



FEATURE ARTICLE... MY 1947 FORD SUPER DELUXE COUPE

BY KEVIN DOMBROWSKI, SHELBY TOWNSHIP, MICH.

My father was a car guy and most of my memories of him involve his classic car. He had a 1947 Ford Coupe. Growing up I remember him in the garage with his friends restoring and hopping up their cars. Many weekends were spent at car shows and swap meets, and I was always by his side. This was in the late seventies, so the car scene was very different than it is today, but the love of these beautiful old classics remains.

In Spring of 2020 I was looking through Craigslist and saw an ad for a 1947 Ford Coupe. The car was just beautiful with a 50's custom vibe. The motor was changed to a 322 cubic inch Buick Nailhead but kept the original feel with manual steering and three on the tree. It has a



front disk brake conversion, a Columbia two speed rear-end, and is lowered just enough to give it that Hotrod stance. As soon as I took it for a test drive, I just had to have it. That large bouncy

bench seat and dashboard with all the chrome just like the car my dad had. All the great memories came back, it was love at first sight.

Now I have a 47 Ford Super Deluxe Coupe of my own. My wife and I love going to local car shows and we are making our own memories with my son Michael. I have added a few unique touches as a tribute to my father including naming the car "Mistress" which is painted on the trunk like he had on his car.

Last year I entered the Autorama, but it was cancelled over the Covid concerns. This year I entered again for the 69th Annual Detroit Autorama being held March 4th thru March 6th. For me the Autorama is the pinnacle of car shows and I was thrilled to be accepted and receive my move in paperwork. I am looking forward to starting the car show season early and honored to be part of the show.



The Rotunda Times



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Published by:

Ford and Mercury Restorers Club of America

P.O. Box 2938 • Dearborn, MI 48123 • www.fmrcoa.org

NEWSLETTER STAFF

NEWSLETTER EDITOR

Karen Hough

734.516.9778

karen.hough79@gmail.com

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

Mark Sapienz

734.676.5379

masrtr43@hotmail.com

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.

CONTACT:

Jim Crawford

313.467.7789 or jcrawfo2020@wowway.com

We 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

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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 Michael Bauman 313.452.3016

DIRECTOR Russ Roberts 313.820.5247
rwrberts@gmail.com

DIRECTOR Jerry Worful 313.271.2017
kercrest@comcast.net

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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SECRETARY BOARD MINUTES

- MARK SAPIENS WAS THE ELECTION CHAIR. THERE WAS NO ONE RUNNING TO OPPOSE any one running, so a vote was not necessary.
- President position is empty
- Vice President, Stan Miller
- Secretary, Terry Worful
- Treasurer, Dale LaVassure (sp)

Board

- Jerry Worful
- Mike Bowman
- Russ Robert's
- Guests where Jim Blackburn, owns a 46 Ford Super Delux, and Ken Zeleski, who owns an 86 Mercury, Grand Marque.
- If you haven't paid tour sites please do so asap.

- Terry Worful, sec

MESSAGE FROM THE BOARD OF DIRECTORS

- Swap meet is on for July 16, 2022 @ Wayne County fair grounds.
- Vendors where down in 2021, we need you to get flyers out to vendors as well.
- Gate will increase to \$10 per person, as most swaps have done the same, and our expenses have increased.
- Mike Bauman to chair tours and events, contact him with ideas. We are increasing the size of the swap spaces, but not the price. Car coral is \$25 still.
- No car show, but we will have a classic car display for \$5 more. Get a raffle ticket and special parking.
- Unfortunate we will have to raise the dinner price to \$4 per person.
- March meeting will be at the livonia Senior Center.

CALENDAR OF EVENTS

March 2 • FMRCOA Club Meeting

March 4–6 • 69th Detroit Autorama

April 6 • FMRCOA Club Meeting

April 10 • Monroe Swap Meet

April 16 • Greenfield Village opens

**April 3 • 46th Great Lakes Regional
Swap Meet in Fowlerville**



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

MODEL T HOLDS SALES RECORD FOR 45 YEARS AFTER PRODUCTION ENDS

PLANTING THE SEEDS FOR FORD'S LEGENDARY TRUCK LEADERSHIP



The final Model T was driven off the assembly line at Ford's Highland Park Plant in Detroit by Henry Ford and Edsel Ford on May 26, 1927. The ceremonial vehicle is now on display at Greenfield Village in Dearborn, Michigan.

Ford knew it had a hit on its hands as early as 1908, when the Model T broke production records with 10,660 cars built the first year. By the time the company retired the iconic vehicle in 1927, more than 15 million Model Ts had been sold, a record that stood for more than four decades, eclipsed just 50 years ago this month.

The revolutionary Model T combined utility – it was used in a plethora of climbing stunts and adapted for other automotive applications, including as a snowmobile – and affordability enabled by production efficiencies and previously unheard-of scale brought about by the introduction of the moving assembly line.

The car gained popularity in other parts of the world as well. The industry's first global car, the Model T was manufactured in multiple countries and sold on six continents. As its success grew, it came to account for more than half of all vehicles in the world by 1921.

Even after being replaced by the Model A, the Model T retained its title of world's best-selling vehicle for another 45 years! The Volkswagen Beetle finally took the throne on Feb. 17, 1972, but its reign was short-lived, toppled by the Toyota Corolla after just two years.

In 1999, the Ford Model T was named Car of the Century, for its impact not only on the automotive industry, but society as a whole. The international panel of journalists, dominated by Europeans, chose the Model T over the Beetle and other significant vehicles.

As of 2018, the Ford Model T still remained in the top 10 all-time vehicles sold, along with the Ford Escort and, of course, Ford F-Series, which had surpassed the Beetle by 1995.

The seeds of Ford's legendary truck leadership were planted with the Model T, which spawned a pickup variant late in its production run. The Model T Runabout, introduced in 1925, was the company's first factory-produced domestic pickup. Like the original Model T, the Runabout came with a low price of \$281 and impressive first-year production numbers of 34,000 units. Ford sold a heavier-duty, one-ton-rated Model TT chassis as well, providing a range of offerings for its truck customers, much like today's F-Series Super Duty lineup.

Ford F-Series has stood as America's best-selling vehicle for the past 40 years, with the company recently marking production of the 40-millionth truck.

REMEMBERING LINCOLN'S 'LABORATORY ON WHEELS,' THE X-100 CONCEPT



The history of Lincoln is filled with beautiful, elegant vehicles, but one particular concept car was built to experiment with luxury features – some would later become commonplace, while others were never heard of again.

Built to celebrate Ford Motor Company's 50th anniversary in 1953, the two-door, five-passenger Lincoln X-100 convertible was called a "laboratory on wheels." Originally known as the Continental 195X, the Lincoln X-100 had 665 pounds of electrical equipment connected by eight miles of wiring supporting more than 50 automotive innovations.

Most notably, it featured a revolutionary sliding plastic panel roof that could be retracted underneath the fixed portion of the roof, either with the push of a button on the instrument panel or by applying extra pressure to the button that opens the door. A moisture-sensitive switch could detect rain and automatically close the non-glare roof and the windows.

The X-100 was conceived with touches of home and office in mind, featuring an in-car phone, dictation machine and electric shaver. Some innovations would be familiar today in some fashion, such as an electric gear selector, electric seat warmers, and signal-seeking radio with independent front and rear controls. Other novelties that fascinated in the 1950s

but did not become mainstream include front brakes cooled by thermostatically controlled blowers, built-in electrically operated jacks for each wheel, a variable-volume horn, and the use of four windshield wipers for overlapping coverage.

Unconventional design could be found in the front bumpers integrated into the headlight housing, while the rear bumpers were integrated into the exhaust ports. A built-in battery charger was created for the express purpose of captivating crowds of onlookers.

In another nod to the future, the body of the concept car was comprised of aluminum and other lightweight metals, which reduced its weight by more than 250 pounds. The engine featured an entirely new variable intake manifold-carburetor system that made additional carburetors available for high-output scenarios, allowing the X-100 to produce 300 horsepower.

The car was displayed across the U.S. and abroad, including at the Paris and London motor shows, in fall 1953. It also reportedly co-starred with Lauren Bacall in the 1954 film "Woman's World." The Lincoln X-100 was later donated by Ford to the Henry Ford Museum of American Innovation.

THE ROVING REPORTER

by Lou Ironside

Two swap meets to report on this month: First, the Script A's swap meet in Saginaw, MI. Always a nice meet with a wide variety of car parts. Of course being put on by a Model A club assures that I will find something to drag some...and I did ! Not a big meet, but for me a worthwhile trip. The second swap meet was the Kalamazoo swap meet put on by the Kalamazoo Auto Restorers Club. This year was much changed from years past when the meet filled five room and was packed with vendors and spectators. This year however I would guess there were 20% or more of the tables empty, and the two smaller rooms were not used at all. Could it have been the weather? I made a three hour drive, so maybe that wasn't it.

Could it have been the new times for the meet? Friday afternoon and then on Saturday? Whatever the reason, it certainly hit the meet hard. I did find a few items as did most everyone in my group, but still it was a big disappointment. We will see if this is a trend for swap meets, or a one-time thing. Will keep you posted. The next local swap meet is the 50th annual East Side A's swap meet at Milne Ford in Macomb, MI. Another meet, although not local, is the Early Ford V8 Foundation meet April 23rd and 24th at the Ford V8 Museum in Auburn Indiana. I would guess if you are looking for early V8 parts, this might just be the one for you.

POSTCARDS FROM THE PAST

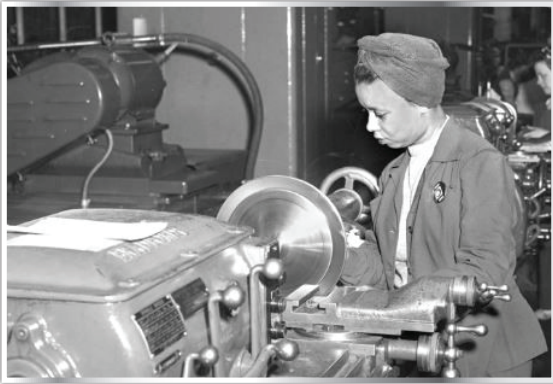
by Lou Ironside

This month I have one of the reproductions of a card originally sent out by Ford dealers in the 1935 or 1936 time frame. It is really hard to tell, but the spare tire seems to be a spoke wheel, so I will call this a 1935 Ford. A friend in advertising once told me that advertising with dogs always catches the eye of the public. Think of the Subaru commercials with the dogs driving the car, even I tend to watch those! The Scotty dog was often featured in

early Ford advertising, and I believe that Ford was one of the first to used dogs frequently in the advertising...at least I know a lot of Model A Ford ads have dogs in them. Anyway, it is a "cute" postcard, and I hope it helped to sell a lot of cars.



FORD MOTOR COMPANY MARKS 75TH ANNIVERSARY OF VE-DAY IN WORLD WAR II AND HONORS ITS OWN IN THE BATTLE WITH COVID-19

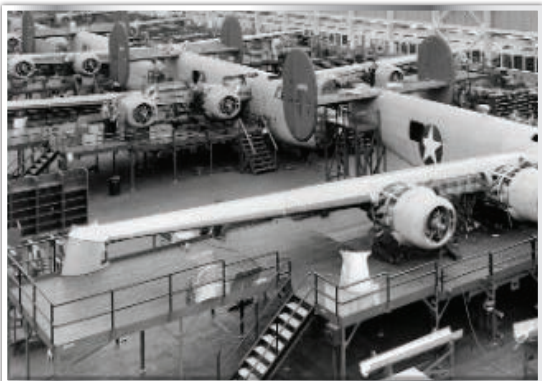


Seventy-five years ago, the Allied Expeditionary Forces accepted surrender from Germany in a red-brick schoolhouse in Reims, France.

The surrender marked the end of hostilities that began in September 1939 in Europe, and in December 1941 for the United States.

The key to victory was the remarkable capacity of Allied countries to unite and work together under shared leadership, and what President Franklin Roosevelt called the “Arsenal of Democracy,” the collective of innovative, and committed companies that designed and manufactured the planes, vehicles, artillery, ammunition, engines and equipment that was required to achieve victory.

“Undoubtedly, one of the proudest episodes in the history of Ford Motor Company is our participation in defending the United States during World War II,” said Ford Manager of



Archives and Heritage Brand Manager Ted Ryan. “Ford leadership then, as now, believed that Ford Motor Company should and could play a vital role in protecting the security of America.”

Ford’s commitment to the war effort included:

- Ford’s Willow Run plant in Ypsilanti, Michigan, was built to mass produce the B-24 Liberator bomber. By 1944, the plant was producing almost a one plane an hour on the mile-long production line – a goal thought impossible when war department officials asked for bids to build the plane that would be critical to Allied victory. At peak production, Willow Run employed 42,000 workers.
- The Highland Park assembly plant produced the M4 tank.



- The Ford Motor Company assembly plant in Richmond, California, was the largest assembly plant to be built on the west coast and its conversion to wartime production during World War II included assembling jeeps and putting the finishing touches on tanks, half-tracked armored personnel carriers, armored cars and other military vehicles.
- By the end of the war, Ford had built 86,865 complete aircraft, 57,851 airplane engines, 4,291 military gliders and thousands of engine superchargers and generators. In addition to aircraft, Ford plants built 277,896 vehicles. Ford also had plants in Great Britain, Canada, India, South Africa and New Zealand that all contributed to the war effort.



FORD MOTOR COMPANY MARKS 75TH ANNIVERSARY OF VE-DAY CONT.

- Thousands of Americans were inspired and enabled to grow “Victory Gardens” with the help of Ford, which published millions of pamphlets with advice and tips for cultivating a successful garden. A “garden for security” was the guiding philosophy of the Ford’s Garden Educational Service. “Victory Gardens,” created in backyards and vacant lots, contributed mightily to solving the challenge of feeding millions of armed forces deployed throughout Europe and Asia.
- In 1941, Ford also took on the fight of improving infant mortality, especially in rural parts of America, by manufacturing mobile incubators for distribution throughout the country. That effort continued through the war.



“During WWII, everyone was asked to ‘Do Their Part.’ The auto industry was crucial to the war effort as it rapidly converted vehicle and engine manufacturing to armament and defense,” said A.J. Baime, author of “Arsenal of Democracy: FDR, Detroit and an EPIC Quest to Arm an America at War.”

Ford is proud to have been a key member of the Arsenal with its fellow automakers and auto suppliers. Ford’s Willow Run plant employed the famous Rose Monroe, the inspiration for “Rosie The Riveter,” an icon representing all the incredible women who fought the war on from the assembly lines and factories. There were many heroes in the auto industry during World War II, and one indispensable person we want to remember today was is Charlie “Cast Iron” Sorenson, who was Ford’s production czar and the visionary who took production of the B-24 “Liberator” bomber planes away from the aviation companies that were building them by hand, and moved them to a Ford-style assembly line at Willow Run, said Baime. Sorenson was a close associate of Henry Ford and Edsel Ford in the first decades of Ford Motor Company and was genius at solving all manner of production problems and challenges. His nickname came from his toughness and innovations at Ford’s foundries.

The spirit of cooperation forged in World War II remains a central part of Ford’s culture. That spirit at Ford is very much at work in 2020. “When the COVID-19 emergency hit America, our employees immediately wanted to know how Ford could help. That is the legacy of the sacrifices and commitment made by Ford employees during World War II,” said Ryan.

Through its Project Apollo initiative, Ford has manufactured and partnered with companies and universities to manufacture supplies and equipment to aid in the effort against COVID-19. These efforts include:

- Ford, with design and testing consultation from 3M, has developed a new powered air-purifying respirator (PAPR). Production is going on at Ford’s Vreeland facility near Flat Rock, Michigan, with paid UAW volunteers.
- Ford, in collaboration with the UAW, is producing face masks at its Van Dyke Transmission Plant in Sterling Heights, Michigan.
- To help further protect health care workers, Ford is leading efforts to manufacture reusable gowns from airbag materials with supplier Joyson Safety Systems.
- Ford is lending its manufacturing support to help Thermo Fisher Scientific quickly expand production of COVID-19 collection kits for patient testing.
- Ford, with help from Wayne State University, created a mobile COVID-19 testing facility to test healthcare workers, first responders and corrections officers.

“1945 is a long time ago, but with Project Apollo, the same spirit and commitment to America’s safety and security is still with us today just as it was 75 years ago,” said Ryan.

CLARA FORD BECOMES EV PIONEER



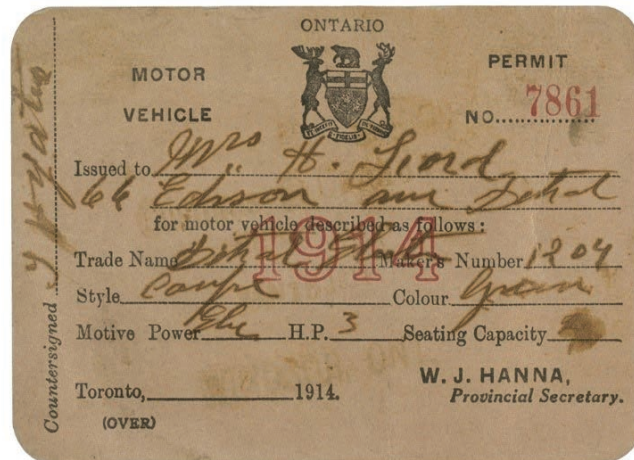
Henry Ford's wife, Clara Ford, drove Detroit Electric cars like this one until the 1930s. The car had a top speed of 20 mph and an 80-mile range.

It might come as some surprise, but back when Model Ts were selling like hotcakes, the wife of company founder Henry Ford, Clara Ford, was actually driving an electric vehicle.

While Henry Ford had experimented with EVs, the company would not make a production EV for several decades. In the early years of personal automobile ownership, the makers of the Detroit Electric had found that many women of the era preferred electric vehicles.

The company capitalized on its advantages by employing a female salesperson to sell the cars to women, including Clara Ford, who drove the vehicle until the 1930s, using it for short trips to visit friends and run errands – she drove only about 5,000 miles during her first year and a half of ownership, according to service records. At one point, her car was being recharged each night by the grandfather of current Ford President and CEO Jim Farley, then an employee at the Rouge plant.

Henry Ford actually purchased two Detroit Electrics for his wife, the first being a 1908 model, which cost \$2,600, equivalent to \$73,500 in 2020, from Anderson Carriage Company. The cozy cars – flower vases were standard equipment and passengers seated facing each other –



Vehicle registration card for Clara Ford's Detroit Electric.

were steered by lever from the rear of the car. The cars' silent operation also made conversation much easier than their gas-powered counterparts. The vehicles had a top speed of 20 mph and a range of 80 miles, though one model reached more than 200 miles between charges during testing.

Clara Ford was not the only wife of an auto company head to drive a Detroit Electric car, either. Helen Joy, wife of Henry Joy, president of the Packard Motor Car Company, reportedly drove a 1915 model. More than 4,000 Detroit Electric cars were being produced annually during the company's peak in the 1910s, but demand dropped in the 1920s as sales of gas-powered models like the Model T reigned. The Detroit Electric was only available by special order for several years before the company folded in the late 1930s.

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