

Special Swap Meet & Car Show Edition



Volume 1 No. 7 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America July 2005

Feature Vehicle of the Month:

1963 1/2 Ford Galaxie

Owned by

Ken & Judy Smith



Ken with his "baby" at downtown Ypsilanti car show

Ken & Judy Smith of Ypsilanti, MI are the proud owners of a 1963 1/2 Ford Galaxie 500 powered by a stock 427- 425 HP engine. It has a C6 Automatic transmission, 3.00:1 rear gears, fresh re-chromed bumpers, and mild body de-chroming.

The car was purchased on eBay on Christmas Day 2002, coming from Pennsylvania. It was an original 289 car, but had a 390 in it by that time. The 427 engine parts were purchased off eBay during 2003 from over 30 sellers and assembled by Ken. The 427 was installed in November, 2003.

The car was built for cruising and has been driven to Daytona Florida twice, Decatur Alabama once, and lots of local cruising for a total of over 10,000 miles since the engine was built. The car runs strong and still gets up to 14 mpg.

Ken owned and raced another 63 427 Galaxie from 1968 to 1971. That car was one of the few lightweight cars Ford built specifically for drag racing. That car was sold in 1971 and Ken has missed it ever since then.

The current car will continue to evolve as time and money permits.

Ken and Judy joined the FMRCOA earlier this year. Welcome guys!

FMRCOA Swap Meet & Car Show Successful

Although a bit smaller than usual due to the weather, the 36th FMRCOA swap meet and car show was a success! For more information about the event, please see:

- Page 3 for the President's summary
- Page 8 for the car show winners
- Page 8 for the Ann Arbor News article
- Page 5 for the Treasurer's note
- Page 9 for pictures



Bill Cortese with his "Best of Show" 1969 Cougar

FMRCOA Featured Member Profile:

Maurice Horger

"Maurice is amazing," Phil Lyon stated as we chatted about my writing this article. "Try to keep up with him as he walks!" Phil continued. This month's featured member is Maurice Horger.



Maurice in July 1938 & July 2005

Maurice was born in Dearborn on January 6, 1916. The Horger family settled in Dearborn in 1846, and Maurice had three sisters.

Continued on page 6.

The Rotunda Times



The Rotunda Times
Published by:
Ford and Mercury Restorers Club of America
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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, 25 years of age and older.



Editors' Message

Welcome to the special "swap meet" edition of the Rotunda Times! I thought the swap meet and car show were very well done. I also saw firsthand all the effort that many of our club members expended to make it a success. Thanks guys!

This year Bob and I had a call from the Bellville Enterprise newspaper. We spoke with the reporter and a "blurb" with pictures appeared on July 21 in that paper about our show. We subsequently contacted the Ann Arbor News who sent a reporter to our show on Sunday. An article, which we've included in this newsletter, appeared in the paper on Monday, July 18th. Our plan is to contact more newspapers early on next year about our events.

This month we received more contributions from members including our feature car picture and article from Ken Smith. I'd also like to thank Dirk Swanson for the car show pictures in this newsletter. Please keep materials coming! They will be used in the future. You don't have to be a good writer either – we'll edit your stuff and it'll look great!

I had the privilege of interviewing Maurice Horger at the swap meet – what an amazing guy!

We'd also like to thank Phil Lyon for subscribing three new advertisers. Please support them!

One issue that came up late last month is the deadline for getting an announcement into the newsletter. **Consider the 20th of the month as a deadline for getting announcements or other materials to me for that month's newsletter.** In this manner we can get the material in and to the printer so you have it before next month's club meeting.

Thanks for your support!

Steve Rohde, Editor

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FMRC Membership Secretary

P.O. Box 2938

Dearborn MI 48123

Dues are \$25 before & \$30.00 after DEC 31



PRESIDENT'S PAGE

July 2005

Dearborn '05 has now come and gone, but not without leaving us with something to remember. As in the storms of Dearborn 2000 we, again got pelted with heavy rain. As a result of the rain our numbers dropped off accordingly. Our Car Show attendance dropped by 40% and the gate fell off by about 1,000 spectators. Due to pre-registrations the car corral and the swap spaces dropped only slightly. Many swappers reported that despite the weather their sales were good, and those that didn't do well understood that the FMRCOA cannot control the weather. I want to thank you all for your enthusiasm and team work that allowed us to shine throughout the weekend despite the lack of sun. I talked to many vendors and participants who reported the meet was well run and they felt we made a spartan effort to overcome the conditions. I am extremely grateful once more for your support of our club's swap meet and car show.

I am sure you have noticed that we are a few days late this month, probably due to swap meet-itis, however it does give me an opportunity to add a few comments on the club picnic, on Sunday July, 24th, at Charley and Evelyn Rivers place. We had a heavy rain in the morning, but when I arrived there was no evidence that it had rained in Salem Township. About 30-35 members and guests attended. For those of you that haven't attended one of Charlie's picnics, his place is very nice with plenty of room for classic cars to park. The garage's were all opened up for all of us to see Charlie's nice collection of cars and parts. Joe Newland prepared the beef and Dick Monroe did up the corn. There was also a large spread of goodies brought in by the attending members. Everyone seemed to have a good time and we thank Charley and Evelyn for having us come to their place.

Don't forget the Dearborn Homecoming Parade Friday evening on August 5th. I still have a few slots left so call me at (248)328-9113. We will be parading with the Water Wonderland Thunderbird Club, and there will be a catered meal, certificates and awards given. I hope to see you there.

The Poker Run is also coming up on August 13th call Jim and Bev Underwood to sign up (734)722-7195.

By the time you read this the Telegraph cruise will be in the history books, let's hope the weather holds for that one.

Jerry Ostalecki, one of our advertisers, will be giving a presentation at our August meeting. He sells Gibbs lubricant, shop manuals and master parts catalogues on CD Rom. So...

Don't forget, the next meeting is August 3rd at the K of C Hall at

8PM. Come early and bring your classic car for a little tire kicking in the parking lot.

Till next time.

Bob Guetschow

WELCOME NEW AND RETURNING MEMBERS

New Members

267. **Bill Chamberlain**
4655 Morrice rd.
Webberville Mi. 48892
(517)468-3913
1970 Mercury Cyclone 429cj
1971 Mercury Cyclone 429cj

268. **Ed Krzeczowski**
7823 Pardee
Taylor Mi. 48180
(313)295-1696



269. **John Macyda**
27160 Clairview ct.
Dearborn Hgts. Mi. 48127
(313)563-7829



YOUR CAR!

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 mail or email us your article accompanied with a photo to:

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 734.422.0595
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 248.474.4356

Club Meetings

The FMRC meets the first Wednesday of each month at the Knights of Columbus Patrick O'Kelley Hall in Dearborn (313.278.5600). Refreshments are served after the meeting!

Come and bring a friend!



Unusual items at July Show & Tell

Roger Hodyka bought in some true collectors items that he obtained from the Fairlane Home (-1957-8). These included



an ashtray, a hat too small for Roger, a flashlight, an old phonograph, some knives, and a dice rotator. How can one live without these!

Ron Proctor brought in an old truck mirror and 4 NOS distributor



caps which no one could identify.

Finally, Art Cervi showed us an old Ditzler car repaint manual.

FMRCOA Picnic Much Fun

Over 40 club members and their families attended the FMRCOA Annual Picnic hosted by Charlie and Evelyn Rivers on Sunday, July 24. About 14 antique cars belonging to the members were driven to the event and displayed.

Charlie showed us his amazing collection of Lincolns and other Ford products. What a treat -- and in an air-conditioned garage!

Members brought dishes to the picnic and the main course and drinks were supplied by the Club. The fried chicken and barbecued beef cooked by Joe Newland were super!

It was Stan Miller's birthday -- happy birthday Stan!



The birthday boy!

Other memorable events were Art Cervi collapsing his portable picnic table & chairs; and Pat Kaluzny's new canopy being uplifted by the wind! Fortunately nobody got hurt.

Thanks for hosting the event Charlie and Evelyn! (More pictures are on p-9.)



June Meeting Minutes of the FMRCOA July 6, 2005

Bob struck the gavel at 8:10 and the last meeting before the swap meet got underway. There were lots of guests present. It was nice to see Gary McDonagh, a long time member who now lives in Tucson, AZ. Gary brought along Jim Gavriles, a former member. Bob Gilsdorff brought guest Dennis Eby who states that he would like to join our ranks. Jim Crawford brought along his friend, Fred Treiber, owner of a 78 Lincoln. Rob Corrigan, Doug Gunther, Bob Kalesh, Bob Cseka, (46 business coupe) Scott & Susan Byrd, (70 Cougar convertible). Joe Newland and Mike Fontana brought in guests Jerry Ramey and Ed Danes. Ed Krzeczowski was also a guest. It is great to see all these people at our meeting and we heartily invite them all back.

Board member Mike Fontana reported that he has been negotiating



Our Distinguished July FMRCOA Meeting Attendees!

with a new clothing manufacturer to do club tee shirts, jackets, hats, and golf type shirts. That should be a nice addition to our clothing line. Mike said he would try to have some samples ready by the August meeting. Bob stated that the club has purchased a CD in order to obtain a better interest rate on our money.

The latest info on the Telegraph Cruise is that we have obtained permission, along with the Galaxie Club to park in the Oxford Lanes parking lot. That is on Telegraph, South of Michigan, on the West side, after 9:00. Fliers were made available for the Dearborn Homecoming Parade. Participants will receive a catered meal. The date is August 8th. The June minutes were approved, and Treasurer Steve Rohde read his report which was also duly accepted by the membership.

Doug Osborn was our representative at the car show which was held as a benefit for the little one year old girl who is a cancer victim.

FMRCOA provided ten trophies for the show.

Mike Fontana gave us a report on the participation at the Wilson Barn Car Show. We had twenty Members who brought their cars, and we won six awards. There were also lots of members who took their vehicles to the Motor Muster at Greenfield Village. Bob suggested that we might want to consider making that a regular club function as well. Mention was made of the Sunday cruises at Bakers on Milford Road, The Woodward Cruise, the Downriver Cruise, and Carnival of Cars, where member Greg Petrovich won best of show award for the second time with his Isotta. Congrats Greg! So many cruises, so little time!!

Jim Underwood has agreed to again sponsor the poker run activity. He gave us all the lowdown and it sounds like a good time is in store for us!

Some last minute plans and announcements for the swap meet were made. VP Art Cervi gave us a little brief on the overnigher coming up over Labor Day. The current thinking is that it will be somewhere in the Flint area.

For Show and Tell, Roger Hodyka brought in some items he acquired from Fairlane. Some strange but interesting stuff! Ron Proctor brought in a mirror from either a truck or a large car from the teens or twenties.

The 50-50 was conducted, and the meeting was adjourned. By the time you read this another swap meet will be history!

Respectfully submitted,
Phil Lyon, Secretary



A Note from the Treasurer

This has been an active month for your treasurer! First, we did transfer funds to a cd to get a substantially higher return. We'll probably transfer more next month after the swap meet numbers are finalized. Unfortunately, the weather adversely impacted our take.

Recently we had a lot of swap meet and car show transactions. In this regard, I'd like to thank Dave and Vivian Cheklich, Maurice and Pat Horger, and Sandy Olson for their help in collecting and tabulating the proceeds from the weekend. These folks worked diligently all weekend for the club!

More to follow!

Steve Rohde, Treasurer



FMRCOA Featured Member Profile, ct'd. from page 1

Maurice graduated from the University of Detroit Jesuit High School in 1934 and married Mary on June 15, 1937. Maurice and Mary were married for just under 60 years when she died in 1997.



Maurice in 1947

After graduating high school, Maurice held a number of jobs. In 1941 he became a civilian airplane mechanic in the Air Force – and was unexpectedly transferred to Harrisburg, Pennsylvania. Three years later he ended up on a military “production line” in nearby Middleton. There he helped get B24’s, Jeeps, and P17’s ready for combat. These vehicles needed special parts and Maurice was “authorized” at a very high level to procure those parts.



Maurice with Truck in 1956

After the war Maurice returned to Dearborn and started a trucking and truck service business in Taylor (near Telegraph & VanBorn). He owned a fleet of 6 trucks. In 1954 Maurice opened Greenfield Auto Service in Dearborn where he repaired vehicles until 1972.

Maurice started collecting antique cars in 1952 when he purchased a Model T. The following year a friend in Coldwater, who owned a dealership, offered him a 1927 Model T for \$100. Maurice drove that car home! Over the years he has had a variety of cars and trucks including a 1925 Lincoln and a 1926 International truck. (Maurice commented that International trucks were much easier to get parts for than Mack trucks.) At one



At Westland Car Show in 1974

point Maurice owned 22 antique vehicles!

Currently Maurice owns 6 cars: a '32 Ford Phaeton (his favorite), a '39 Ford convertible, a '53 MGTD, a '79 Lincoln Town Car (with 400 miles on it!), a '88 Lincoln Town Car, and a 2005 Thunderbird.

Maurice joined the FMRCOA in 1972 and he has been helping the

club Treasurer at the swap meets since the late '80's. “I really enjoy participating in the Ford Mercury Restorers Club,” said Maurice. “It’s the best car club I’ve been in -- and I’ve been in 15-18 different clubs!” he continued.



On the way to Toronto with his MGTD in 1985

Maurice married Pat on May 7, 2004. They met in a flying travel club (“Solos” -- part of the Nomads flying club). They currently reside in Northville. It’s great to see Pat and Maurice at club events!

“Maurice is knowledgeable, dedicated, and always a pleasure to be with,” commented Dave Cheklich, at the swap meet. I concur. It’s great to have Maurice in our club!



Maurice with his Beautiful '39 Ford





2005 FMRC Meetings & Events Calendar

Below is the table of meetings & events for 2005. New information will be posted each month as events and dates are "firmed" up. **Bold font represent club functions.**

August 3	Club Meeting
August 5-7	Dearborn Homecoming
August 13	Poker Run
August 20	Woodward Dream Cruise
Sept. 3-5	Overnighter TBA
Sept. 7	Club Meeting
Sept. 9-11	Frankenmuth Auto Fest
Sept. 18	Somewhere in Time -Trenton, MI
Sept. 18	Scholz Auto Fest
Oct. 5	Club Meeting
Oct. 16	Color Tour
Nov. 2	Club Meeting
Dec. 3	Dinner Dance
Dec. 7	Club Meeting
Dec. 10	Christmas Walk-Greenfield Village

Homecoming Classic Car Parade

Dearborn Homecoming
Friday, August 5
6 p.m.

Starting area: First Presbyterian Church parking lot on Brady Street (1/2 mile north of Michigan Avenue).

We will be escorted through the neighborhood by a City of Dearborn escort car with the final destination being Ford Field where festival goers can inspect and admire the cars.

Mayor Michael A. Guido will present certificates to all participants, awards in several classes and a Mayor's Choice award.

The City will provide a catered meal.

The parade is a joint parade with the Water Wonderland Thunderbird Club.

We are limited to 15 cars due to restricted space for viewing at Ford Field.

For more information and registration, contact Bob Guernshaw at 248-328-0113.

Don't forget the Dearborn Homecoming on August 5 & the Poker Run on August 13!

Please participate in these events!

Classified, continued from page 13.

- 1971 Windsor 2 barrel engine. complete, 70 K miles, \$200 or best FMX trans also available. Roy Stull 248-553-0420

Wanted

- 1951 Mercury bell housing Gary Sharkas 734-525-3652
- Factory styled wheels for 1967 Fairlane. Joe Newland 248-563-0304

June 2005

For Sale

- 1983 Mark VI, designer Series. Loaded and mint. 67,000 mi. 2 door with gold moon roof and half vinyl top. Beige, with beige velour interior, wire wheel covers, and premium sound. Car is from Arizona. \$6,500. Bob 734-674-8483.



FMRCOA Car Show Very Diverse

There were 86 entries at this year's car show in 22 classes -- from mild to wild! Paul Coleman did a super job organizing the show! The 2005 major award winners were:

Best of Show:

1969 Mercury Cougar Convertible

Bill Cortese

Best Ford:

1965 Comet Cyclone

Gary Robert

Best GM & Best City Official (Walter Rohoviak) Voted:

1967 Pontiac

Charles Hutchison

Best Mopar:

1972 Plymouth Barracuda

Dan Burton

Participant's Choice (Club cars only):

1963 Comet S22 Convertible

Gary Gish



Sunday afternoon at the car show!

ANN ARBOR NEWS

Owners of classic Fords gather to show and swap About 2,000 turn out for event in Belleville

Monday, July 18, 2005

BY HANNAH NORTHEY

News Special Writer

Allstead's Torino won third place in the muscle car division of the 36th annual Ford and Mercury Restorers Club of America car show in Belleville on Sunday.

Having bought the car four years ago, this was Allstead's second competition.

"I haven't done much to this car since I bought it," said Allstead, wiping the sweat from his brow. "But I always love to win awards."

Allstead was one of 86 contestants who entered their cars into 22 divisions, from street rods to custom cars, at the Wayne County fairgrounds Saturday and Sunday.

The most prestigious award at the event was the Best of Show, given to Bill Cortese for his '69 Mercury Cougar. The award was based on external and internal aesthetics, as well as the quality of the engine and underbody. Winners received honorary plaques, certificates and memorabilia stickers.

The car show included a swap meet and "car corral" for the sale of used cars. About 200 vendors also filled the fields, selling everything from buffing pads to finish wax and radios to hubcaps.

Carrying newly purchased tires, Jim and David Brandi of Northville made their way through a maze of tents and tables. The brothers bought the tires to construct a rolling mount to help them in pulling the body off of a '32 Ford sedan.

"We're old and we need help, so we're building the mount," said David Brandi, smiling. "The swap meet's great - we've been coming here for 20 years."

Although the event was dampened by intermittent rain showers, event coordinators estimated that approximately 2,000 visitors were in attendance.

At \$5 a ticket, the turnout was crucial as a means of raising money for the Ford and Mercury Restorers Club of America.

"It's our biggest fundraiser of the year," said Steve Rohde, club treasurer. "It supports a lot of our activities."

Proceeds from ticket sales, along with dues paid by about 200 vendors, will fund the club's general operations, as well as various charity work and club projects. Past causes have included Habitat for Humanity and providing money for a local resident with cancer.

The Ford and Mercury Restorers Club of America is a hobby organization, concentrated on fostering and promoting the acquisition, preservation and use of all Ford vehicles, 25 years of age and older. Founded in 1969, the club meets monthly to discuss agenda items and upcoming projects.

"It's basically a bunch of guys that like cars," said event co-chairman Lawrence Swanson. "There's not one person here who doesn't like Fords."

David Oberly of Ottawa Lake spent \$10,000 restoring his 1949 Ford pickup truck. He won second place in the restored trucks division of the car show.

"It took me seven years just to get the truck on the road," said Oberly. "The award made the effort worth it."

<http://www.mlive.com/search/index.ssf?base/news-13/112169787680800.xml?aanews?NEA&coll=2#continue>

The Rotunda Times



History of the Ford Flathead V8

From 1932 to 1954 the fortunes of Ford Motor Company would ride a wild roller coaster of ups and downs. At times sales forged ahead rapidly, and at others the company narrowly avoided going under. Throughout this 22-year period, however, there was one constant, one everlasting icon that Ford fans could count on - the flathead V-8.

When it became abundantly clear even to Henry Ford that his Model T was on its last legs in the marketplace, along about 1927 or so, the old man wanted to build a V-8-powered car to take its place. With the company's future dangling by a thread, though, an interim move created another four cylinder car, the Model A.

Ford never let loose his idea of a V-8, though, and, as the market appeal of the Model A waned considerably in 1931, his engineers embarked on a blitzkrieg campaign to develop a marketable V-8 engine at a Ford price. Of course, in that era only a few very expensive marques offered eight-cylinder engines, and only a handful of them used the "V" configuration. Most



Henry Ford with V8 #1

were straight-8's, a less sophisticated arrangement, and one that was unsuited to low-priced, short-wheelbase Fords. Henry Ford pointed the way to a V-8, but the Ford engineering staff of Ray Laird, Emil Zoerlein and Carl Schultz took the concept much farther than their boss would have imagined (or authorized, for that matter.) Starting at ground zero they designed a 221 cubic inch powerplant that delivered 65 horsepower at 3400 rpm. Constructed of cast iron with side-operated valves, the Ford V-8 wasn't terribly sophisticated, but that wasn't the point. The point was that the Ford V-8 could be manufactured for a fraction of the cost of a Cadillac or Lincoln V-8 yet still deliver V-8 smoothness and performance.

As drawn up by Zoerlein, Schultz and Laird, the 90-degree block offered a remarkable degree of sophistication yet it could still be cast as a single unit. To ensure this, production genius Charles Sorensen worked hard and long on the manufacturing processes necessary to build the new engine, and for his efforts he was accorded the title "Cast-Iron Charlie."

Wrapped around the new V-8 were several attractive open and closed bodies that were essentially updates of the Model A lineup. (In fact, at the same time Ford announced its new V-8, it also introduced the Model B, a car powered by a revised four cylinder Model A engine that was tweaked to produce 50 horsepower. Four-cylinder Fords would be sold right alongside V-8 versions through 1934.) The key styling change was the use of a grille and fascia forward of the now-hidden radiator core, and the key engineering change was a longer wheelbase. At 106.5 inches, the wheelbase of both V-8 and four-cylinder were three inches longer than that of the Model A. Aside from that, the chassis and running gear, engineered by Emery Nador and Eugene Farkas were essentially clones of the Model A, since Henry Ford was not exactly a driving agent for change.

As with its predecessor, the new V-8-powered Ford car created a sensation in the marketplace when it was unveiled on March 31, 1932 and shown to the general public two days later. Christened the Model 18, a name that even many Ford purists don't recognize, first V-8 car had been built only a few weeks before, and Ford workers had to scramble to get cars into the pipeline.

The public was clamoring for the car based on its combination of good performance and low price. On the strength of its 65-horsepower "cast-iron wonder" the Model 18 had a top speed of 78 miles per hour and significantly better acceleration than the typical car of its era. Even before it appeared in showrooms, Ford had booked 50,000 orders for the V-8, and there is no doubt it was one of the bargains of the decade. A V-8-powered roadster could be had for as little as \$410, and a Tudor sedan, the most popular body type, was just \$450.

The introduction of the Model 18 didn't go without a hitch, however. Because the V-8 had been rushed into production there were some durability problems, particularly with the heads and engine mounts. The engine also got a reputation as an "oil burner."

Faced with some uncharacteristic mechanical problems, production downtime for re-tooling and the appealing 1932 Chevrolet Confederate line, Ford sales were behind Chevy's as the model year closed out. Of course, the worsening Depression didn't help sales either, and Ford Motor Company lost \$75 million for the year.

With this loss staring him in the face, Henry Ford, the man who wanted all his cars painted black because black paint dried the fastest, was forced to start playing the game like General Motors. For 1933, Ford entered the world of the annual model change, and its offerings were remarkably different than the attractive lineup that went to market just one year earlier.

A big change was another increase in wheelbase, and this time the jump was almost half a foot to 112 inches. At the same time, the body was re-styled with a definite European influence. The laid-back, shovel-shaped grille, sweeping fenders and rear-hinged "suicide" doors were very reminiscent of the British Ford of the period. Another key improvement came under the hood. The V-8 was significantly revamped, remedying some of its early teething problems and giving it an addition 10 horsepower (to 75.)

V-8 equipped Fords were fast, and that fact was attested to by some unlikely sources. Both Clyde Barrow of Bonnie and Clyde fame and Public Enemy Number 1 John Dillinger wrote Henry Ford laudatory letters about the performance of the Ford V-8. It was actually a case of the quick and the dead, since neither man would survive the decade, no matter how fast his getaway car was. Incremental improvement would continue throughout the Thirties. Horsepower was bumped up again to 85 in 1934. In 1936 Ford cars outsold Chevrolet for the first time in nearly a decade on the strength of some very attractive body styles. The following year a 136 cubic inch, 60-horsepower engine joined the 85-horsepower version in the lineup but it failed to make much impact in the market, although Ford's company "goons" did make some impact on union leaders during a pitched battle that between the two that same year.

Even though Henry Ford finally relented and allowed hydraulic brakes to be installed on his 1939 models, by 1940 Ford was nearly 300,000 sales behind Chevrolet in the yearly race. This came despite the fact that the E.T. "Bob" Gregorie-designed '40 Fords were among the most handsome ever. Ford survived the war by becoming a big part of the military effort, but during the war Edsel Ford died and a rapidly aging Henry Ford did little to prepare the company for peacetime prosperity. By 1948 Chrysler had passed Ford Motor Company to become the number two American automobile manufacturer.

Just as Ford seemed to be fading away, a dramatic restyling of the car line in 1949, accompanied by a thorough revamp of the flathead V-8, saved the company from oblivion. The flathead V-8 would continue to power Ford cars until 1954 when a new overhead valve V-8 replaced it. Nothing, however, could replace in the hearts of Ford fans who ranged from the glorious to the notorious.

(Adapted from <http://www.autoswalk.com/fordv8.html>)

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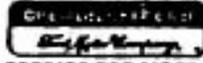
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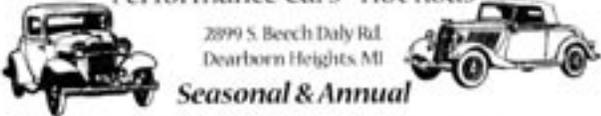
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