



## 1929 Model A "Phantom" Pick-up — By Lou Ironside

Back in October of 2021 the Model A speedster I built was featured on the cover of the Rotunda Times. In the concluding paragraph I mentioned I was going to miss it as I gave it to my son. My wife said, "you have spare parts, build another". Well, I did have a spare frame and a 1929 Model A roadster cowl, so why not use up the last of the spare parts! Over the winter of 2022/2023 I took those parts and with a little help from Craigslist and eBay, along with swap meets, I put together another Model A "that never was". Model "A" cabs were never meant for tall people and since I didn't have any doors, I made my own out of Ash left over from a Woodye wagon project. They are three inches longer than the stock doors and give just that little bit extra room that is needed for comfortable driving. I used a metal insert in the doors painted body color to give a similar look as a Chrysler Town and Country.



I felt that an all-wood door would tend to make people focus on the doors, not the overall design. The rear of the cab was hand made of steel and square tubing, and the bed was a 1950's Chevy truck that I bought off Craigslist and then shortened and narrowed. Continuing the wood theme, I added sideboards to the bed with the same Ash as the doors. Fenders were purchased at Hershey, along with plenty of parts I pulled out of the barn and garage that I had collected over the years. The color is New Holland tractor red, with of course black fenders. Building a Model A from parts is much easier than most any other vehicle with the exception of possibly a Model "T" Ford. This truck is probably the last of eight Model A's I have built over the years from spare parts, and this time I am truly out of spare parts. That is not to say I couldn't do another vehicle if the parts came along, but right now I don't see that in the future. But, being retired, who knows what I might do next !

# The Rotunda Times



## 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.

CONTACT: Jim Crawford

313.467.7789 or [jimdem22@gmail.com](mailto:jimdem22@gmail.com)

We 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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## President's Message

Hi everyone, our next meeting will be May 3<sup>rd</sup>. If you haven't signed up for the swap meet, please do so. T-shirts will be available for sale. I hope to have hats for the next meeting. Our swap meet is May 20<sup>th</sup>. Let's hope you have a good weather. See you at the next meeting.

Stan Miller  
President

## Board Meeting Minutes 04/27/2023

The main discussion was about the swap meet coming up on May 20<sup>th</sup>. We were discussing the membership at this coming meeting that we need more people to sign up for the swap meet. Certain assignments have not been filled.

Porta potties are being quoted. Golf carts are ordered. Banner is being ordered. Swap Meet assignment cards will be at the next meeting for the swap meet volunteers.

Terry Worful  
Secretary

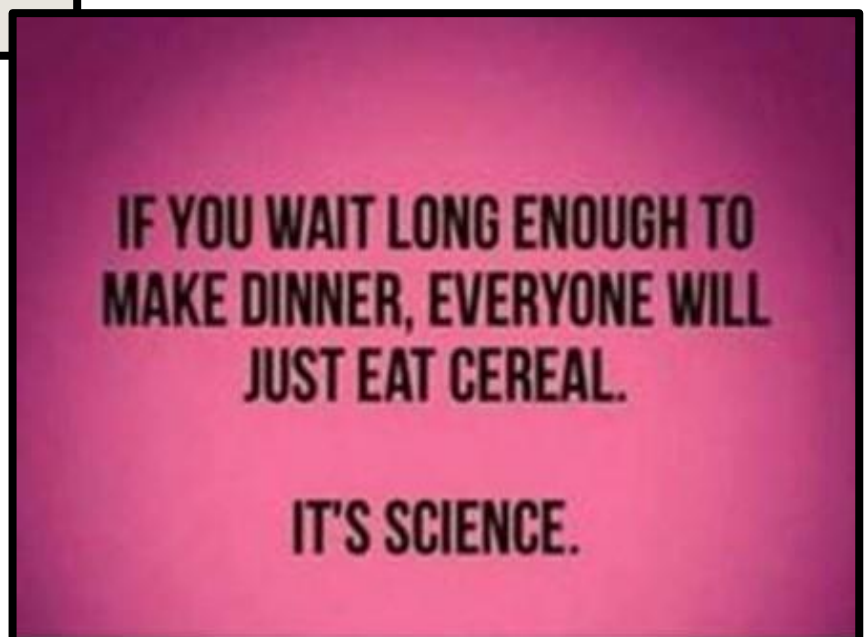
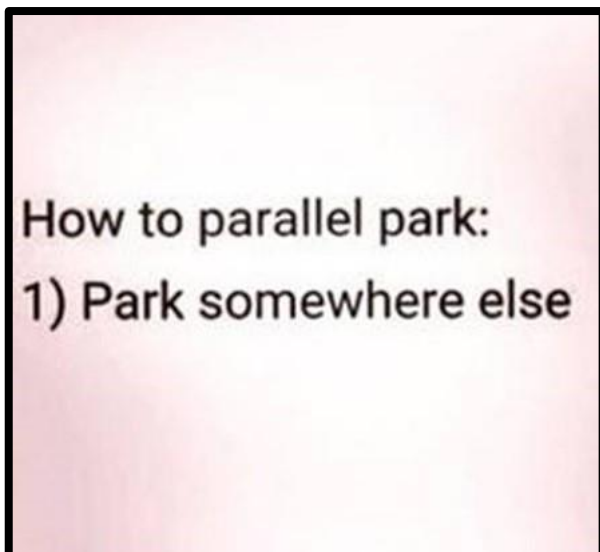
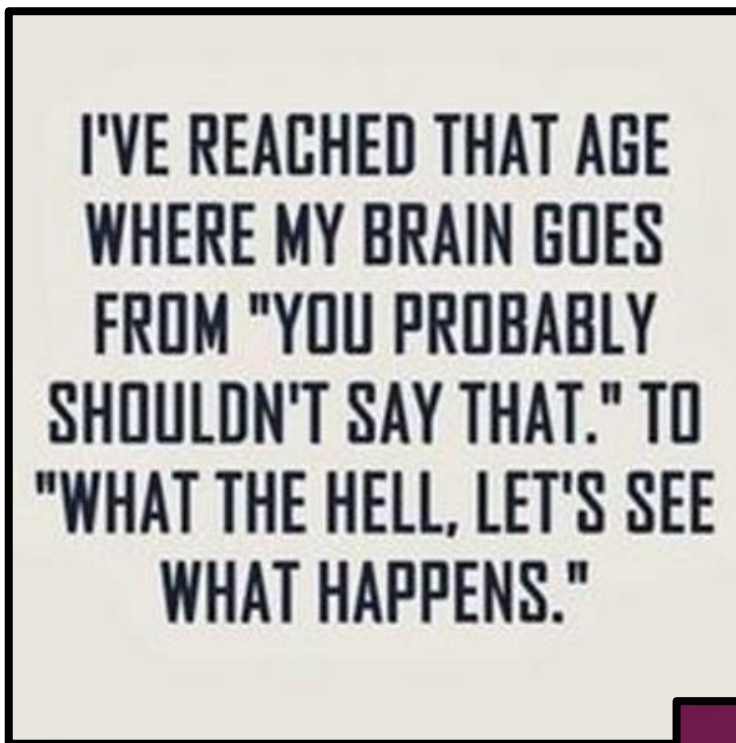
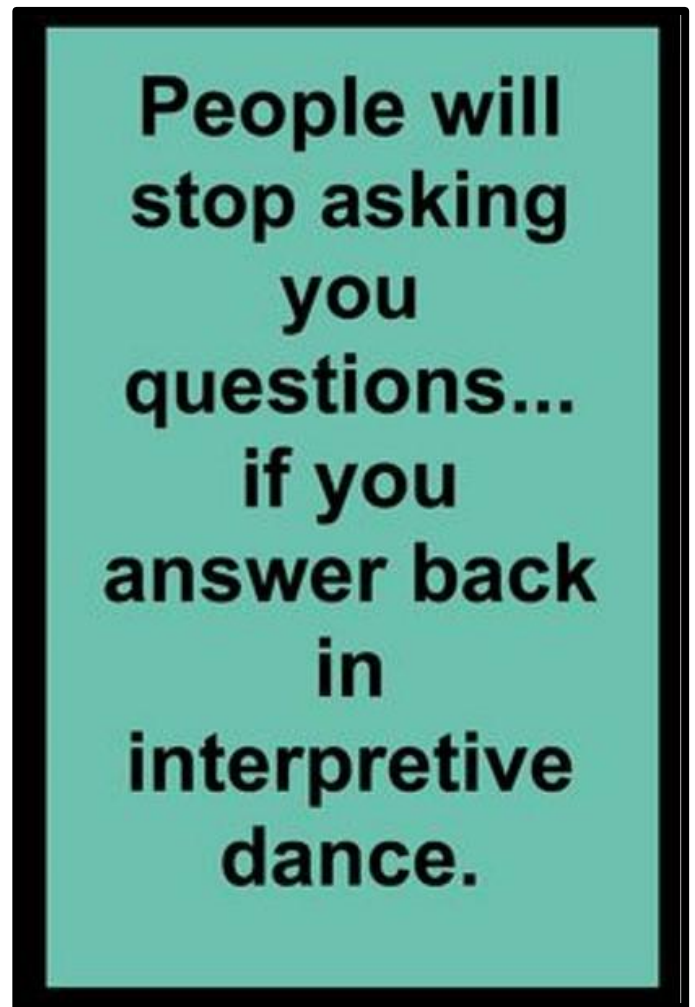
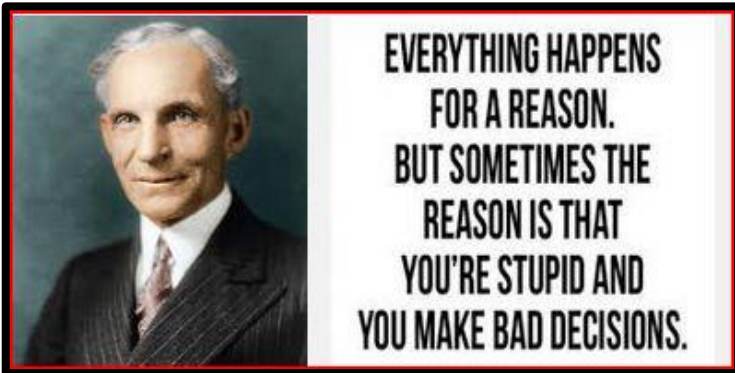
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## Minutes from the FMRCOA Club meeting 04/05/2023

- T shirts are \$15 & \$20 depending on size.
- Swap is on the cruising media calender now. Sign up sheets are at the front table.
- Upcoming events LaFontaine and Confer collections.
- Jack Roush collection 4/14 @9:30 am. VanGuard Motor 5 mile & Beck will have a car show 5/6 @ 9AM
- Working on the Art Cervi award itself. Dale is working on FMRCOA business cards.
- Jerry will be collecting entries for the Barn show on 6/11/23 at the May meeting.
- Dale gave the treasurers report which is approved. Rob absent, Terry, Michael, Russ no report.
- Car Talk: Bob Milligan looked at an 87 Lincoln Towne car. It was junk so he didn't buy it.
- 50/50 WINNERS \$16 DAREL HARDY, \$10 Mike Hilbur, \$8 Mark Lambert.

Terry Worful Secretary

***"JUST FOR THE HUMOR OF IT"***

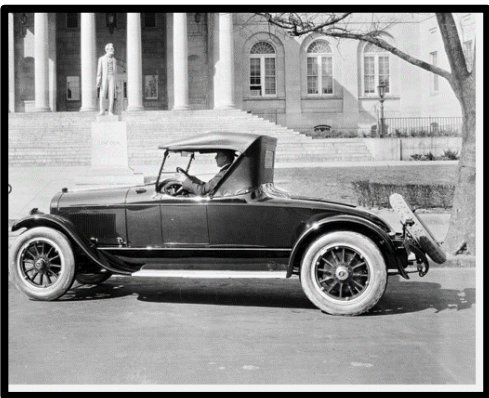


## *New Lincoln L100 Concept Inspired by 1922 Lincoln Model L*



[The all-new Lincoln L100 concept](#), which recently debuted at Pebble Beach Concours d'Elegance, is quite futuristic, but the inspiration for the self-driving prototype comes from the first Lincolns ever produced by Ford Motor Company. The Model L, the basis for the L100, had been in production for more than a year before Ford Motor Company bought the distressed company at auction for \$8 million in 1922, though total costs brought the price closer to \$12 million.

News of Ford's purchase a century ago sparked a buying frenzy, as more than \$2 million worth of Lincolns – \$500,000 in New York City alone – were sold in just two days. Though still new to the market – Henry M. Leland's Lincoln Motor Company had built just 3,400 Lincolns by the time of Ford's acquisition – Leland-era Lincolns were known for their overall quality. This belief helped improve the perception of Ford in the Model T era. As a result, Henry Ford committed to limiting production of Lincolns to just 50 per day, for a total of just over 5,500 in the first year of ownership – barely more than the number of Model T engines built at Ford's Highland Park plant in Detroit in a single day – to preserve Lincoln's high-quality standards. Unlike the quality of the early Lincolns, their styling was not so well-regarded. Their design was considered conservative, at best, as well as “pre-World War I.” However, under the guidance of design-minded new president Edsel Ford, a variety of custom bodies from builders such as Brunn, Judkins, Dietrich and LeBaron were offered over the car's lifespan.



While the Model L's exterior would eventually receive a makeover, only minor changes were made to the Model L when Ford took over the company. Further mechanical refinements reportedly included improved performance for the touted Leland engine made possible by new cylinder heads and aluminum pistons. Ford's new luxury vehicle also came with a price reduction of \$1,000, or a 25% discount per vehicle.

Henry Ford was so proud of his new purchase that he gifted a Lincoln Model L Touring Car to his friend and mentor, Thomas Edison. The car would continue production until 1931, when it was replaced by the Model K and later the Model KB.

## Swap Meet Report – Lou Ironside

**The 35th Annual Barn Show**  
Antique Car & Hot Rod Show  
**Sunday June 11, 2023**

**BARN 2023**  
ROAD KNIGHTS AUTO CLUB

**ADMISSION: \$5.00 DONATION**

**KICK-OFF PARTY & PRE-REGISTRATION SATURDAY, JUNE 10TH, 12:00 NOON 'TIL 5:00 PM**  
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Jerry Worful will be taking Entrees for the Wilson Barn Show on June 11th at our May 3<sup>rd</sup> club meeting. The Cost is \$15.00. This is a club event so we would like as many members to sign up as we can.

Saw a store that has a sign that reads, "We treat you like family!"

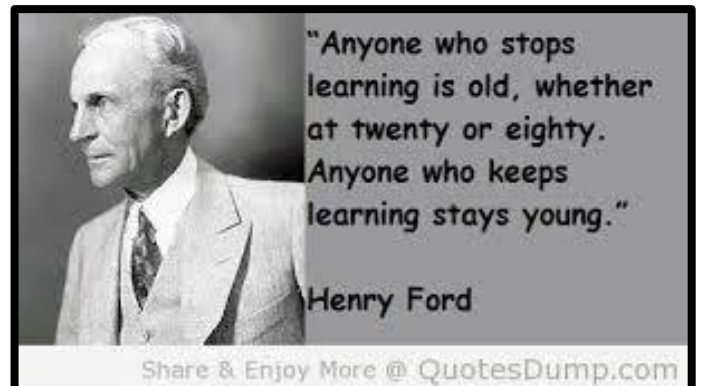
Yup, NOT going in there.

## Mid-Engine Pickup Concept and Trim Series Bring 'Explorer' Name to Ford



Ford Explorer has been a household name since its introduction in 1990, but its roots within the company go back even further. The name has been part of the Ford lexicon for more than a half-century, as it was first introduced as a trim package in the 1960s and also served as the name for an A product of the Ford Design Center in Dearborn, the Explorer pickup featured a 429-cubic-inch V8 mounted behind the passenger compartment – a full five feet further back than the F-100 of the time – which gave the truck better weight distribution and improved handling. experimental pickup in 1973.

The prototype's sleek front end was nearly entirely covered by a chrome grille with an inset horizontal pattern. Its headlamps were set in square bezels located in the grille. The Explorer concept also had louvered side hatches for engine cooling and air intake, but the mid-engine truck is probably best remembered for its seven-foot-tall para-wing tent that offered protection from the elements while camping or taking in other outdoor pursuits. Two concealed aluminum poles held the tent-like covering in tension while not in use. Not to be outdone by the exterior, which was painted in an orange pearlescent shade, the truck's interior design featured bucket seats upholstered in a combination of orange vinyl and orange-and-ginger striped body cloth. That combination was complemented by burnt orange shag carpeting and orange vinyl door panels, instrument panel and other interior trim. Based on the F-100, the Explorer concept was called a preview of what the pickup could become. Based on the F-100, the Explorer concept was called a preview of what the pickup could become.





“It is a test bed of truck ideas that gives us a useful framework for engineering exploration and provides design themes for possible application in the booming light truck market,” said then-design vice president Gene Bordinat. The Explorer pickup truck made its debut at the Texas State Fair, and while it would not reach production, the Explorer name already existed in the Ford world since 1967 thanks to a popular trim package offered for the Ranchero, Bronco and the F-100 and F-250 pickup trucks. About 20,000 Explorer packages, a cost-saving combination of optional equipment, special trim and paint; were sold that first year, and by 1974, Ford was selling 68,000 vehicles with the Explorer package. The Explorer name was also used in Europe on the Transit Explorer, a camper conversion performed by an outside upfitter, as early as the 1970s. A mainstay of F-Series offerings, the Explorer package was expanded to include E-Series vans and Ranger pickups in later years. Ultimately, the Explorer package was discontinued after the 1985 model year, but the name would resurface a few short years later. Explorer as we know it today debuted as a 1991 model as a replacement for the Bronco II. The Explorer name finally appeared on a production pickup truck in the late-1990s and early 2000s with the introduction of the Explorer Sport Trac. Today, the Explorer name heads into the electrified era with the electric Explorer headed for the European market.

## Brian's Tips / Ignition Timing and Cam Timing



There seems to be some confusion that has come to my attention so, let me do my best to explain more about timing. The timing most are familiar with is ignition timing, and the least familiar is cam timing.

Ignition timing dictates when the spark plug fires the mixture in the filled cylinder as it nears the top of the compression stroke. There are several ways to check spark advance. One is by blocking off the vacuum advance, if it is so equipped, then shining your timing light on the damper to see how close you are to the manufacturer's specifications. Usually the damper pulley has markings in one or two degree increments so, you chalk mark where it is supposed to be timed, then fire up the engine to the required RPM to see how close you are to being on the mark. If you slightly loosen the distributor hold down bolt, usually a half inch box or open end does that job, then you can move it one way or the other to time it on the mark. Because to many owners do not change distributor to plug wires as often as they should, I strongly suggest wearing some good rubber gloves to prevent an electrical shock while moving the distributor, which will probably prevent you bashing your brain bucket on the open hood of the vehicle. Another way to check timing, which is the way we do it for some race cars, is to mark the damper to where you want the ignition timing to be at WOT (wide open throttle). This means you have to find out when all of your advance is in, which we like to be around 2,400 RPM, then you keep the engine at anything over that RPM to set the timing where you want it to be when it's totaled out for maximum performance.

Cam timing dictates when the valve openings and closings occur in relation to the crankshaft's position. Remember that the distributor gear runs off the cam gear so, as the timing chain and gears wears, timing is altered. As this wear takes place the ignition timing can be adjusted to compensate, but the cam timing that controls when the valves open and close cannot be changed to compensate. Once you have adjusted the distributor to the mark you select for the performance you are seeking, you can tighten the hold down bolt. Once it's tight, start and run the engine to make sure nothing has moved and it's timed where you want it to stay. We use paint markers to mark our damper pulleys, and I use different colors for different settings, then write them down in pencil on the underside of the trunk lid.

As I spoke about in previous articles, cam timing can affect performance to be more optimum for different tasks. Advancing the cam will give you more low end performance, retarding the cam will give you more top end performance. For drive-in to drive-in, or bar to bar performance, I am a believer in advancing the cam about two degrees over the stock settings. Advancing the ignition timing can also enhance performance by advancing it a couple of degrees. Even though advancing the ignition timing can improve performance and economy, you have to be careful to not hear any spark knock, and to make sure you don't get into an overheating situation. Engines can do many tasks, and are set to perform well for the majority of buyers but, they can be tuned to different settings to accommodate the owner's particular needs.



## Just a few pictures from club events



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- Roy Stull 248-553-0420 Wanted radio for 68 Ranchero must be working, same as early Mustang

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- Cole Grandy 810-735-1671 33-34 front wishbone. 36 rear wishbone radius arms. Rodders Journal 1-8 issues. 1941 Ford 1ton hubcaps (blue circle & Ford script. Back crossmember for flatbed, with Ford script in the middle. 1935-36 Chrysler Airflow taillights.
- 1957 Ford custom 300 two-door sedan. New 351W Ford motor sport crate motor with new oil pan and pick up for a 57. Motor-mounts, starter, alternator and pulleys, exhaust manifolds and 600 CFM Holley carburetor. Rebuilt Ford AOD trans with trans mount and crossmember. New radiator, gas tank, door seals, new windshield and rear window with new gaskets. Front end rebuilt with all new bushings. Shocks and rod ends. New front disc brake kit is still installed with dual master cylinder, many other new parts too numerous to list. Needs bodywork paint and upholstery. Needs partial floor pans installed parts included over 11,000 invested asking \$8500.00 or best offer - 734-455-4156

## Calendar of Events for 2023

March 1 <sup>st</sup> FMRCOA Club Meeting	Livonia Senior Civic Center
March 4 Milliken's Warehouse/Ypsi	Heritage Museum Ypsilanti
March 25 <sup>th</sup> and 26 <sup>th</sup> Hot Rod & Manufacturing & Industry Expo	Suburban Show place
April 1 <sup>st</sup> Milliken Garage Tour	884 Railroad St. Ypsi.
April 8 <sup>th</sup> Moran Motor Sports	12351 Universal Dr. Taylor, MI. (CLUB EVENT)
April ? Brother's Garage Tour	Troy
May 7 25th Annual All Mopar Car Show	Packard Proving Grounds Shelby Twp
May 27 Heritage Rod & Custom Car Festival	Rochester
May 28 42nd Festival of Cars	Rochester Municipal Park
May 20 FMRCOA Swap Meet	Washtenaw Farm Council Farm Fairgrounds
June 10 Wings & Wheels	Yankee Air Museum Ypsi
June 11 - 17 EF V-8 60th Anniversary	Grand National Meet Dearborn
June 16 Roush Racing Museum Tour	Livonia
June 18 - 19 Motor Muster	The Henry Ford / Greenfield Village Dearborn
June 24 Sloan Summer Car Show	Sloan Cultural Center Grounds Flint
June 24 Bay Harbor Car Boat / Show	
July 14 Ford PDC Employee /	Vender Car Show Dearborn
August 13 Hog Roast	Southeast MI RG #126 Club house Jackson
August 14 Rockin Rods n' Rochester 9 -4	Rochester
August 19 Woodward Dream Cruise	
August 23 Cruisin' Hines	Hines Park Westland
September 8 Frankenmuth Auto Fest	Frankenmuth
September 9 - 10 Old Car Festival	The Henry Ford / Greenfield Village Dearborn
September 10 ? Ford Yacht Club Car Show	
September 17 39th Annual Milford Car Show	Milford
September 17 ? Orphan Car Show	Ypsi
September 22 -23 Concours d'Elegance of America	DIA
September ? Crosspointe Church Car Show	Novi

Thank you to the Early Ford V8 Club RG#67 for the new events.

We will keep this page open for all upcoming events. If you have any information on events, please send them to me at [jmdem22@gmail.com](mailto:jmdem22@gmail.com). They will also be added to our webpage in the events section.

• A D S •

## CLASSIFIED ADS

I told my wife she  
should embrace her  
mistakes...  
She hugged me.

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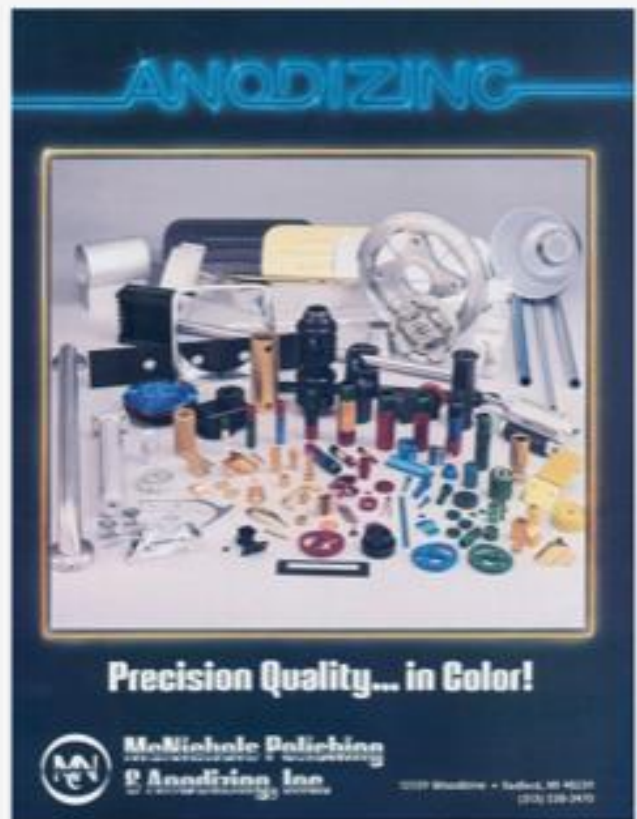
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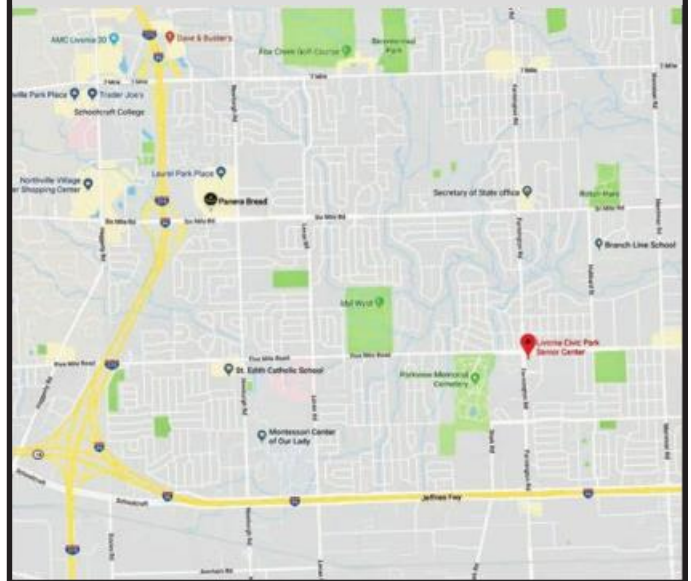
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Terry Worful  
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email: Kercrest@comcast.net

## FMRCOAMONTHLY 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.  
do bring a friend!



**WANTED**

The Rotunda Times would like to feature  
your old car or truck in an upcoming issue.  
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:  
**Jim at: jimdem22@gmail.com**