now running, was spirited to Ford's product-development campus in Dearborn, Michigan, where it was squirreled away in the same basement studio where the new Ford GT supercar had been developed. It came out of hiding for an afternoon in the fall of 2017 only long enough for Jay Leno to cruise it around Ford's Dearborn proving ground for a segment of his TV show, Jay Leno's Garage.

It then returned to its basement lair to wait until its dramatic appearance onstage at the Detroit auto show. Its sheetmetal dinged and dented, its Highland Green paint badly weathered, its racing alloy wheels corroded, and its upholstery split, it looked like a million bucks. We hope it was insured for more.

Standing proudly beside it at the launch was a smiling Kiernan, and next to him was actress Molly McQueen, Steve's granddaughter. She had just introduced the new 2019 Bullitt. It had taken more than two years and the behind-the-scenes efforts of many, but the Bullitt Mustang had finally been given back to the world. Sean Kiernan's story had been told and his late father honored.

Talk to any of the players, and there's still a sense of wonder that it actually all came together. Marti sums it up: "I look at this whole thing as links in a chain," he says. "Each link is connected to the next one, and each of these links had to be forged and come together properly in order for all of this to come about." Adds Berardi, "Sean was a true gentleman. He never asked for a penny. He just wanted to be a part of this. Wallace and Horstmann didn't ask for a penny for their film, either."

Kiernan's employer has given him a leave of absence for 2018 to take the Bullitt Mustang on tour across the country to auto shows, museums, and special events. Kiernan, Wallace, and Horstmann remain close. And the two filmmaking partners continue to put together financing to make their movie.

You can bet that when they finally call "action," the real Bullitt Mustang will have a starring role.

## PINTO STAMPEDE

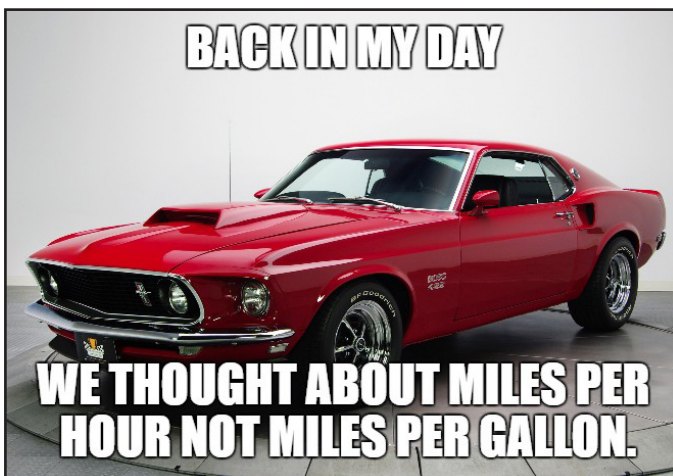
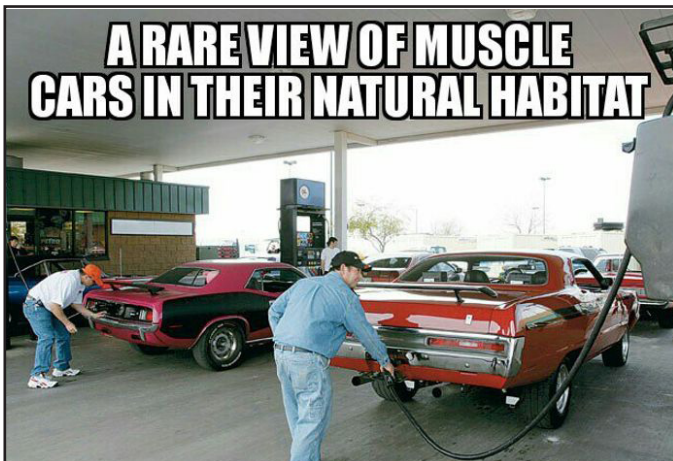


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