



FEATURE VEHICLE: 1979 LINCOLN TOWN COUPE OWNED BY WALLY WIGAND



When leaving the Motor Muster on Saturday June 2012, I saw a car parked at the exit gate with a For Sale Sign on it. You can't advertise a car for sale inside the motor muster grounds so one of the volunteers for the muster must have parked it there. It looked pretty neat. I decided to check it out if it was still on display Sunday when I was leaving.

Sunday afternoon as I left, there it was so I drove over and got the information from the For Sale Sign in the window. On Monday I called the phone number on the For Sale Sign. The car was a 1979 Lincoln Town Coupe, with fewer than 16K miles on the car. It was also a one owner car and everything was original. The Lincoln owner had documents to prove it. I called the owner back and made an appointment to see and drive it. I drove the Lincoln and it rode like a dream. I drove my wife over to see, and drive the car. We both liked the car so I negotiated the price with the owner and we had a deal.

I picked up the car a week later and now I had a problem, and that was, I had no place to store my 1979 Lincoln. I first had to sell a 1959 Mark 4 convertible that I was working on, that, Jim Crawford made me buy (LOL)! The 1959 was bought by a guy from Gaylord Michigan.

FORD LIGHTS UP WHQ



The recent reveal of the all-new F-150 Lightning turned the south side of Ford's World Headquarters in Dearborn into an 88,000-square-foot outdoor display. The electric presentation was unlike other reveals for Ford vehicles, but also an evolution of the company's use of the building to share messages with the community.

The building, which opened in 1956, has served as a canvas for other company celebrations and occasions in the decades that have followed. It is typically illuminated through an orchestrated arrangement of lights that have been used to celebrate occasions like Ford's victories at the 24 Hours of Le Mans and the company's centennial in 2003, but also to support initiatives like Ford's Warriors in Pink and other events like America's bi-centennial in 1976 and the Detroit Tigers' appearance in the 1968 World Series. How many memories do you have? Either participating in an event or just seeing the Glass House sharing a message.



**SEE ADDITIONAL BUILDING PHOTOS
THROUGHOUT THE NEWSLETTER**

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:

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.



FMRCOA

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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 JUNE PRESIDENTS REPORT

Hello members, I cannot believe it is already the end of June. Things are moving fast this year it seems. We are getting everything finalized for our swap meet, car show and car corral.

We have an extra treat this year with it being the 50th anniversary of the Pinto. Because the Pinto stampede could not attend the PDC show that was canceled we have invited them to our swap meet to celebrate their event. There will be an estimated 75 to 80 Pintos traveling from across the country to our event this year. We have hosted a Pinto event before a few years ago back when we had our swap meet at Chelsea. That was a fantastic event, and everyone enjoyed the Pintos. Looks like this year will be even better.

We have ordered our T-shirts for our swap meet this year. They will feature the Bronco on the front with our six new sponsors on the back. A big thank you to Rob Martoia for all his hard work on the design of the shirts.

We have hired Disc Jockey Paul Peters for our entertainment this year. We have also hired two food trucks to provide food for the event.

We are running a little behind with our swap space sales but listening to vendors that have went to Carlyle and other events everyone is down on selling swap spaces this year.

But when we look at the car shows that have went on so far this year, they are getting record numbers of vehicles for the shows. People are so ready to be outside and enjoy the classics. Case in point the Wilson Barn had over 600 vehicles attending this year.

We have a couple things coming up for August. The Woodward Dream Cruise is on this year for August 21st. The Annual Hines Drive Cruise is on with our Annual FMRCOA picnic which will again be at the Nankin Mills Pavilion on August 29th.

So, members it looks like this year is shaping up to be a good year for our club. Stay safe and healthy.

**YOUR PRESIDENT,
JIM CRAWFORD**

ADDITIONAL MESSAGE FROM THE PRESIDENT

Hello members,

On Saturday, June 26th will be the annual Downriver Cruise on Fort street. Scott Gutekunst has joined our club and has invited us to park at Southgate Lincoln at 16800 Fort St Southgate, MI. 48195 for the cruise. I need to know how many people will be coming to the Downriver cruise from our club. If you plan to attend, please let me know ASAP so I can tell Scott on the number of cars attending.

Thanks,
Jim

SAVE THE DATE



For more information, visit:
www.motorcities.org

#ExploreMotorCities Road Tour

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

In Memoriam

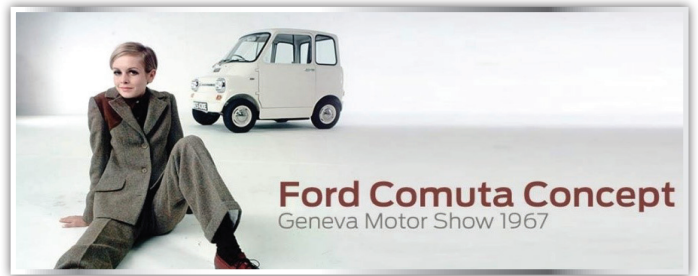
JOSEPH B. NEWLAND, JR.,
May 25, 1947 ~ June 22, 2021



Joseph B. Newland, Jr., age 74, passed away suddenly on June 22, 2021 following a short illness. Joe is survived by his immediate family: Ladny Newland, Danielle Newland, Kirsten Newland, Demery (Michael) Ives, Tyler Newland, and grandchildren Jacqueline and Zabana Ives; His brother Douglas (Sherry) Newland and sisters Susanna Finn and Priscilla (Frank) Maday; and close companion Pat Kata and her family. He is preceded in death by his parents: Joseph B. Newland, Sr. and Merry William Hermansen.

Joe enjoyed his job and long-time co-workers as Forging Specialist for Tricor Metals and spending time with friends (and their families) fishing, telling jokes, playing Scrabble, building homes, gardening, and restoring Ford Fairlanes. He spent many hours volunteering for Habitat for Humanity of Detroit (including special projects around the country). He also was honored with the title of President during his many years as a member of the Ford & Mercury Restorers Club of America.

MEET THE PINT-SIZED FORD COMUTA



BRENTWOOD, England – This tiny concept car was revealed to the world by Ford at the 1967 Geneva Motor Show.

Called the Ford Comuta, it was a full electric vehicle powered by quartet of 12V lead-acid batteries that gave a range of 40 miles (64 kilometres) and a top speed of 40mph (64km/h).

Comuta measured just 2.03 metres long and was advertised as having a turning radius of 5.5 metres. At the vehicle's unveiling, Ford of Britain's assistant managing director, Leonard Crossland, stated: "We expect electric cars to be commercially feasible within the next 10 years, although we believe their uses will be primarily as city-center delivery vans and suburban shopping cars."

Comuta never made it into production, nor was it Ford's first electric car. Way back in 1913, Henry Ford and Thomas Edison produced a prototype electric car called the Edison-Ford but the project was shelved shortly after.



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THE ROVING REPORTER

by Lou Ironside

Swap meet wise things have been a little slow to recover in Michigan. The Bearing Burners swap meet in Utica was the last big meet, although there are a couple of smaller meets that are scheduled for Father's Day. On the calendar the FMRC meet in July is the next local meet in our area that I am aware of. It is a slow recovery swap meet wise, but at least there are signs things are slowly getting back to normal. I have my reservations for the Iola, Wisconsin meet, and according to their website it is nearly sold out.

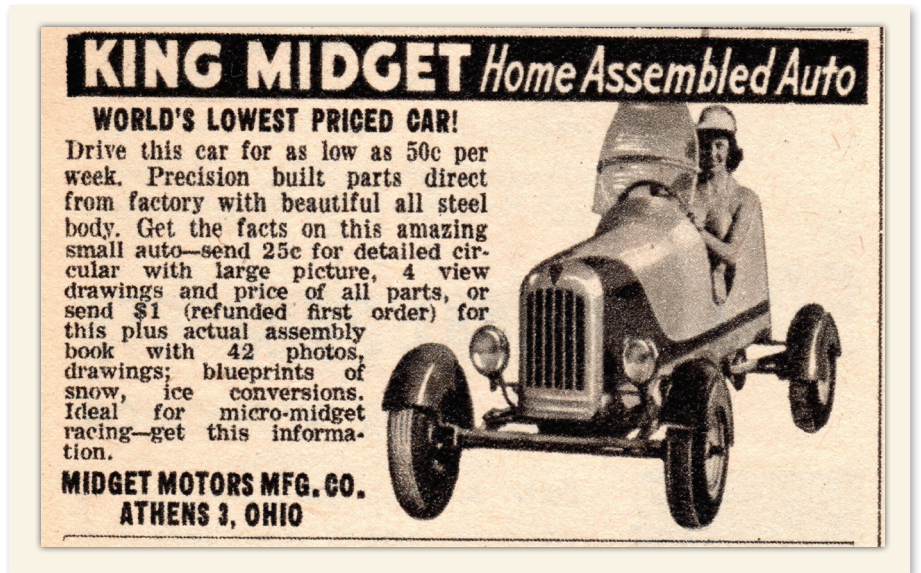
Like everything else however they have significantly raised prices on entry and food, so should be interesting to see if that keeps down the amount of spectators at the show. The Model A Day this fall at the Gilmore Museum has somehow managed to get Wayne Carini to visit and hold a seminar with a meet and greet afterwards. If you have ever watched his TV program, it should be interesting to see how he "spins" his visit on a future broadcast.

AD'S FROM THE PAST

by Lou Ironside

Remember the ads for the King Midget which was often billed as the world's lowest priced car? For only .25 cents you could get the details on buying the kit to build the car in your own garage. Although it was out of the price range for most young people, there were a few brave souls that actually bought the car and got them together. What you had was basically a glorified go-kart that would hold one person. Later in the early 1960's they enlarged the body so two people could ride in it. You still occasionally see

one for sale in Hemmings or on-line. The King Midget was really a go-kart with a lawn mower engine driving one rear wheel, and a body around the one person driving. According to a drive test in an older issue of Special Interest Autos magazine it was fun for the driveway, but really scary on the highway. Today in a highway full of Suburban's and F-350's can you imagine driving one down the road?? I would guess that we as teenagers were lucky that we couldn't afford one, it allowed us to not get run over by a driver that couldn't see us!



FORD ARCHIVIST ARRANGES RETURN OF LONG-MISSING MICHIGAN CENTRAL STATION CLOCK



Michigan Central Station's missing cast-iron clock face was returned by an anonymous individual who had previously taken the clock from the long-vacant building. The individual wanted to return the clock to Ford after the company announced its acquisition of the iconic train station.

(Photo: Charlotte Bodak/Ford Motor Company)

Michigan Central Station's missing cast-iron clock face was returned by an anonymous individual who had previously taken the clock from the long-vacant building. The individual wanted to return the clock to Ford after the company announced its acquisition of the iconic train station. (Photo: Charlotte Bodak/Ford Motor Company)

When Jamie Myler showed up to work at the company's corporate archives on Monday, he had a special surprise waiting for him.

An individual contacted Myler, a research archivist, to arrange the return of Michigan Central Station's long-missing clock face. The individual, who wishes to remain anonymous, wanted to return it the Friday before the company formally announced its acquisition of the iconic train depot.

Myler said the person in possession of the original clock face had initially taken it to the train station prior to the company's announcement event, but feared that authorities would arrest him for its theft.



"He didn't want to talk to anybody," Myler said. "It sounds like he had it in his vehicle, pulled up to the train station, and saw security personnel and Border Patrol, and took off because he didn't want to get in trouble."

Myler received a call from the Benson Ford Research Center saying that the individual in possession of the clock was trying to contact someone at Ford. Myler then texted the individual and received a response a few hours later.

Ford Research Archivist Jamie Myler, left, and Heritage Brand Manager and Archivist Ted Ryan wheel the recently returned Michigan Central Station clock face into the Ford Engineering Lab where Ford Archives is located. An anonymous individual contacted Myler with the whereabouts of the long-missing clock. (Photo: Charlotte Bodak/Ford Motor Company)

"He texted me back and said that he left this clock face leaning against a burned-out building near the train station," he said.

Myler contacted Ford Land, which sent a couple of people and a truck to the site, where they found the clock wrapped in a moving blanket secured with duct tape.

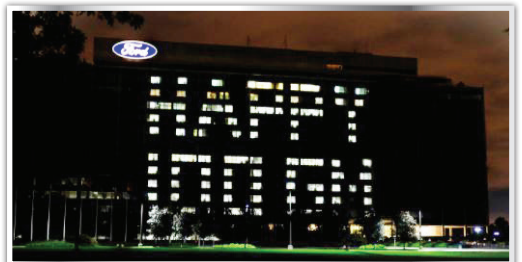


Ford Land delivered the cast-iron clock face to Ford Archives at the Ford Engineering Lab Friday after Myler had left for the day.

"It sounds like he really did care for the clock," Myler said, noting the care that the individual had taken to preserve the clock's integrity. "One of his texts to us said to make sure that whoever picked up it lay it a certain way in the truck because the paint is really brittle."

Myler said it was great that someone cared enough to return the stolen clock to Ford.

"It's a piece of Detroit history,



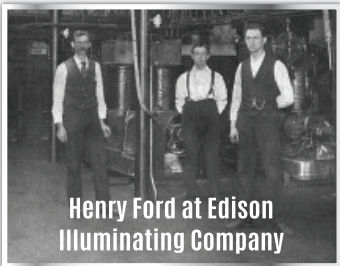
QUADRICYCLE 125TH ANNIVERSARY: HENRY FORD'S FIRST VEHICLE TAKES MAIDEN VOYAGE ON DETROIT STREETS



In 1896, the founder of Ford Motor Company built his first car and took it for a spin on the streets of Detroit. In the early morning hours of June 4, Henry Ford made a trial run in a small, four-wheeled vehicle he called a Quadricycle, later described by historian Allan Nevins as “strikingly small and light - the lightest vehicle of its type yet produced.”

With his wife Clara and a helper, Jim Bishop, anxiously watching, Ford put the clutch in neutral and spun the flywheel, then slowly drove his Quadricycle along the streets of Detroit, with Bishop on a bicycle ahead and a few passersby staring incredulously. A spring actuating one of the “ignitors” failed on the short run, but it was quickly repaired, and the two men returned triumphantly home, got a few hours rest, then reported for work at Edison Illuminating Company.

The outing was a success, but Ford was not satisfied, so he practically rebuilt the Quadricycle over the following months. He and his helpers replaced many wooden parts with metal, installed a cooling system in the engine, and fitted sturdier wheels. Ford then built other cars and, on June 16, 1903 – seven years after his trial run – he launched Ford Motor Company in a small converted carriage factory in Detroit.



For the 32-year-old inventor, the Quadricycle’s successful first outing was the result of the inventiveness, determination and hard work that later earned him the title of “genius of the automotive industry.” In the early 1890s, Henry Ford began tinkering with a tiny vehicle in a small workshop at the rear of his home at 58 Bagley Avenue in Detroit, a few blocks from the plant where he worked at the Edison plant.

At that time, any man experimenting with “horseless carriages” was considered something of an oddity. An elderly Detroiters said Henry Ford – no exception to this prejudiced rule – was regarded with some suspicion around the neighborhood. The young inventor was supported by his wife, Clara, whom he had married in 1888, and by the help of friends and colleagues from the Edison Company – David Bell, Bishop, George Cato and “Spider” Huff.

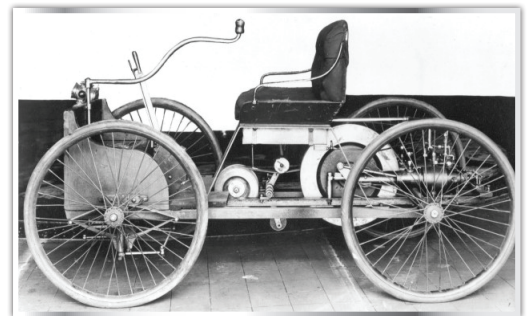
Henry Ford driving Quadricycle

The Quadricycle had a 49-inch wheelbase and was 79 inches long overall. It was only 45 inches wide – but still too wide for the door of the garage where it had been built, forcing Ford to expand the opening with an axe – and 43 inches high. Apart from the motor, wheels, axles and steering tiller, the vehicle was constructed of wood and weighed only 500 pounds without fuel. It had a buggy-like seat and ran on bicycle-size wheels with pneumatic tires.

Ford’s “horseless carriage” had two speeds – 10 and 20 mph selected by twin drive belts. It had a neutral gear, but no reverse. Gear changes were made by a clutch lever mounted on the floor to the right of the driver. Final drive was by a single chain. There were no brakes, but Ford included a doorbell as a horn. During the two days before his invention was finished, Ford hardly slept at all. Finally, in the early morning hours of June 4, 1896, the vehicle was ready.



Henry Ford sold the Quadricycle later that year for \$200, though he repurchased it in 1904 for only \$65, and it still survives today in a permanent display at the Henry Ford Museum of American Innovation in Dearborn, Michigan.



FORD DRIVER LYN ST. JAMES BREAKS BARRIERS IN MOTORSPORTS



When Hailie Deegan made her competition road racing debut with Ford last year at Daytona International Speedway, her car carried a unique throwback paint scheme. It wasn't a vintage logo of a corporate sponsor, but instead honored a female trailblazer in auto racing. The red, white and blue paint scheme recalled the Roush Racing Mustang GTO class car driven by Lyn St. James in 1985, when she captured three victories, including the first and only International Motor Sports Association (IMSA) GT win by a woman driving solo.

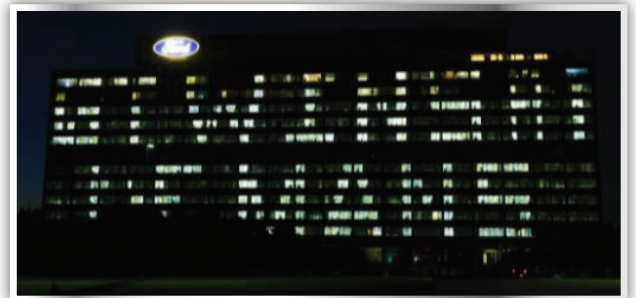
St. James, who didn't start racing competitively until her mid-20s, began her professional racing career with Ford in the early 1980s. She is a two-time class winner at the Rolex 24 at Daytona, one-time winner at the 12 Hours of Sebring and remains the only woman to win an IMSA GT sports car race solo, which she accomplished in 1985. She competed in more than 100 Sports Car Club of America (SCCA) Trans-Am and IMSA races and has run the Indianapolis 500 seven times, becoming the first woman to win the event's Rookie of the Year honors in 1992 and qualifying for the race as late as 2000 at the age of 53.

During her career, St. James was a consumer advisor to Ford on women's issues. The role included educating women on the car-buying process and how to maintain them after their purchase. In 1981, she even drove a Ford Escort modified to operate on pure methanol as part of a 3,000-mile, cross-country trip to promote American Energy Week.

St. James has also served as president of the Women's Sports Foundation and she is founder of Women in the Winner's Circle Foundation, a non-profit organization specializing in the education, training and advancement of women in automotive fields. For many years, the role involved her hosting training sessions for promising women race car drivers. She was recognized by Automotive News as one of the Top 100 Women in the Automotive Industry and was one of Sports Illustrated's Top 100 Women Athletes of the Century.



In retirement, St. James has become an advocate for opportunities for women and minorities in motorsports as part of NASCAR's Diversity Council and advisory roles with the Automobile Competition Committee for the United States. She was recently presented the Spirit of Ford Award, Ford's highest honor in auto racing, which recognizes lifetime achievement and contribution to the industry both on and off the track. St. James was recognized by Ford President and CEO Jim Farley during a dinner held in her honor.



THE ORIGINAL MAVERICK, FORD'S POPULAR 'SIMPLE MACHINE'



Following the introduction of the all-new Ford Maverick pickup, let's look back at the original iteration of the nameplate. What started out as a sporty, two-door sedan rose to popularity in the 1970s and was later repurposed for small Ford brand SUVs in markets outside the U.S. Now, Maverick is the latest addition to the Built Ford Tough lineup of Ford trucks.

With imports claiming an ever-increasing share of U.S. auto sales in the 1950s and '60s, Ford launched the original Maverick in 1969. The car quickly earned the nickname "Ford's Simple Machine" for its reliability, dependability, economic practicality and ease of repair.

The original Maverick, like the all-new Maverick, came at a budget-friendly starting price. At just \$1,995, one Ford executive said, "Never before has the American public been offered so great an automotive value at such low cost." With a long hood and a short deck, it had a sporty flair, with a clean, swept-back appearance. The Maverick design was "proof that a small, inexpensive car can be beautiful," it was said.

The 105-horsepower Maverick was also said to have "peppy performance," while achieving more than 22 mpg at a time when fuel economy was a priority. Maverick also introduced new colors that played on its nonconformist ethos, such as Freudian Gilt and Anti Establish-Mint.

Similar to Mustang, Falcon and Fairlane before it, the Ford Maverick entered what was considered a "ready market," with no immediate domestic competition. Production costs were kept down by parts-sharing to the greatest extent possible, including an engine sourced from the aforementioned cars, plus elimination of extras. The company's use of early computer technology on an unprecedented scale is also said to have reduced costs.

A media blitz in support of the Maverick launch included dedicated prime-time TV spots, appearances at college spring break destinations and an introduction for reporters in "MaverickTown," staged in an Arizona desert. The response from customers was immediate, with more than 2.7 million people visiting Ford showrooms in the week after the car's introduction. Maverick had what was considered at the time Ford's "most successful introductory quarter," with sales higher than Mustang or Falcon.

Ford sold more than 100,000 Mavericks in the first three months and 340,000 in the first year, not too far off debut sales of Falcon and Mustang. No production delays were reported, but dealers ran 60 to 90 days behind and were often left without display models due to shortages. Ford ultimately sold nearly 2.1 million Mavericks over nine years before the car was discontinued in 1977.

A Grabber package, featuring a specially painted black hood and racing stripes, as well as a rear spoiler and wood grain steering wheel, was added in the second model year. A four-door model followed in 1971, accounting for 40% of sales by 1975, while a luxury décor model was added in 1972.

In addition to growing competition from smaller imports, there was also increasing public and government scrutiny of safety and fuel economy standards, as well as emissions. Maverick was the first Ford vehicle to meet the stringent emission control standards of the 1970s.

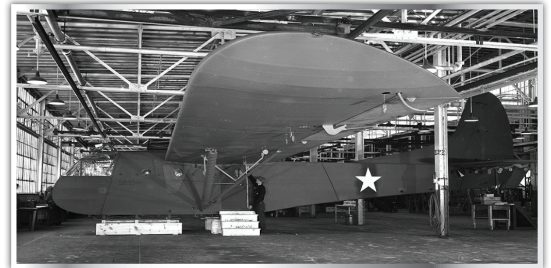
Model Years 1970-1977 (introduced April 1969)

- | | |
|------------------|-----------------|
| • 1969: 127,833* | • 1974: 301,048 |
| • 1970: 451,081 | • 1975: 162,572 |
| • 1971: 271,897 | • 1976: 139,687 |
| • 1972: 254,964 | • 1977: 98,506 |
| • 1973: 291,675 | |

(*1970 models produced in 1969.)

Built in St. Thomas, Ontario, and Kansas City, then later Wayne Assembly Plant in Michigan, the original Maverick was in production through 1977

FORD-BUILT GLIDERS POWER U.S. ARMY IN WORLD WAR II



Ford's Iron Mountain plant in Michigan's Upper Peninsula was converted to build gliders for the U.S. Army during World War II.

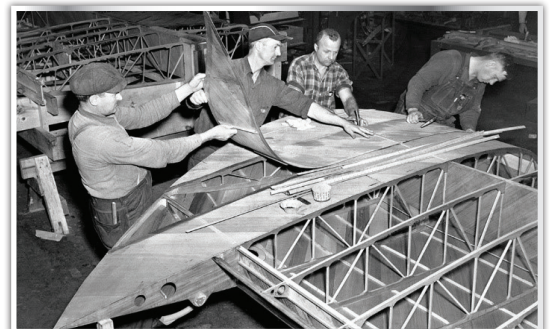
Ford employees at the company's Iron Mountain plant in Michigan's Upper Peninsula had a new use for their woodworking skills during World War II, as they went from producing parts like station wagon bodies to building thousands of lightweight wooden gliders for the U.S. Army.

In addition to tanks, jeeps and bombers, Ford was making for the military, the company took on the manufacturing of Waco CG-4A gliders in 1942 at the request of the U.S. government.

Essentially an airplane without a motor or propeller, the gliders were used to deliver troops and cargo to the battlefields where they could make a quiet, stealthy landing. Larger, more capable versions of the aircraft, the CG-13 and CG-13A, were later created, more than doubling passenger space and increasing cargo area.

The first Ford-built glider was built and tested at Ford Airport within five months of the U.S. government's letter of intent. Ford engineers improved on the original design as well as production procedures and reduced the build time needed. Ford workers produced over 4,000 of the gliders, the most of any facility contracted to build them. The Ford gliders were so efficient that they were used by other plants as a model of interchangeability of parts and assemblies.

Construction of the massive Iron Mountain sawmill complex began 100 years ago this month, after company founder Henry Ford purchased more than 300,000 acres of timberland in order to produce wooden auto parts such as framework, floorboards and wheels. Iron Mountain was also the site of a hydroelectric plant.



■ ADS ■

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have been removed after
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Please contact Jerry Worful to
continue an ad or post a new ad.

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