











1946 Ford Super Deluxe
Woody Wagon



1938 Ford Woodie Wagon
1938 Ford Woodie Wagon
1938 Ford Woodie Wagon

THE FARM



PITNEY FARM

5968



**- THINK RARE -
Marmon-Herrington
Four-Wheel-Drive Station Wagons**

Think the concept of a big four wheel drive Suburban or Expedition was just dreamed up in the last 20 years? Think again. An all wheel drive Ford station wagon was available in 1935.

For 14 years, from 1935 through 1946, the Marmon-Herrington company converted Ford vehicles to its patented all-wheel-drive system. The vehicles were sold through Ford Dealers at twice the price of the production standard-drive wagon.

Walter Marmon was the elder brother involved in the Marmon Motor Car Company, which built the luxury Marmon sedan from 1904 until the company went into receivership in 1925. Arthur Herrington was a brilliant mechanical engineer who had patented a vibration-free H-plant that made all-wheel drive practical. The pair formed a partnership in 1923 to build all-wheel drive trucks.

Marmon conceived the idea of converting popular and durable Ford trucks to four-wheel drive with Marmon-Herrington axles and transfer cases. The plan was received enthusiastically at Ford, which agreed to truck the converted trucks through its dealers.

Marmon-Herrington set up manufacturing in Indiana in a former Duesenberg plant it had acquired. Production began in 1935, and many light truck buyers who needed four-wheel drive capability decided the combination was a winner. Many were used by Government agencies and corporations. Complete Florida and Missouri vehicles were delivered to the Marmon-Herrington Plant in Indianapolis, where the body and passenger seats were removed, refitted with the four-wheel drive conversion and then reassembled.

Within a couple of years, others sought this worthwhile attention equipped with a larger converted body rather than a pickup bed. Marmon-Herrington complied by carrying out four-wheel drive conversions on Ford station wagons, beginning in 1937. By 1938, the conversion was so popular that Ford offered it on any passenger or commercial model.

The transmission was a 3% less Ford pickup four-speed, and a 4.44:1 ratio on the front axle was used to replace the original passenger car 3.78:1 ratio.

While civilian sales production was halted during World War II, Arthur Herrington applied his knowledge to an altogether different task. After the war, Marmon-Herrington conversions were again offered on Ford and some Mercury passenger cars, and the chassis design changes for the 1948 models made it impractical. Marmon-Herrington all-wheel drive was available on Ford light trucks until 1966.

There are only six Ford or Mercury Marmon-Herrington Station Wagons known in the United States. You only need to think "MARH" when you see a Marmon-Herrington Station Wagon.

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Ford Motor Company



1934 Ford Custom Wagon
The Best
Original wood panel
Model shown in a
well-maintained
condition.
Reserve your
spot today!





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Convertible Coupe

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There's Nothing Like A Bike

SWINNA BIKES ARE BEST

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