



FEATURE ARTICLE... SPARE PARTS BY LOU IRONSIDE



Anyone who has read my “Roving Reporter” articles will realize that I have a true affection for the Model A Fords. For the last 56 years I have never been without one Model A, and often two or three. Of course while buying, occasionally selling, and restoring Model A's, you end up with a lot of excess parts. While everything was shut down recently I took a look at the piles of parts in the barn and garage, and decided to build another Model A which I named “spare parts”. With the exception of the seat from a school bus, and some new sheet metal, the car was built out of parts I had acquired over the last 50+ years. The project started with a bare frame, a 1928 gas tank and cowl. I put together a front and rear end from parts, a decent motor off the shelf in the barn, and after about eight months of part time fun in the garage I was driving the speedster around the neighborhood. It is painted Allis-Chalmers “flame red” (which is actually orange) from the local Farm Store. I worked

with a tight budget and lots of swap meet parts, so really have very little money invested. With the stock 40 horsepower Model A engine and 1300 pounds of car; needless to say it is pretty peppy. According to my youngest son who now has the car, he said it attracts lots of attention as he drives around in the small town where he lives. Lots of “thumbs up” and smiles and waves. I am glad that a new generation of Model A owners can appreciate what I have known for a long time. Nothing like the thrill of an old antique car to erase all the pressure of the modern world. When I gave the car to my son, I felt I was going to really miss it...and I do. But according to my wife, I can build another one from the rest of the spare parts in the garage next winter...I just might do that.



The Rotunda Times



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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 OCTOBER PRESIDENTS REPORT

Hello members!

Hope everyone is doing well. Well, we can't say we haven't had a great year for car cruises and car events so far this year. But it's now time to start thinking about putting away our vehicles in storage.

Our November 3rd club meeting will be at back at the Livonia Senior Civic Center at 15218 Farmington Rd. Livonia, Mi. 48150. We will be meeting at this location for the next eight months.

November will be a busy month for our club. We will be electing an Election Chairperson that will run our elections and taking nominations for President, Secretary and Director at the November meeting. Let's hope that we get few new members on the board and keep our club moving forward.

Our club has been around a long time, and if we want it to continue, we need members to step up and volunteer for the open positions on the board. Once you get on the board, it's fun and we have always worked together to do what's best for our club and its members.

The position of President will be delegating the different functions of the yearly club events. I must say I did not do a very good job of this because I did a lot of it myself. With the help of the Board this position should be an easy one.

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

OCTOBER 2021
FMRCOA MEETING MINUTES

- The meeting was brought to order at 7:45 by VP Stan Miller
- Mark Sapiens Will Chair the election Committee.
- The positions of President, Secretary, and (2) Directors are open for election to the Board.
- The Membership needs to step up and take on working positions if you want the club to survive.
- Our Guest speaker was Steve Shotwell, President of the Ford Piquette Board of Directors. He presented a slideshow on the Ocean-to-Ocean model T tour and the original Ocean to Ocean race Won by the Ford model T. It was very interesting.
- Guests where Jim Blackburn Who owns a 46 Ford Super Deluxe, And Ken Zeleski who owns an 86 Mercury Grand Marque.
- The color tour cruise was fun, but very Little Color.
- Novembers Meeting, we will have a video of our 1991 Club Meeting and garage tour.
- The Board is still looking for a place for our 2022 Swapmeet as the fairgrounds are raising their prices and policies.
- The club voted to drop the Car show from our swap meet, as it's only been an expense in the past years.
- We still have Event and Vintage shirts to sell at meetings.
- Meeting adjourned at 8:45

Respectfully
Terry Worful, Sec



**AS THE DEALERSHIP TURNS:
VIGNETTES FROM BEHIND
THE PART COUNTER**
by Mark S. • Edition #4

The New Car Department had its drama too. A woman purchases a new car and drives off the lot. The car stalls a hundred yards down the road. Restarting it and Poof – the engine bay erupts in flames. Totaled new car with insurance deductible. 7 miles OUCH.

Guy brings in his new Shelby Mustang for its first oil change. The service guy trying to scare everyone lights up the tires in service bay thus spinning out and crashing the car. He was not very lucky since he took out his toolbox with the Shelby's front end DOUBLE OUCH.

Another little mishap, the new car prep kid is bringing around a customer's special order, special paint, special sound system, special everything car he waited months to come in. Prep guy turns up the radio real loud bringing the car around front to give full effect sound reveal to the impatient customer. As he rounds the corner he scraps the entire driver side on a pole tears off the moldings. The salesman and customer standing there in horror as the kid pops out with a huge smile unaware saying your sweet ride is washed and ready to go. Lucky for him he was super good looking and was dating the Dealership Owners Daughter.

I have more but you will have to wait for another episode of "As the Dealership Turns"



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THE ROVING REPORTER

by Lou Ironside

The swap meet season is slowly drawing to a close, but at least there WAS a swap meet season this year! The Model A Day swap meet at the Gilmore Red Barns campus was located next to the New Model A Museum and was a huge success. Not only did 300 Model A's attend, but there were 75 vendors of Model A parts selling that day. Perfect weather, and lots of parts ranging from NOS fenders to simple small parts at 5 for \$1.00. If you love Model A Ford's, this is the premier swap meet for those cars. After a one year delay, Hershey 2021 arrived and it was blessed with near perfect weather. Overcast most of the time and in the

low 70's. Perfect for walking around buying those "must have" treasures. It was nice to bump into some FMRC members and fellow Model A Club members, and renew friendships with dealers and vendors I have met over the past 54 years I have attended. I found ever part I was looking for, and a few things I wasn't looking for, but had to have! The bad news is that next year Hershey will have Monday as set-up day and the show cars will be on Friday. It seems that HerCo (they own the place) wants to keep the amusement park open on weekends longer into October. This gives the Hershey region of AACA very little time to mark the spaces and get ready

for the meet. Also, the AACA contract for using the grounds ends in 2024 and it might not get renewed...could this be the end of the Hershey Swap meet?? Also HerCo (who also owns the area people can park on raised the daily fee to \$20. From the \$15. Previously, AACA does not get any of that money...HerCo does. The vendor count was down in my estimation by probably 25%, and a similar number of spectators. However, with travel from out of the country restricted I would assume could have been part of the problem. Still, a great meet.



ADVERTISEMENT FROM THE PAST

by Lou Ironside

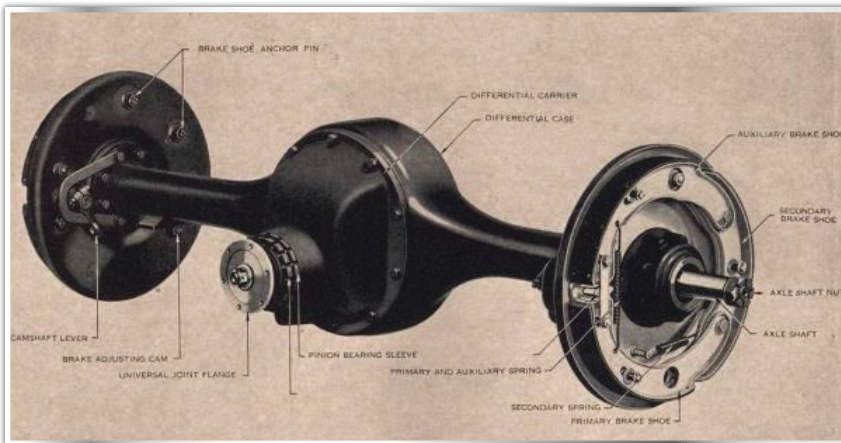
It is hard to believe that it was 54 years ago that the government started to required side marker lights on new cars. At first it was amber lights at the front and red reflectors at the rear, and in 1968 the rear was to become a red marker light. Today we accept the side marker lights on our modern cars and they are so integrated in the design that we hardly notice them. But back in the middle 60's it was something "new". So, various companies jumped in with kits to add side marker lights to your older vehicle. In this ad we have a 1964 Ford with not only an ugly light, but mounted in a strange location as well. The kit only had the two amber lights and came

with wire, but the fuse and holder along with a switch (why would you want to switch them on and off ?) added \$2.50 extra. Like most of the add on items you could buy back then, the design and styling left (in my opinion) much to be desired. The dealership I worked at back then sold similar lights and not only did they look cheap and tacky on the new Buicks, the mechanics who installed them were not too careful in cutting and drilling the holes, so within a year there were huge rust patches around those lights making them even less attractive!

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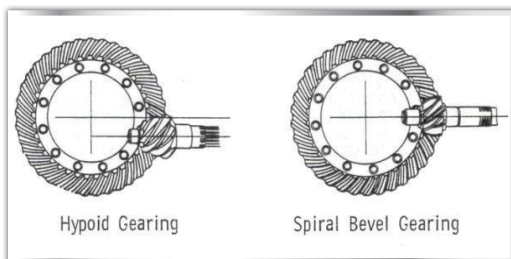
1926: PACKARD PIONEERS THE HYPOID FINAL DRIVE

Posted on April 15, 2021 by MCG



In 1926, the Packard Motor Car Company introduced the hypoid drive axle to the Motor City, and the rest of the industry wouldn't catch up for another decade.

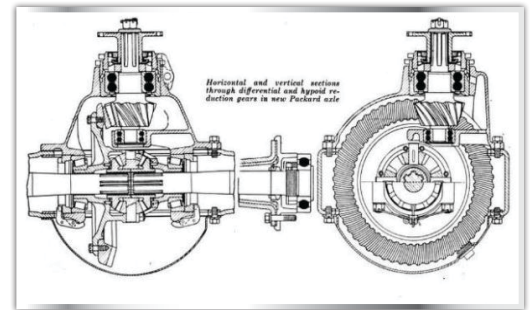
This fact is often misplaced due to the company's sad decline in its final years, but in its heyday, Packard was known as an engineering company, famed in large part for its technical prowess. The Detroit automaker represented the cutting edge in engine development on land, sea, and air, and its engineering department was a hive of innovation. Because Packard produced only premium cars at premium prices, it could develop and market features that the other automakers, until they later achieved their vast economies of scale, couldn't begin to consider. One example is Packard's advanced hypoid final drive, which the company introduced in August of 1926 on all its passenger cars across the line.



Before Packard, the standard of the industry was the spiral bevel gearset, as shown above. This ring-and-pinion configuration is relatively simple to produce, but it does have some drawbacks, including classic gear whine

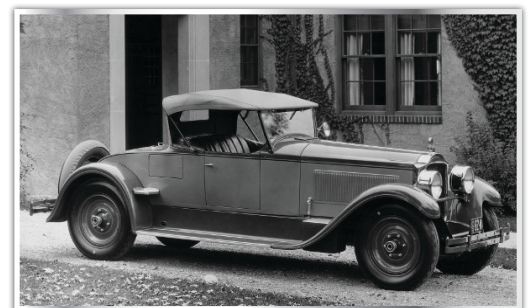
and limited tooth contact area. The centerline of the pinion (driving) gear is directly on the centerline of the ring (driven) gear.

In 1925, the Gleason Gear Works of Rochester, New York came up with a rather similar looking—but in fact very different—type of gearset it named hypoid. (The term is short for hypocycloidal curve, which is the actual shape of the gear teeth.) These teeth are longer and more fully engaged, so they can carry more torque. The gear centerlines do not intersect. Rather, the pinion is offset from the ring gear centerline a significant distance, called hypoid offset or hypoid distance. Hypoid is significantly quieter than spiral bevel, since the gear contact is a mixture of rolling and sliding. In that regard the hypoid gearset has been described as a sort of cross between a spiral bevel and a worm gear, and the greater pressure loading between the teeth required improved, high-pressure gear lubricants.



Packard quickly seized on the innovation and negotiated permission to produce the gearset from Gleason, which also sold to Packard the sophisticated machine tools required to manufacture the complex profiles. The new final drive (above) employed a hypoid offset of two inches and this interesting detail: an additional support bearing on the nose of the pinion gear, like the Ford 9-Inch of many years later. The new drive was introduced in August of 1926 on Packard cars across the board: Fourth Series 426 and 433 six-cylinder cars and the Third Series 336 and 343 straight eights. (Third Series 336 Runabout below.) For the rest of the company's history, Packard used hypoid gearsets exclusively.

The rest of the auto industry did eventually accept the hypoid gearset, but not for another decade. The other automakers did not choose hypoid for its greater strength and reliability, or for its quieter operation, but because the offset pinion permitted a lower driveshaft—and thus a lower passenger floor and a lower roofline, the hot styling trend of the time. Chrysler adopted hypoid in 1935, followed by Cadillac and Buick in 1937, while Ford stubbornly clung to its old spiral-bevel V8 driveline until 1949.





Henry Ford stressed the importance of a mutual benefit for both the company and its customers, which he hoped would convince other companies to recognize. “Our principle is to make our work as profitable for the buyer as for the seller,” he said. “Unless there is a gain all ’round, the process is unsound. We keep our prices within the people’s power to buy, and we can exert our influence to have others do the same.”

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While the addition of the moving assembly line at the Highland Park Plant was a significant factor in the cost reduction of the Model T, additional efficiencies came in the use of interchangeable parts and other innovations. The success of the Model T could be traced to Henry Ford's belief in producing a low-cost, reliable product for the masses, a commitment reflected in many statements he made over time:

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FORD HOSTS 97-YEAR-OLD WORLD WAR II VETERAN FOR FIRST MICHIGAN CENTRAL STATION VISIT SINCE 1945

By Paul Kampe



Joe England grew up in the shadow of Michigan Central Station, living with his parents and four siblings in an apartment building the family helped run during the Great Depression, across the street from the giant depot where he would eventually depart and later return from World War II. Now 97, England, who recently lost his wife of 72 years, had one last wish – to revisit the station Ford is restoring as part of its mobility campus of the future.

England, who now lives in the Detroit suburb of Westland, was inspired to revisit the building he calls his ‘old friend’ a couple of years ago after driving past it with his late wife, Lucille. A friend of his made contact with Ford and a private tour was arranged.

Arriving in a 1940 Ford Deluxe convertible driven by Ford retiree Darrell Harding, England was greeted by Ford President and CEO Jim Farley, who presented him with a gift – cufflinks handmade with fallen graffiti from the historic building. England has documented in a scrap book the station’s decline and eventual rebirth with Ford’s purchase in 2018, never forgetting the building he last walked through as a soldier returning from war in 1945.

Joe arrived in a 1940 Ford Deluxe convertible driven by Ford retiree Darrell Harding and was greeted by Ford President and CEO Jim Farley, who presented him with a gift.

“It’s like an old friend,” he said. “I pretty much adopted that building from a young age. I loved that building. That building still means a lot to me. I’ve had people take me there just to see it again.”

Following his tour of the station, which is filled with construction scaffolding, England was surprised by friends and family in Roosevelt Park, adjacent to the building. In a note showing his appreciation for the tour, England thanked Ford for recognizing the potential the station represents both today and in the future, and for “having the foresight to see much more in a weathering building than just to have it torn down.”



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England’s parents were fortunate to find work and housing at Tre-Way Apartments across from Michigan Central Station after losing their home in the 1929 financial crash. England departed for the Army in 1943 from the station on his first train ride, and went on to serve as a triage medic, arriving after the first wave of the bloody invasion in Normandy, France. He was part of a small group that helped soldiers to surgery.

“Every one of them had terrible skin burns or all kinds of wounds over their body and limbs, especially,” he said. “They were all wounded in one way or another, and they all still had their uniforms, which were soaked in blood and water. We were looking at some pretty horrible things over the next month. I wasn’t there during the worst of it. I wasn’t a hero. I was just doing my job, like any medic would try to do.”

One day, as his unit moved down the coast, he had his closest brush with death. England and another soldier were charged with carrying a heavy wooden case, which slowed their pace. Weighed down and falling behind, the men decided to take a shortcut, wading into some water filled with mines. “The Lord allowed us to get out of there without any mishap,” he

CONT ON PAGE 9 ➡

97-YEAR-OLD WORLD WAR II VETERAN CONT.

said. "I could have very easily been blown to bits or lost a limb or something."

After the war ended, in December 1945, England returned home via Michigan Central Station. By then, his family had moved from Tre-Way Apartments where he was raised.

"I mean it from my heart – it's one of those things, when you grow up next to it and have memories like I've had, it really rings some bells and means a lot," he said of Ford's restoration of the Beaux-Arts building that first opened in 1913. "Having been old enough later on to go off to war and come back in one piece to the same building has a lot of sentimental and real value."

Workers are now in the final phase of restoration of the iconic train station, as construction is expected to be complete by the end of 2022, with the building opening to tenants and the public in mid-2023. Michigan Central Station will be the centerpiece of a 30-acre mobility innovation district in Corktown that will help prepare Ford for the connected, autonomous and electrified world ahead.

Within two years of returning from World War II, England got married. He used funding from the G.I. Bill to take vocational training, where he learned to repair televisions. He was hired by University of Michigan Research at Willow Run Airport, where he had some memorable experiences and accomplishments. He worked with a research team that used infrared technology to search for ice caves and crevasses in Greenland and Alaska, and with the Army in Vietnam to develop enemy detection equipment.



TRUE OR FALSE ... ANSWERS ARE AT END, BUT PLEASE DON'T SCROLL EARLY

1. Apples, not caffeine, are more efficient at waking you up in the morning.
2. Alfred Hitchcock did not have a belly button.
3. A pack-a-day smoker will lose approximately 2 teeth every 10 years.
4. People do not get sick from cold weather; it's from being indoors a lot more.
5. When you sneeze, all bodily functions stop, even your heart!
6. Only 7% of the population are lefties.
7. 40-people are sent to the hospital for dog bites every minute
8. Babies are born without kneecaps. They don't appear until they are 2-6 years old.
9. The average person over 50 will have spent 5 years standing in line.
10. The toothbrush was invented in 1498.
11. The average housefly lives for one month.
12. 40,000 Americans are injured by toilets each year.
13. A coat hanger is 44 inches long when straightened.
14. The average computer user blinks 7-times a minute.
15. Your feet are bigger in the afternoon than any other time of day.
16. Most of us have eaten a spider in our sleep.
17. The REAL reason ostriches stick their head in the sand is to search for water.
18. The only two animals that can see behind themselves without turning their heads are the rabbit and the parrot.
19. John Travolta turned down the starring roles in 'An Officer and a Gentleman' and 'Tootsie.'
20. Michael Jackson owned the rights to the South Carolina State Anthem.
21. In most television commercials advertising milk, a mixture of white paint and a little thinner is used in place of the milk.
22. Prince Charles and Prince William never travel on the same airplane - just in case there is a crash.
23. The first Harley Davidson motorcycle built in 1903 used a tomato can for a carburetor.
24. Most hospitals make money by selling the umbilical cords cut from women who give birth. They are used in vein transplant surgery.
25. Humphrey Bogart was related to Princess Diana. They were 7th cousins.
26. If coloring weren't added to Coca-Cola, it would be green.

Now, scroll down for the answers.

They are all TRUE!

Enjoy that spider tonight.

■ ADS ■

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Classified ads are free to all current FMRCOA members.

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