



FLASHBACK FEATURE ARTICLE... 1930 MODEL A FORD STATION WAGON

OWNED BY LOUIS IRONSIDE

Anyone who has read my "Roving Reporter" column over the past few years has probably noticed that I often mentioned finding some Model A Ford parts. Well; this is what they were going on, my restoration project of a 1930 Ford. The 1930 Ford station wagon model 150-B had a production run of 1940 vehicles. The 1929 style of wagon had been carried over until May of 1930 to use up old stock; then the new body style was brought out. That alone makes this a fairly low production vehicle, along with the delicate nature of woodied bodied cars contributes to the low survival rate. But, since this was the year and style of the first woodie wagon I ever got to ride in, I have always wanted one. Over the past 40+ years I have owned several woodie wagons, but the 1930 Ford was always in the back of my mind...but usually unobtainable. In 2009 at Hershey a vendor had an absolutely terrible pile of parts which had once been a 1930 wagon used as a surf fishing vehicle on an Atlantic Ocean beach in Delaware. It had quit running some thirty years earlier and sat in a salt water marsh. Needless to say it was pretty bad...but there again I enjoy a

challenge, so it followed me home on the trailer. The salt water had not been kind to the running gear so another chassis was purchased from Dean Styles, a rebuilt motor from Iowa, a transmission from another place, and finally a reproduction wood body kit from New York. Small parts for woodie wagons are not the easiest to find, so a good year in parts hunting in Hershey might bring only four or five original parts. There are a few reproduction parts on the wagon, as some items just don't seem to exist. Finally, the LeBarron Bonney interior was installed on the front seat, and in October of this year I finally got to drive my wagon after three years of work. Right now I am waiting for the LeBarron Bonney order to do the middle jump seats, and making all the final adjustments to have it ready for the grand opening of the new Model A Ford museum in Hickory Corners, Michigan at the Rd Barns next spring. But you ask, what am I to do now that the wagon is done? That, is quite simple....start on my next wood bodied Model A project which I bought at Hershey this year....I had to buy it....my other Model A's were lonely.

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.

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We will ensure that the membership at large knows of the death.

FACEBOOK SEARCH:

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to post your photos and comments.

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to share on Facebook.



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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SECRETARY BOARD MINUTES

- Called to order 7:15, followed by the pledge of allegiance.
- Guest was John Covert, who has a 1940 Sedan.
- We have signed the contract with Belleville for \$3,000.
- Flyer are out for members to distribute.
- There will be special parking for Classic cars @ \$5 per car. There will be a raffle for those cars in the early afternoon.
- Gate for Swap is now \$10
- Meeting dinner is being raised \$4 per person
- Position Leaders are:
- Cruises and events Michael Baughman
- Jerry Worful Swap Sponsor's
- Russ Roberts newsletter ads
- Bill Timoszyk Believes the Church that Henry Ford is Burried at is no Longer owned by Fords. Michael Will check on that
- Car talk
- A member has a 63 Meteor That is going to race at Milan, he need someone to Make a regulation Roll Cage
- Bill Timoszyk Asked what is happening with the Ford book. We are told it is going to print in the spring.
- Bill Large had his 48 Mercury at Autorama, along with Tom Balds 40 Ford.
- Jim Crawford brought decals from the PRI show for anyone that wants them
- Meeting Adjorned @ 8:30

MESSAGE FROM THE BOARD OF DIRECTORS

- Swap meet sign up sheet is being redone, hope to have it at the May meeting
- Handed out Flyers too all the venders at Autorama. Left some at the Crus'n Media Booth. Working on the Art Cervi Award which will replace the Generator Award.
- Redesigning the swap layout to make the spots bigger.
- Rob Martoia is designing the T shirts for the swap.
- Board decided we could not afford the \$900 For a crus'n ad. So it is very important that Flyers get out.
- If you dues where not paid by 3/31 you will be dropped from the newsletter list

CALENDAR OF EVENTS

April 6 • FMRCOA Club Meeting

April 10 • Monroe Swap Meet

April 16 • Greenfield Village opens

**April 30 • 46th Great Lakes Regional
Swap Meet in Fowlerville**

May 4 • FMRCOA Club Meeting

June 1 • FMRCOA Club Meeting

FMRCOA MEMBERS RECEIVING THEIR YEARS OF MEMBERSHIP BADGES



MARK LAMBERT - NEW MEMBER



MIKE KANIA - 35 YEARS



STAN MILLER - 35 YEARS



NORM GREIG-40 YEARS



PETE STEVENSON - 35 YEARS



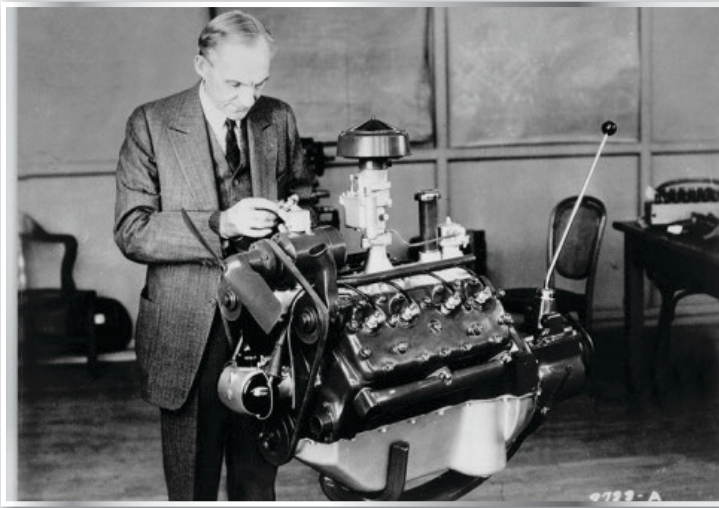
BILL STANLEY - 45 YEARS

NOT PICTURED

**DICK ANDERSON-40 YEARS • GREG PETROVICH-30 YEARS • GARY SHARKAS-35 YEARS • LOUIS IRONSIDE-40 YEARS
MARK HAMILTON-35 YEARS • JAMES HAMILTON-35 YEARS • JOHN MILLER-30 YEARS • ROGER HODYKA-30 YEARS**

HENRY FORD'S \$300 MILLION BET ON THE FLATHEAD V8 PAYS DIVIDENDS

@FordOnline



As sales of the Model A began to slump with the onset of the Great Depression and the introduction of a popular and more powerful six-cylinder engine from rival General Motors, Ford Motor Company was in need of another hit like the Model T. Ninety years ago, that opportunity would come in the form of a V8 engine, but not without a significant gamble.

By the 1930s, the V8 was not new – Ford-owned Lincoln was among the luxury automakers to produce one, as early as 1920 – but a significant change in manufacturing was needed to make it more affordable. So confident in his ability to create a V8 at reduced cost, Henry Ford would commit \$300 million to see his vision through.

Despite his previous successes, there was widespread doubt as to whether Ford could pull off another mass production miracle, but he insisted – “Anything that can be drawn up can be cast.” The most significant difference in his so-called flathead, side-valve V8 configuration was that its crankcase and cylinder banks were cast as a single unit. This industry-first design differed from predecessors that were constructed from complex pieces and bolted together by hand.

Building the V8 engine would be Henry Ford’s last great mechanical innovation, but the path was not easy. The project got the go-ahead in December 1931, but it would be late March 1932 before the first viable V8 engines left the Rouge. By June, the company was casting 3,000 engines a day in a foundry where weeks earlier not a single engine had escaped the scrap heap.

The 221-cubic-inch V8 produced 65 horsepower, enabling a 0-60 mph time of 14 seconds and a top speed of 85-plus mph



– at least 30 mph more than the industry standard. (The engine’s capability is even believed to have drawn the praise of notorious criminal Clyde Barrow.) The 1932 Ford also looked good, as it was a streamlined adaptation of the Edsel Ford-designed 1932 Lincoln.

The innovation led to reduced manufacturing costs and brought the starting price of the 1932 Ford to less than \$500. “We did not invent the eight-cylinder car,” said Henry Ford. “What we did is make it possible for the average family to own one. As always, we have done the pioneering work. Motor manufacturing practices will follow the trail we have blazed.”

The development opened the doors for another invention as well, as African American engineer Claude Harvard’s piston pin sorting machine measured the parts for proper fit, ensuring Henry Ford’s new engine did not rattle.

By 1938, the V8 had been integrated into the medium-priced Mercury lineup, but it would be another decade before the rest of the industry followed. Like the revolutionary Model T, the original V8 engine enjoyed a lengthy production run and inspired several other legendary Ford V8s, such as the 302-cubic-inch 5.0-liter overhead-valve design for Mustang.

Approximately 8 million flathead V8s, with numerous modifications over the years, were built for everything from small cars to heavy trucks until the engine was discontinued in 1953. Both the flathead V8 and the 1932 Ford remain popular with collectors and hot rod enthusiasts. The company produced its 100-millionth V8 engine, a three-valve 5.4-liter Triton, in 2003 – just 50 days shy of Ford’s centennial.

THE ROVING REPORTER

by Lou Ironside

One swap meet to report on this month, and that is the 50th annual swap meet put on by the East Side A's region of the Model A Restorers Club. As a member of East Side A's I have attended virtually every one of their swap meets. Over the years they have been in several locations, but for the last 12 years they have been held at Milne Ford just north of Mt. Clemens. After two years without holding a swap meet, this year came back bigger and better than before. It was a sold out meet with every one of the 150 tables sold weeks before the meet. Although put on by a Model

A Club, there was a really good mix of car parts from the teens up to fairly recent, and not just Ford parts. A good steady crowd came through the doors most of the day and in talking with several vendors, they reported good sales. With everything shut down the last couple of years, there is a pent up demand for car enthusiasts to get out and enjoy the swap meets and car shows. Based on what I have seen (Kalamazoo excluded) this should be a great year for the auto enthusiast's!

TOOLS FROM THE PAST

by Lou Ironside

In the October issue of Mechanix Illustrated I spotted this ad for a unique tool that certainly was cheap, and had what in theory looked like a good idea. The "Touch 'n' Grip fingertip wrenches obviously were not a very "robust" set of wrenches as they were just .39 cents for the set of four and get this, .01 for postage ! In looking at them I can think of many times when a similar wrench certainly would have been better than the masking tape I had wrapped around my finger to hold a nut in place on a tight situation. My guess would be that the very light weight sheet metal they were made of didn't last long if you were trying to tighten the nut. I am sure that with a slightly better design of a similar tool, they would be a good seller. I have never seen one of these for sale at a flea market, but my guess is that they didn't last long and were tossed out not long after purchase. As my boss once said in a meeting: good idea, bad design.

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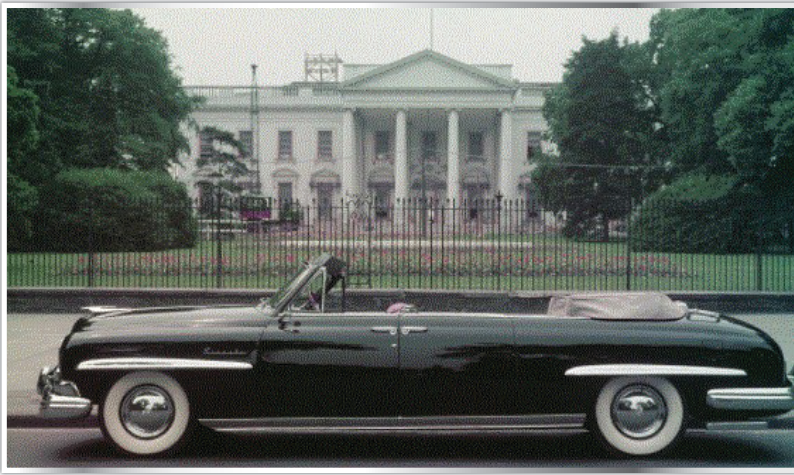
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LINCOLN REIGNS AS 'CAR OF THE PRESIDENTS'



It's no coincidence The Lincoln Motor Company shares a name with one of the greatest U.S. presidents in history—it is named in honor of President Abraham Lincoln – and the brand's vehicles have served generations of presidents. As Lincoln marks its centennial this week, we're looking back at the brand's long history of serving the U.S. President and the Secret Service through some of its most iconic vehicles.

While other manufacturers have built vehicles for the President and Secret Service detail before and continued since Lincoln's entry, at one point Lincoln earned the nickname "Car of the Presidents," which potentially dates back to the 1920s. Prior to 1902, presidents were expected to provide their own transportation for official business. Although accounts vary as to whether President Calvin Coolidge actually had the first Presidential Lincoln, going so far as to speculate he did so because of a fondness for Henry Ford, Lincolns were used for Secret Service chase vehicles as early as 1933.

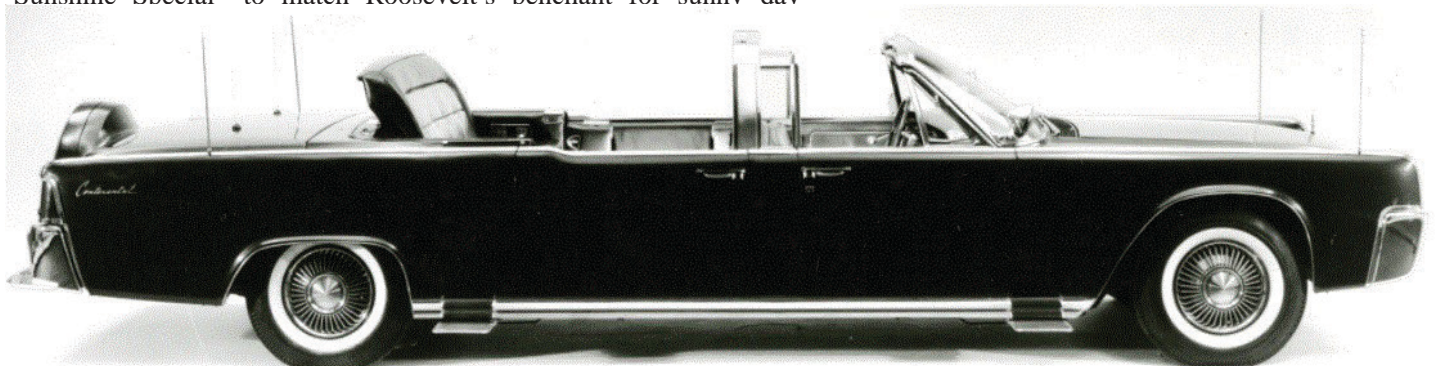
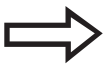
One of the most notable Presidential Lincolns was President Franklin Roosevelt's V12-powered 1939 Lincoln, which earned the nickname "Sunshine Special" to match Roosevelt's penchant for sunny day



rides in the convertible. The car featured many modifications including removed rear armrests that freed up additional seating capacity and rear-hinged doors in place of the center hinge on factory models.

The Sunshine Special was modified following the attack on Pearl Harbor to add armor plating to the body, bulletproof glass for the windows, and metal plating to the tires to allow them to withstand potential gunfire. The 9,300-pound car was transported by train and plane to accompany President Roosevelt around the globe for wartime meetings with other world leaders, remaining in use for 11 years, including into Harry Truman's presidency.

@FordOnline



LINCOLN REIGNS AS 'CAR OF THE PRESIDENTS' CONT.

President Truman traveled in his 1949 inauguration parade in a Lincoln Cosmopolitan, part of a fleet of 10 specially built Cosmopolitans. A clear plexiglass roof was added by President Dwight Eisenhower, in an effort to avoid cancelling parades due to poor weather. The "Bubble Top" Lincoln logged more than 100,000 miles in nine years of service through three presidents, including President John F. Kennedy, but is mostly remembered for its use throughout Eisenhower's eight years in office.

Perhaps the best known Presidential Lincoln debuted in 1961, a dark blue open parade car known by the Secret Service as "X-100." At a cost of more than \$200,000, the 21-foot X-100 was converted from a stock four-door Continental limo and extended 3.5 feet, and was 2,000-plus pounds heavier than the original. Leased to Secret Service detail for \$500 a year, it had removable steel and transparent plastic roof panels that could be rearranged to offer a variety of options between complete privacy and an open-air ride. President Kennedy was assassinated riding in the X-100 in Dallas in 1963.

A taskforce determined the best solution to prevent another tragedy was a thorough rebuild of the X-100, including body armor, a nonremovable fixed top, plus bulletproof glass and tires. This new "quick-fix" version weighed a ton more, necessitating a more powerful hand-built engine in place of the factory powerplant of the original X-100. Completed in May 1964 for a shared cost of \$500,000, the new X-100 was tested extensively by Ford engineers in Dearborn before being delivered to the Secret Service. The car remained in service for 10 more years, undergoing major modifications again in 1967 and more minor modifications later.

The White House fleet grew to include vehicles from other manufacturers as early as the Nixon Administration, but Lincolns continued to be used for presidential parade vehicles and other support vehicles for decades. Today, the Sunshine Special, Bubble Top and X-100 are all part of the Presidential Vehicles exhibit at the Henry Ford Museum of American Innovation in Dearborn.

AutoRama

I went and saw so many people and so many cars.
It was a great show.

There must have been a special meeting.
WAGONS, WAGONS, WAGONS.
Normally about 3-5 station wagons at Autorama.

Suddenly there was about 30-40.
They were all awesome.

I will be sending a second email
to the remaining UNPAID members. FYI.

Here's some other tidbits
from this past week.

I found a cool video of how far a vehicle
can be gone and still come back to life:

<https://youtu.be/ZEa7CCtfTYo>

Side project for fun: I built the crazy
machine in these videos this past week.

<https://youtu.be/DZhAVL9wtXs>

<https://youtu.be/m4AanuXI3ms>

<https://youtu.be/lmgFtLqzCCI>

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Cruisin' Hines on PBS

<https://www.youtube.com/watch?v=Jy7u87qBD7U>

Ford has had a significant impact on the automotive industry since they first started rolling out cars 110 years ago. As one of the oldest car manufacturers, Ford has a rich history, filled with interesting facts that you may not know.

Check out these interesting Ford facts to learn more about what makes your Ford part of a brand treasured by car owners for decades.

1. Ford is the second largest family owned company in the world. Henry Ford's great grandson, William Clay Ford, Jr. currently resides as the company's executive chairman.
2. The very first Ford sold was to Dr. Pfennig in 1903, for a grand total of \$850. The "Model A" had a 2-cylinder engine, and could reach a max speed of 30 mph
3. Ford's current CEO, William Clay Ford, Jr., or Bill Ford, currently owns the first Ford vehicle ever sold in 1903.
4. Henry Ford and Thomas Edison were lifelong friends. As requested by Ford, Thomas Edison's son captured Edison's last exhale in a test tube and sealed it with a cork. Ford kept the tube as a memorial to Edison's "life and breath."
5. Ford's signature blue, oval logo was not introduced until 4 years after the company had already been in production.
6. In 1914 Ford offered its employees double the current market average, creating Henry Ford's "\$5-a-day." The new salary, accompanied by a shorter working day and company profit sharing, minimized employee turnover, and was significant in growing the middle class and fair wages movement. Henry Ford was quoted saying he wanted to help his workers to a "life" not just a "living."
7. In 1964, after Ford debuted the Mustang, 94,000 pedal-powered toy mustangs were bought for children the following Christmas season.
8. In 1965, a Ford Mustang was transported in 4 separate pieces to the observation deck of the Empire State Building, using resident elevators, where it was reassembled and photographed by helicopter. The car was later reassembled inside the building, until it was eventually taken apart and removed from the building 5 months later. Legendary doors singer, Jim Morrison, drove a
9. The only car that Jim Morrison, legendary Doors singer, ever owned was a 1967 Shelby GT 500.
10. Chevrolet actually used a Ford SuperDuty to set up their Chevy Truck display at the Texas State Fair in 2012.
11. When former President Gerald Ford was describing his nonsense, style of governing, he was quoted as saying, "I'm a Ford, not a Lincoln," comparing President Lincoln's eloquence with Lincoln, the luxury car company owned by Ford Motor Company.
12. Ford F-Series has been consistently ranked as the #1 selling car in America so far in 2013.

1967 Cougar fastback - a reality

I talked to a guy at Knott's who really has one of these cars in the works.

I saw the non-photo chop pictures of his progress.

Their original plan was to take a Cougar and graft the roof or rear top section from a Mustang as one would guess.

Chuck said that it isn't as easy as changing the roof, due to the windshield. He said that they ran into problems with the top of the cowl section between the Mustang and Cougar.

The revised plan is taking a 1967 Mustang fastback and installing the Cougar doors and front sheet metal. Then reworking the quarter panels incorporating the rear body lines of the 1967 Cougar.

Apparently the cowl top does get changed too so that the Cougar hood and fenders all blend as one.



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Please contact Jerry Worful to
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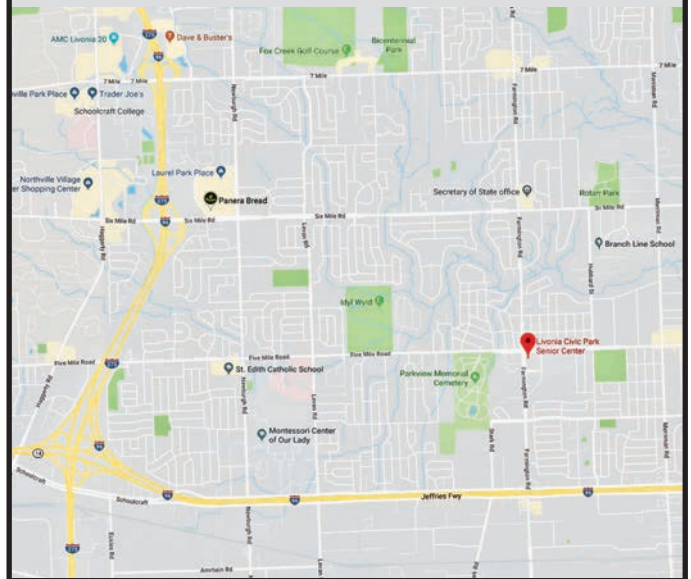
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FMRCOA MONTHLY CLUB MEETING LOCATION

Meeting Location pending during pandemic
Please check with the club to
confirm meeting location

Our monthly club meetings are held at
LIVONIA SENIOR CENTER
15218 Farmington Road • Livonia, MI
Between I-96 Service Drive & 5 Mile Road

Meetings are on the first Wednesday of each
month and begins at 6:30pm with a snack.
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We are interested in how you came about
finding your vehicle of choice, and what you
have done to enhance its beauty, and/or
mechanical condition.

Simply email us your article
accompanied with a photo to:
Karen at: karen.hough79@gmail.com