

**Feature Vehicle of the Month:
1968 Mustang Convertible
Owned by
Pat Kaluzny**



This month's feature vehicle is a 1968 Mustang convertible owned by Pat Kaluzny. Pat, who had always wanted a ragtop, purchased the car in Westland, Michigan in December of 1995. The Mustang was driveable but very rusty and needed to be restored.

Over a seven year period, Pat performed a ground-up restoration including an engine rebuild, floor pans, inner rockers, and paint! Rust-Busters in Farmington Hills helped with the restoration. "What looked to be a simple restoration, turned into a major restoration. I learned a few valuable lessons when it comes to car restorations," remarked Pat.



Engine Compartment Before(L) & After(R) Restoration

Pat drives his Mustang on nice summer days and to car events. These include car shows and the Woodward Cruise.

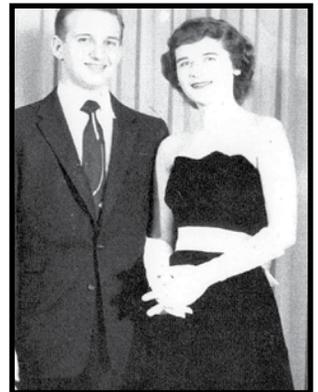
Pat's advice: "A word to the wise, look for a solid car if you plan on restoring it. There's nothing better then good solid sheetmetal..." That is very true!

**Feature Member:
Bill Stanley
by
Bill Gipperich**

In the beautiful rolling landscape north of Rochester, Michigan lives our feature member Bill Stanley.

Once home to a couple of pet horses and four children, it still remains the home of Bill and Collette, his wife of 51 years. Also it is home to six antique automobiles and a wonderful collection of automotive memorabilia and collectables. A seventh auto, a 1956 Ford pickup truck, is in a friend's garage undergoing a restoration by Bill and his friend.

Bill attended high school at Detroit Country Day and lived in the Ferndale area. His first car and transportation to high school was a



Bill & Collette

Continued on page 4.

**Some Club History from the Club Historian
by
Dave Cheklich**

During the February 1999 general membership meeting, then president Charlie Rivers asked me if I would like to be the historian of the club. I agreed without too much hesitation although I didn't have any idea how I could reconstruct club happenings that occurred the previous thirty one years. The club had never had a historian before so this was my first shot at being one. Undaunted, I put on my Sherlock Holmes hat and plunged into the undocumented



Postcard Invite to First FMRC Meeting

Continued on page 9.

The Rotunda Times



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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

This month I'd like to thank Bill Gipperich the very interesting article about Bill Stanley, and Pat Kaluzny for the Feature Vehicle material and for directing me to the Miller Auction article on page 8. I'd also like to thank Dave Cheklich for his super article on the history of our club. It's amazing how history can get "revised" – even for a car club!

At the last club meeting, I sent around a sign-up sheet for feature vehicles and a number of you signed up. I really appreciate this and those vehicles will be in future issues of the newsletter.

Please do keep materials/leads coming. Now that car show season is starting, let me know of any interesting trips/shows that you take including pictures. Just give me a call (734.717.5444), email me, or put something in the mailbox. We can work on articles together and it doesn't take much time on your part! Typically, it really doesn't take more than a 10-15 minute conversation to get great material for an article. **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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The FMRC Membership Advantage!!!!!!

Your Board officers and Editors take extra effort to bring you FREE Classifieds and Schedule of Events found within your monthly newsletter. Take advantage of these benefits your membership provides. Post your schedule where you can refer to it easily. Submit your ads at a meeting or mail to Phil Lyon, our ad editor. For more information on becoming a member go to <http://www.fmrcoa.org/> or write to:

FMRC Membership Secretary

P.O. Box 2938

Dearborn MI 48123

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



PRESIDENT'S PAGE

April 2006

On March 23rd approximately 40 of our members and guests gathered at the Henry Ford for the Rouge Factory Tour. We were conveyed by bus to the Rouge Plant Complex and then our guide ushered us to a small theater where we were shown a 13-minute film on the history of the plant from conception, construction and production up to present time. We then were guided into a virtual reality theater and shown a 360-degree film with all the sights and sounds of automotive production. We encountered steam, water mist, heat, noise, wind and felt the shake of the production process. This was a 14-minute film. Our guide then led us into the production area where truck bodies were lowered onto the completed chassis and windshields and trim were installed. Then the trucks proceeded into final assembly, then started and driven into the final inspection area. Our group found the tour very interesting and informative. The club picked up ½ the cost of the member's ticket. Perhaps we can go again soon, so more of you can get the opportunity to see the program.

For those of you who didn't attend the last meeting, I am happy to announce that our memberships are now back up to an acceptable level. In January I saw that memberships were down significantly and I sent out 106 reminder letters to errant members, who had forgotten to renew. I followed up the letters with personal phone calls as I do each year. This effort has resulted in 76 renewals and our memberships now stand at 268 members. For next years membership renewals we will send out a bill in October and a reminder letter in December. This process should alleviate the problem of the member not renewing in a timely manner.

I am continuing my program of establishing communication with the other Ford oriented car clubs in the area. I have talked with the other presidents and we are exchanging newsletters. We plan to invite these other car clubs to participate in our car show and we will give them their own designated show areas to display their club banners where they may attract new members to their individual clubs. Our club can do the same. I have proposed this plan to Steve Rohde, our car show chairman, and he believes this is a good thing. I will discuss this plan with the board so we can offer some incentives to these car clubs to join us.

It is with great sorrow that I announce the untimely passing of Jim McAuliffe, the son of long time member, Harry McAuliffe. Our hearts go out to Harry, Bev and all of the family of Jim McAuliffe.

Next meeting we will have Tom Kuhr from The Hot Rods of Dearborn.com speak to us on what's going on with his web site. We also will have Matt Richardson, from the Nankin Mills Museum, who will talk with us on the "All Ford Day", which is coming up in June.

Don't forget the meeting start time is 8PM on May 3rd. The 8PM meeting time will continue until the fall when it is back to 7PM. Bring out your classic car; the weather is great.

Till Next Time,
Bob Guetschow

WELCOME NEW AND RETURNING MEMBERS

New Members

Aaron Bonsall
7223 Irongate Drive
Canton, Michigan 48187
734-451-7636
1966 Ford LTD

Russ & Denise Bonsall
7223 Irongate Drive
Canton, Michigan 48187
734-451-7636
1956 Lincoln 4-Door, Premiere

Craig & Denise Brosch
5893 Marshall Rd.
Dexter, Michigan 48130
55 Ford Victoria

Phillip & Sharlene Lundy
44453 Albert Dr.
Plymouth, MI 48170

Joe & Debbie Taglioli
44453 Albert Dr.
Plymouth, MI 48170

NEW MEMBER:
CONFIDENT, WELL
PREPARED, ENTHUSIASTIC,
GENNED UP,
ACTIVE...



Presidential Quote

"I have no trouble with my enemies. I can take care of my enemies in a fight. But my friends, my godd*mned friends, they're the ones who keep me walking the floor at nights!" -- Warren G. Harding

FEATURE CAR *ct'd. from page 1*

1951 Ford Victoria. Bill attracted sufficient attention with the car, its Smitty mufflers and his driving style, that they warranted mention in the school year book under Bills biography. Next on the list of early cars was a 1952 Olds Super 88. "A really nice car and fast," as Bill described it.

A local car club called the Banchees attracted Bill's attention and won his membership. The Chevrolet on Mile and allowed cars in the dealership that wouldn't be Bill. The club held other activities. The Department was officer "Doc" Major of the remaining for reunions and to reminisce about old times, fast cars and life as teenagers in the 50's.



club met at Fernwood Woodward south of 9 members to work on their garage. "Something allowed today," reflected reliability runs among it's Ferndale Police Juvenile the club's sponsor and was their liaison. A few members still get together

Upon high school graduation in 1953 Bill attended Alma College. Collette and he were married in 1955. After graduation from Alma College, Bill attended medical school in Des Moines, Iowa. He earned his Doctorate in Osteopathic Medicine and returned to Michigan. After residency he practiced obstetrics and gynecology at Henry Ford Bi-County hospital and retired from there in 2003 after 37 years.

As with many of us when our families are young and careers are just taking off, the car hobby takes a sabbatical. Such was the case with Bill until 1977 when Lorne Lovelace introduced Bill and his newly



Bill's 1941 Ford

acquired 1941 Ford Tudor to our club. There has been no stopping him since. His current stable consists of the '41 which is his favorite, a beautifully restored 1958 Ford Skyliner, a 1964 Galaxie 500 with 48,000 original miles, Collette's yellow 1968 Mustang convertible, the '56 pickup and two very



Beautiful 1964 Ford

pristine Cadillacs. The 1973 Eldo convertible Bill has owned since new and the very low mile and original '75 Fleetwood with only 25,000 miles was found at Hershey. Bill said his interest in cars came in part from his Dad who liked nice cars (and also was a Dr.), growing up around Woodward Ave. and his Grandfather who was a mechanic for Pierce Arrow. "My Grandfather was transferred from Buffalo New York to Michigan when a fleet of Pierce Arrow trucks were sold to a local coal co. and he was to maintain them." Bill also remembered how his grandfather had a metal lathe in his basement and would always help with repairs and mechanical work that Bill's cars needed.

Bill's home and garages are a car enthusiasts dream. His collection of memorabilia includes a very interesting sign from a local drive-in. For you eastsiders, you may remember an A&W restaurant on Rochester Rd. in Troy. It was called "Bill's" drive-in and had a 1957 Chevy pictured near the bottom of the sign. Well our Bill has one side of that sign hanging in his garage. There is also an interesting display of pedal cars on one of the very tall walls as well as pictures of events and awards collected by Bill and his cars. He is also very active in the "breakfast" car club which holds a wonderful Christmas charity gift collection every year and is attested to by the pictures hanging on the wall in Bill's garage.

His two young grandson's also park their rides in grand dad's garage. After seven grand daughters Bill is thinking that he may be able to instill his appreciation for automobiles as well as other important values in these two young boys. They will at least enjoy some wonderful moments with granddad and his very interesting collection of cars.



Still Needed: A Few Good Men by Vic Hollingshead

I am in need of a "few good men" (i.e., a couple of able-bodied Club Members) to assist me with the signage detail at the Swap Meet. My assistants from the last few years are no longer able (due to physical problems).

The time involved is considerable:

- 3 hours on Friday afternoon & 3 hours on Sunday afternoon

The work consists of:

- Setting up & taking down all of the advertising signage on I94 ramps, and intersections in about a 2 mile radius of the Fairgrounds; as well as the signage & cones inside the Fairgrounds.
- Helping with the clean-up & putting stuff into the trailer.

Any help will be appreciated!

Thanks,

Vic Hollingshead
248.474.4356





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:

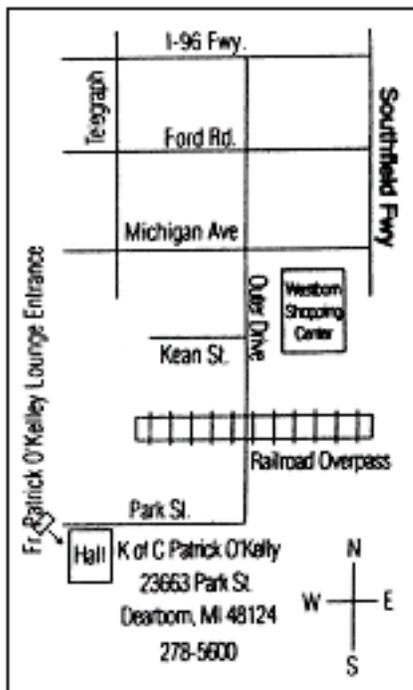
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 248.474.4356

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!



April Show & Tell: More Cool Stuff!

Bill Large brought in a late 40's flathead valve adjustment tool that included a valve indexer.



John Miller showed us some original old newspapers that his mother-in-law owned. These included one dated August 23, 1945 that communicated that the Japanese had surrendered in WWII, and one dated April 16, 1912 with the Titanic



disaster.

Ed Daves brought in bricks from the original Holman & Moody building.



Please participate in these events!



2006 FMRC Meetings & Events Calendar

Below is the *tentative* table of meetings & events for 2006. New information will be posted each month as events and dates are “firmed” up. **Bold font represents club sponsored activities.** Also, *if you have an idea for a Club event, please let a Board Member know!*

May 3	Club Meeting
May 6	Relay for Life
May 29	Memorial Day Parade w/K of C Hall
June 7	Club Meeting
June 11	Carnival of Cars
June 11	Wilson Barn Show
June 17-18	Motor Muster
June 24	Downriver Cruise
July 5	Club Meeting
July 15-16	FMRCOA Swap Meet and Car Show
July 23	Club Picnic TBA
August 2	Club Meeting
August	Dearborn Homecoming TBA
August 19	Woodward Dream Cruise
Sept. 2-4	Overnighter TBA
Sept. 6	Club Meeting
Sept. 8-10	Frankenmuth Auto Fest
Oct. 4	Club Meeting
Oct. 15	Color Tour - TBA
Nov. 1	Club Meeting
Dec. 6	Club Meeting

A Note from the Treasurer



All's well here! This month, like most of us, the Club sent in its income tax forms.

Steve Rohde
Treasurer

FMRCOA to Participate in American Cancer Society's Relay for Life*



Debbie Malyn & Megan Holt at April Meeting

The Ford & Mercury Restorers Club will be a part of the American Cancer Society's Relay For Life of Dearborn, May 6-7, 10 AM - 10 AM at Edsel Ford High School, 20601 Rotunda Dr. [Need directions? Click here for a map.](#) The Relay For Life is a fun-filled overnight community event designed to celebrate cancer survivorship and raise money for and awareness of American Cancer Society research and programs. During the event, teams of people set up campsites around the track and take turns walking or running laps. Each team keeps at least one team member on the track at all times. Teams also have various fundraising activities going on at their campsites throughout the day and night. There are games, food, auctions and entertainment.

The Ford & Mercury Restorers Club will be displaying several classic cars at the Relay For Life from 10:30 AM - 4:30 PM on Saturday, May 6. For information on showing your car or more information about Relay For Life of Dearborn, visit www.acsevents.org/relay/mi/dearborn or contact the Relay Planning Committee Chair, Debbie Malyn at 313-278-8141 or themalyns@hotmail.com



The Relay for Life event kicks off with an honorary lap and reception for cancer survivors and their caregivers at 10 AM Saturday. At 10 PM Saturday, there is a very moving Luminaria Ceremony, where candlelit bags honoring cancer survivors and victims line the track and bleachers. Relay is an experience you will never forget. Please join us. We are inviting cancer survivors and their caregivers for our Survivor Lap and reception. To RSVP for the Survivor Lap contact ACS Community Development Director Megan Holt at 248-483-4344 or megan.holt@cancer.org.

* We need member participation here. Please don't forget to bring your car to the event!

The Rotunda Times



March Meeting Minutes of the FMRCOA

April 5, 2006

The meeting began at around 7:00 and you could tell spring was in the air. Not too many of the classics showed up, but Vic had his pretty 49 coupe dusted off and sporting a new overdrive transmission. The head count was taken by Bob Assenmacher at 92 members and guests present. Our guests were as follows: Carl Johnson who has a 1973 GT Torino and a 64 Ford Custom 500. Russ Bonsell and son Aaron Bonsell. Russ has a 56 Lincoln Premier and Aaron has a 66 Ford LTD. Steve Burr has a 55 Lincoln convertible. Debbie Maylan and Meghan Holt were here to plug their fund raiser for the American Cancer Society. Joe Williams, our speaker for the meeting represents Exotic Coatings. Another guest, Mike Axford, came in a



An Engaged Membership!

little late, but he has a 1948 Willys with a flathead FORD engine. Bob mentioned that he is beginning to communicate with all the other Ford oriented car clubs in the area. This includes swapping newsletters, invitations to our car show as guests, and some other strategies. Bill Gipperich was applauded for all his hard work with feature members interviews and articles. Our newest membership level is 264, and growing all the time. The March minutes and the treasurer's report were both accepted by the membership. Bill Large reported on the recent Rouge Tour. We had forty members who took advantage, and we may repeat this tour sometime in the future.

Art Cervi reported that he has everything in line for the R&M auction. This will be held on the 29th and 30th of April.

Bob Haas is beginning to organize a color tour for the 15th of October, which will take us around some of the Metroparks and end with a picnic. Bob would welcome some assistance with this task.

Meghan and Debbie presented their program on the relay for life on May 6th and 7th at the Edsel Ford High School. Several hands went up when they asked for cars for their car show. This show will honor cancer survivors, and the theme will be cruisin' for a cure.

Our new members received their name badges and a handshake and

had their pictures taken. There were ten or more and all but one was present. It's nice to see enthusiasm!

We heard from Joe about Exotic Coatings, and there were lots of questions asked and answered.

There was a short show and tell, our 50-50 drawing, and adjournment followed. There was the usual rush to check out the mess hall!

Phil Lyon, Secretary



**Joe Williams of Exotic Coatings
Describing their Services**



New Members Receiving Badges!

The AK Miller Auction*

Consider the strange story of Alex and Imogene Miller of East Orange, VT

They eked out an existence on a small farm. Alex would scrounge rusty nails from burnt buildings to repair his roof. He drove a ratty VW Beetle, and when it died, he found another even more ratty, and another...the rusting carcasses littered his yard. Alex died in 1993, and Imogene died in 1996. The local church took up a collection so they could be buried in the churchyard, and the state began the process of taking the farm for taxes.



AK Miller's Front Yard

That would have been the end of a sad story, except.... While preparing the estate for auction, the sheriff discovered a cache of bearer bonds taped to the back of a mirror. That triggered a comprehensive search of the house and outbuildings. The estate auction would eventually be handled by Christies, and it would bring out collectors from all over the world.



1913 Stutz Bearcat went for just \$105,000!

It seems that Alex Miller was a Rutgers grad, son of a wealthy financier He lived in Montclair, NJ, where he founded Miller's Flying Service in 1930. He operated a gyrocopter for mail and delivery service through the 30's. But the Millers had a secret, and they moved from Montclair when they

needed room for it.

Choosing to live low profile, and paranoid about tax collectors, Miller moved to the farm in VT, and took his collections with him. Most of his cash had been exchanged for gold and silver bars and coins, which he buried in various locations around the farm. He carefully disassembled his gyrocopter, and stored it in an old one-room schoolhouse on his property. he then built a couple of dozen sheds and barns out of scrap lumber and recycled nails. In the sheds he put his collection.

Alex Miller had an obsession with cars. Not just any cars, but Stutz cars. Blackhawks, Bearcats, Superbearcats, DV16's and 32's. He had been buying them since the 1920's. When Stutz went out of business, he bought a huge pile of spare parts, which was also carefully stored away in his sheds.



1916 Stutz Bearcat-- \$155k!

Sometimes, he would stray, and buy other "special cars", including Locomobiles, a Stanley, and a Springfield Rolls Royce. He never drove them. He'd simply move them into his storage sheds in the middle of the night, each car wrapped in burlap to protect it from any prying

eyes. Over the years, the farm appeared to grow more and more forlorn, even as the collection was growing.

Occasionally he would sell some parts to raise cash. Rather than dipping into his cache, he would labor for hours making copies of the original parts by hand.

Collectors knew him as a sharp trader, who had good merchandise but was prone to cheating. His neighbors had no clue at all, they thought Alex and Imogene were paupers, and often helped out with charity.

The auction was a three day circus, billed as the "Opening of King Stutz Tomb". It attracted celebrity collectors, as well as thousands of



A Springfield Rolls Picadilly Roadster made in Illinois went for \$115k.

curiosity seekers. The proceeds were in the millions, some items went for far more than their value in the frenzy. In the end, the IRS took a hefty chunk of the cash for back taxes, which proves the old adage

Pat Kaluzny located this article written by Michael Frank which appears on <http://coolcatcorp.com/millerauction/MillerAuction.html> with more pictures. The auction took place on September 7 and 8, 1996.

Ten Commandments For the Car Collector

(By Donald Peterson for the Feb. 1979 issue of Car Collector Magazine)

1. Thou shalt not read thy Hemmings on company time, lest thy employer make it impossible to continue thy car payments.
2. Thou shalt not covet thy neighbor's car nor his garage, nor his battery charger.
3. Thou shalt not store thy car out-of-doors except for the wife's Toyota.
4. Thou shalt not deceive thy wife into thinking that thee is taking her for a romantic Sunday drive when indeed thou art going out to look at another car.
5. Thou shalt not love thy cars more than thy wife and children.
6. Thou shalt not despise thy neighbor's Edsel, nor his DeSoto, nor even his '47 Plymouth.
7. Thou shalt not tell thy spouse the entire cost of thy latest restoration, at least not all at the same time.
8. Thou shalt not promise thy wife a new addition for the house and then use it to store cars.
9. Thou shalt not allow thy sons and daughters to get married during the car show season.
10. Thou shalt not buy thy wife a floor jack for Christmas.

CLUB HISTORY

ct'd. from page 1

The first thing I decided to do was to make it a matter of record regarding how the club was formed. To do this, I sent a letter, the old fashioned way, not e-mail, to the persons who were listed as "Charter Members" in the 1998 club roster. Names of the eleven members who were identified as charter members back then are:

Keith Ashley	Leo Chouinard	Jerry Mattson
Gary McDonagh	John Menning	Ed Muer
Joe Mooradian	Don Olson	Jimmy Stewart
Roy Stull	Bill Timoszyk	

I asked these members to provide me with their version of how the club got started; whose idea it was to start the club; where and when the first meeting was held; who called the first meeting, who attended the meeting; and anything else that they could recollect that would help form the history of the club.

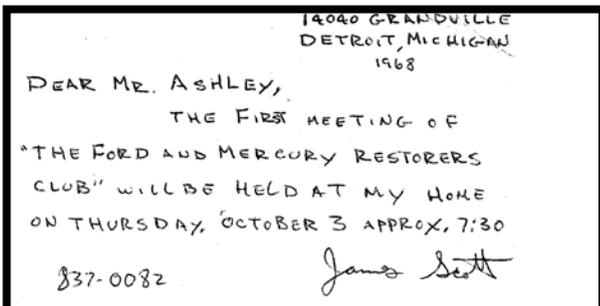
As one would expect, not all responded. As a matter of fact, only four did. And one of the primary reasons, as I learned later from analyzing all the information garnered, was that six of the members that were listed as charter members were indeed not charter members. So, how could they know anything about the formation of the club? Incidentally, Webster defines a charter member as one that is "either a founder or original member of an organization".

As time went by I extended my pleas for information to the rest of the general membership. I was looking for old rosters and newsletters. Response was rather good especially from those who are pack rats, (aren't we all)? I received rosters, or parts of rosters, for every year except 1984 and 1986. Using factual information gleaned from rosters and newsletters, the good memories of some, and logic, I was able to compile a different, well thought out list of charter members. They are:

Keith Ashley	Dan Bartuk	Bob Guetschow
Ray Happle	Phil Lyon (*)	Joe Mooradian
Roy Nacewicz	Dom Pacitti	James Scott
Roy Stull	(*) Not our current member Phil Lyon.	

Bob Guetschow, Joe Mooradian and Roy Stull are the only charter members who are still members of the club.

The first meeting took place at James Scott's home on Thursday October 3rd 1968. James is considered to be the founder of the club. He advertised the club and set up the first meeting. The invitation to attend the first meeting was made in hand writing on a 5 cent post card. A card was sent to an unknown number of people other than those ten shown above. Keith Ashley kept his card all of these years and graciously donated the card for the club archives. A copy of the original card that was sent to Keith is on page 1 and below.



Postcard Invite to First FMRC Meeting

past.

Inasmuch as the first meeting of the club was October 1968, as noted on the card, there should be no doubt that 1968 is the founding year of the club and not 1969 as many people have so stated in the past. Also, as noted on the card, the club name was established before the first meeting. This was decided by James Scott whose recollections of the very beginnings are captured in the following verbatim note that he sent to me:

In The Beginning

(starting The Ford and Mercury Restorers Club)

I purchased a 1931 Model A Ford Town Sedan in 1965. Shortly after that I joined the Model A Restorers Club and starting attending meetings at the Henry Ford Museum. In 1967 there was a movement started to include the 1932 Ford in the Model A Club. A vote was taken and the motion was defeated. The president of the headquarters chapter said 'there seems to be enough interest in the '32 Ford to start a separate club. I decided to start such a club, but not just for 32's. My idea was for Fords 1932 thru 1942.

I ran an add in the Model A News for people interested in joining the 1932 to 1942 club. A man by the name of Bob Guetschow saw the ad in the Model A News. (By the way, Bob only lived one block from me in Detroit.) At that time Bob was running a parts business out of his home for flathead V8's. He said he could get several guys together to start a club.

A meeting was held at my house in October of 1968. There were eight people in attendance. It was decided to include Fords and Mercurys up to 1948. A separate list is included of who attended the first session. It includes nine names. Eight is the number that always sticks in my mind for that first session, but I don't know who's name to omit. It seems like all those guys were there.

James Scott

James' list of people he thought attended the October 3rd 1968 meeting is not correct. His list included Leo Chouinard, Doug Muldoon, Pat Stanecki and Chuck Carty who are documented to have joined after the initial meeting.

Stay tuned for more history as recorded by the club historian.....



75 Most Significant '32 Ford Hot Rods Selected by Panel of Experts*

Cars to be Gathered in '07 to Honor 75 th Anniversary of Legendary Car and Innovative Engine

After nominating 474 individual cars and completing 3 rounds of balloting, a blue ribbon panel of hot rod authorities has selected the 75 most significant '32 Ford hot rods.

2007 will mark the 75th anniversary of the 1932 Ford, a milestone vehicle that combined the engineering innovation of Henry Ford – in the form of the first mass-produced V8 engine – with the styling sophistication of his son Edsel Ford. These elements of innovation and bold design continue to define the Ford Motor Company.

Nicknamed the “Deuce,” the '32 Ford later became the quintessential hot rod – which significantly influenced the automotive industry, motorsports and American culture

The “75 Most Significant '32 Ford Hot Rods” will be part of an anniversary exhibit at the January 2007 Grand National Roadster Show in Pomona, Calif.

The 1932 Ford was a watershed vehicle for Ford, the automobile industry and American culture. Combining the innovative engineering of Henry Ford, in the form of the first mass-produced V-8 engine, with the styling sophistication of his son Edsel, the '32 Ford brought a new level of performance and flair to the general public. Years after its introduction, the '32 Ford played a major role in another revolution – the development of the hot rod. Built from cast-off cars in backyards and small garages, and assembled by young men with remarkable ingenuity and intuitive engineering, these cars performed far beyond their original capabilities and often rivaled the performance of the best in the world. The hot rod also dramatically changed the direction of many forms of motorsports and became the foundation of today's \$31 billion aftermarket industry.

“The '32 Ford continues to have a tremendous impact on many aspects of the automotive world and contemporary culture,” said Larry Erickson, chief designer, Ford Motor Company. “The '32 Ford is the definitive hot rod, nicknamed the ‘Deuce.’ This list of 75 recognizes the best of the best. The selection committee has members from around the country, even from overseas, and represents all facets of the hot rod world. The process used to gather the initial nominations, research the cars, reconcile differing descriptions and

Continued on page 12.

* This is from a Ford Motor press release dated January 20, 2006. For more info & the list of hot rods, please see: http://media.ford.com/newsroom/release_display.cfm?release=22443.



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Dillie's Story: Part V -- Dillie is Restored* by Steve Farley

It was December 1st. 1960. Jay pulled me out, removed my brass lights, and I was strapped down on a trailer again and taken to a Motel not too far from Lakeview. I was 49 years old and in my whole life I had gone no farther than inside a 40 mile circle. Waiting at this Motel was to be my next



Dillie

owner, Clarence McGhee, who would own me longer than anyone. He seemed like a real nice man and reminded me a lot of a young Vince Almeter. His wife Ruth was with him. She was really attractive. They had towed a 1903 Pope Waverly electric car with them all the way from Newark, Delaware. We were

to be traded evenly.

When Clarence saw me without my brass, the trade came to a stop. Much discussion took place and no trade was made that afternoon. The McGhee's ended up staying in the motel that night and a winter storm set in. They were so cold that they used throw rugs off the floor for extra blankets. The following morning Jay brought my brass back and a deal was finally completed. I was glad to stay as complete as possible. The weather kept getting worse and the trip was terrible. I was covered with snow, slush and salt. At a gas station stop in Williamsburg we met a 1910 Model T being taken to the area I was from and it was coming from Dover close to where I was going. Each buyer was driving across the country for a deal that he could have made close to home if only they both had known.

Oh well, as it turned out once again I had an angel on my shoulder, for I couldn't have had a better owner. Clarence was a pro with antique cars. He owned a few before me and over 100 to date. Cars would come and go but I would stay while a very complete and professional restoration slowly took place. I was torn down to the bare frame and restored piece by piece. This scared me to death but I knew I was in good hands. When I was coming together it reminded me of when I was being made 53 years earlier. Clarence must have had a lot of energy because as he was restoring me, he was also restoring another 1911 T touring! He took my body to Oakley Sumpter's for a gorgeous restoration. My floorboards were replaced and so was my wood firewall, with a beautiful one made by the Stiverson Cabinet Company. Clarence traded a 1914 T body for a new brass radiator made by Ben Coppernold of Chillicothe, IL. My fenders got replaced with new ones. My splash aprons got restored and I'm still wearing them today. My original coil box was restored and put back on. My wheels were in excellent condition. The headlights that had been with me from the beginning were restored. I got new leather seats and some of the horsehair was replaced. I even got new top material after all these years! My driveline was in pretty good shape, although I did

* This is the fifth part of the story of Steve's 1911 Model T touring that is based on fact and information gathered through his extensive research. It is told in the style of Personification—the car being "1st person". In subsequent months we will continue the story.

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break an original straight axle a couple of years after my restoration. The color chosen for my body was Light Bruster Green, with a red pinstripe. It was believed at that time that the early 1911's were originally green for the 1910's were a real dark green. Research has provided us with better facts in the last few years and people now know what I've known all along: I was Dark blue.

Clarence and Ruth had five children and they've all ridden in me. We went several places together. After my restoration people would stare at me and I was so proud. In 1967, after my restoration was complete, I took a first place with the AACA. Clarence attached the plaque to my dash. It reminded me of the dreams I had when I was new, of showing off in the city. Also I was now living in a garage and we have paved roads. I lived with the McGhee's for 26 years. One day when Clarence was out driving me, a driver passing us was staring at me and ran us off the road and into the ditch. I almost tipped over. This scared him so much that he decided that it was time for me to go before something bad happened. I just can't keep up with modern traffic or stop as fast as they can. Besides, 26 years is a long time for a man to own a car. He took me to the Hershey flea market that fall and the word was out that I was for sale. I didn't sell then, but a lot of people wanted me. I couldn't believe what my price tag was. Henry would have needed smelling salts!

Hot Rods

ct'd. from page 10

break ties for the last few spots on the list was really exhaustive and precise. This list is an important piece of hot rod history. These are the 75 greatest."

"THE 75 Most Influential '32 Ford Hot Rods" were selected by a blue-ribbon committee of automotive authorities across a variety of fields.

Announced at the 57th Grand National Roadster Show during its annual Hall of Fame luncheon, the list of "THE 75 Most Significant '32 Ford Hot Rods" is the first in a series of activities and events marking the 75 th anniversary of the 1932 Ford, and its innovative V8 engine nicknamed the "flathead." Ford will participate in celebrating the '32's impact on automotive enthusiasm and culture with a display of the 75 most influential and important 1932 Ford hot rods, sponsored by Ford Racing Performance Parts and Ford Powertrain. The display will premiere at the January 2007 Grand National Roadster Show in Pomona , Calif. , the nation's oldest annual hot rod show. Ford will utilize the anniversary of its iconic 1932 model to celebrate the company's heritage of innovation, performance and styling leadership.

"The next step is to locate and contact the current owners of the 75 cars so that they can begin making plans to bring them to the '07 anniversary exhibit," said Erickson. "The whereabouts of about 20 percent of the cars is unknown. We're not even sure if they've survived, but we're launching a major effort to find them. A primary reason for assembling the list is to publicize the historic importance of these cars with the objective of encouraging people to come forward with information on where they are or what happened to them. We want to tell the complete story of every one of the 75, and have them all together in one place at the 2007 Grand National Show.



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- 2 sets of spindles and drums for 1963 Fairlane \$50 per set. 5 13"
5 lug wheels \$150 Jerry or Terry 313-271-2017
- 1927 Model T roadster pickup. No rust, rebuilt engine, complete,
many extra parts. \$4500 trades considered. 1933-34 Ford truck
chassis. 1½ ton, complete, no wheels or tires, engine not frozen,
\$500. Lincoln Versailles disc brake rear end \$250 Roger 517-282-
4738.
- 1962 Galaxie 500 4 dr Automatic trans good shape Joe Shoemaker
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- 1938-39 stainless Spyder hubcap. Need 1 or 2 in good condition.
Don Olson 586-752-7919
- 1941-48 inside the car cardboard firewall insulator. Also a rear
brake drum. Bill Large. 586-677-4790
- 65/66 Galaxie motor mount brackets for a FE motor Carl
Johnson 313-727-1451 (lizard kingblues@hotmail.com)

March 2006

For Sale

- 1978 Lincoln Mark V triple silver, 55K miles, 400 engine, loaded,
turbine wheels, no rust, Arizona car, \$6500 or best offer. Gary
McDonagh 520-721-4 362.
- 1973 Mustang left outside rear view mirror, also spotlight. Make
offer. Clara Mooradian 313-383-9380.
- 1983 Lincoln Mark VI 5.OL AOD Signature series, 2DR 70,000
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Velour cloth, gold moon roof. Loaded. Mint Arizona car. No rust
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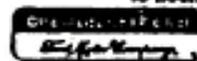


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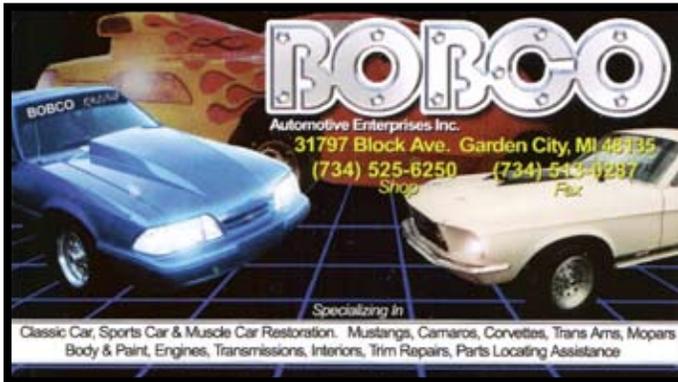
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