

THE ROTUNDA TIMES

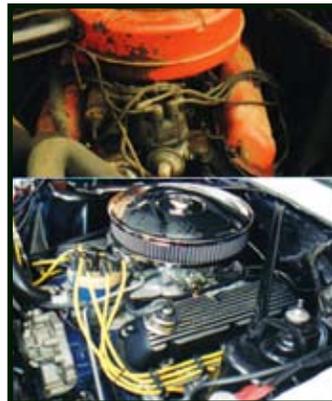
Volume 2 No. 9 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America September 2006

Feature Vehicle of the Month: 1963 Fairlane 500 Owned by Jerry Worful



Jerry bought his Fairlane in February of 1991. The Viking Blue car had rust throughout the rear quarter panels, the passenger side fender over the headlight, and the front left dog leg. It had a stock 260 engine, original wheel covers and cowl lacing (which was dry rotted). The trunk mat and interior were also original, and the AM radio still worked! The steering wheel was cracked, the stainless was dented and oxidized, the chrome trim on the sail panels was pitted beyond repair, and the bumpers both needed either replacing or re-chroming. What a job!

During the first year of restoration, Jerry started by replacing the 260 with a 1983 302 from a Crown Victoria that was bored 30 over and had a mild cam. He had the valve covers powder-coated silver,



Original Condition (L) and Engine Then & Now (R)

Continued on page 6.

Feature Member: Pat Beattie by Bill Gipperich

Detroit Police have issued the following BOLO (be on the look out) Alert: "Dull primer low slung Ford Coupe" last seen in the vicinity of Gratiot and Conner. Was clocked at 114 MPH. Further description of the car indicates white sidewall tires on red rims.



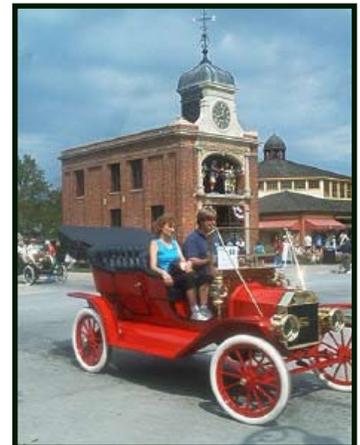
Pat's Beautiful '41 Ford

Continued on page 9.

Greenfield Village Old Car Show Great! by Bill Timoszyk

On September 9th and 10th the Annual Old Car Show was held at Greenfield Village in Dearborn, Mi. Started in the early 1950's, this is one of the oldest old car shows in the country. The vehicles displayed are all 1932 and prior (later years qualify for the Motor Muster). Hence, FMRCOA club cars are limited to Fords and Lincolns.

I arrived on Saturday at



1909 Model T in Greenfield Village

Continued on page 5.

The Rotunda Times



The Rotunda Times

Published by:

Ford and Mercury Restorers Club of America
P.O. Box 2938 Dearborn, Michigan 48123

www.fmrcoa.org

Newsletter Staff

Editor

Steve Rohde 734.717.5444 steve@quantumsignal.com
2955 Bateson Ct., Ann Arbor, MI. 48105

Display Ad Editor

Phil Lyon 734.422.0595 pjlyon39@peoplepc.com
34945 Elmira, Livonia, MI. 48150

Staff Contributors

Harry McAuliffe 313.534.5974
Phil Lyon 734.422.0595 pjlyon39@peoplec.com
Vic Hollingshead 248.474.4356
Larry Swanson 248.474.3902 larryland@sbcglobal.net

Membership Roster Editor

Bill Gipperich 586.826.8813 gipp@juno.com

Club Historian

David Cheklich 248.391.3934 vidachek@juno.com

WEBMASTER

Jim Crawford 313.724.9117 jcrawfo1@fmrcoa.org

The Ford and Mercury Restorers Club of America, Inc. newsletter, "The Rotunda Times", its contents, Club logo, articles, and artwork are the property of the Ford and Mercury Restorers Club of America. No changes, additions, deletions or reproductions are permissible without the written approval of the Ford and Mercury Restorers Club of America, Inc and its duly authorized representatives.

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



FMRC

FORD AND MERCURY RESTORERS
CLUB of AMERICA

P.O. Box 2938 • Dearborn, MI 48123

2006 OFFICERS

President	Bob Guetschow	248.328.9113
Vice President	Art Cervi	248.553.8897 lrc_acervi@yahoo.com
Secretary	Phil Lyon	734.422.0595 pjlyon39@peoplepc.com
Treasurer	Steve Rohde	734.717.5444 steve@quantumsignal.com
Director	John Hill	734.455.8611
Director	Mike Fontana	248.926.0160
Director	Doug Osborn	248.597.0940 dougosborn@wideopenwest.com

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 Jerry Worful for the Feature Vehicle material that provides a chronology of the restoration of his car. I'd also like to thank Bill Gipperich for the Feature Member story, and Bill Timoszyk for not only doing a super job on the Show & Tell, but for also providing an article on the Greenfield Village Old Car Show. And I know Bill has more stuff in the "hopper"! Finally, thanks to Bob Assenmacher for the Ford advertising materials another example of which is in this newsletter.

We welcome **Biggs Auto** as a new advertiser and welcome back **Dearborn Motor Cars**. In the future our intent is to visit and do stories on Rotunda Times advertisers periodically. Stay tuned!

Please do keep materials/leads coming. I'm running low on Feature Vehicles so please help! 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! **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.

Finally, don't forget to visit our website www.fmrcoa.org where you can read these newsletters in color and see more event pictures.

Thanks for your support!

Steve Rohde, Editor



PRESIDENT'S PAGE

September 2006

First, I want to announce to all of you that do not already know the next meeting is scheduled for October 11th at the fall and winter time of 7 PM. Our regular schedule conflicts with Hershey and many of you don't want to miss the meeting.

John Hill, after serving as the 2 year Director and also coordinating the dinner dance for the last few years has notified us that he will not be continuing in either endeavor for 2007. John has put forth a first class effort for us and we applaud him and Clara for the fine dinner dances that we all have enjoyed so much. Clara has just recently retired and they want to spend more time in Florida and traveling. A hardy thanks to them from all of us. Art & Suzanne Cervi have volunteered to head up a committee for the upcoming dinner dance in January tentatively at Vladimir's. We thank the committee for stepping up to the task.

I checked in with our walking wounded Maurice Cash, Jim Chapp, Phil Gadwell, Tom Mauder, Mike Reimenschneider, and Jim Underwood and although some are more serious than others; they are still hanging in there and doing the best they can.

On an up note, I am happy to announce that we continue to grow and improve. Membership participation at the monthly meetings is increasing each month and many of you have indicated to me how great the September meeting was. We now have 288 members which is about 15 members up from this time last year. If we continue to strive to think positively and keep the negatives out of the process all good things will come. This again brings to mind my little speech about placing the club and our members ahead of our own personal agendas or ambitions. If we practice this unselfish approach, we can't go wrong and all of us benefit.

We thought we would do something different this year to kick off RM Classic Cars fall auction. We invited the members and one guest to a buffet breakfast. We had 70 members and guests attend and I haven't heard a complaint yet. Those members working the auction then drove over to Rock Financial Showplace for the task at hand. I spoke with Ken Wallace at the auction and RM was pleased with our contribution to the event and he sends us their thanks. We thank Art Cervi and staff for their part in the overall auction success.

This next meeting we will be engaged in the election process for 2007. The present Board of Directors has all agreed to stay on with the exception of the 2 year Director position. At this point the 2 year Director slot has a volunteer to fill the position. This volunteer is well qualified and he is recommended by the Board for the position. At the October meeting we will be accepting volunteers for the open position of 2 year Director. We encourage any of you members who are interested in the open position to volunteer and declare you

candidacy. If no one volunteers from the membership at large then the sole candidate will be declared the 2 year Director. If two or more candidates volunteer, then a run off election will occur for that position. The remaining Board positions will be elected by the same formula, thus only if a member declares his candidacy for a sitting Board members position will a run off election occur. Any sitting Board member not challenged will be declared elected for 2007. I have said several times that if the current Board is performing well and the club is running smoothly, then leave the present Directors in place; to not do so is counter productive. There will always be openings on the Board through natural attrition. I know the members would like to get past these elections without hardly a ripple on the water. Let's see how this plays out at the meeting.

I spoke with Don Olson and he suggested that I talk to John McMullen about our club tagging along with the Model A club for the last tour of the year through John's classic car collection. Don also said that there were rumors that this might be the last tour ever, because John is considering selling off most his collection. I spoke with John and he suggested perhaps we had better come along with the Model A club. John's collection is 150 show quality cars so I thought our club should take advantage of the opportunity. This tour will be on October 15th at 10am at 2103 E. Newark Rd. in the Lapeer area (see page 4). This opportunity gives our members a viable option for those that do not wish to attend the color tour that is going on the same day. For more details, see the flyer elsewhere in this newsletter. Any questions, call me at 248-328-9113.

Remember our next meeting is at the K of C Hall on **October 11th at 7 PM.**

Till Then,

Bob Guetschow

WELCOME NEW AND RETURNING MEMBERS

Edward Martel (Dorothy)
49761 Jefferson Ave.
New Baltimore, MI 48047
586-716-8677

57 Ford Convertible
57 Mercury Convertible
60 Ford Starliner
61 Ford Starliner

Henry B. Kruezman
7877 Calderwood Lane
Cincinnati, OH 45243



Mc Mullen Garage Tour with East Side A's Model A Club

Sunday, October 15th at 10am

2103 E. Newark Rd. (About 4 miles South of I-69
and 2 miles East of Lapeer Rd. (M-24))

Additional stops at club members Bill Stanley's
and Don Olson's garages will be followed by a club
provided lunch and refreshments.

*John McMullen's classic car collection is 150 show cars
housed in a park like setting: well worth the trip.*

Any questions, call Bob Guetschow at 248-328-9113.

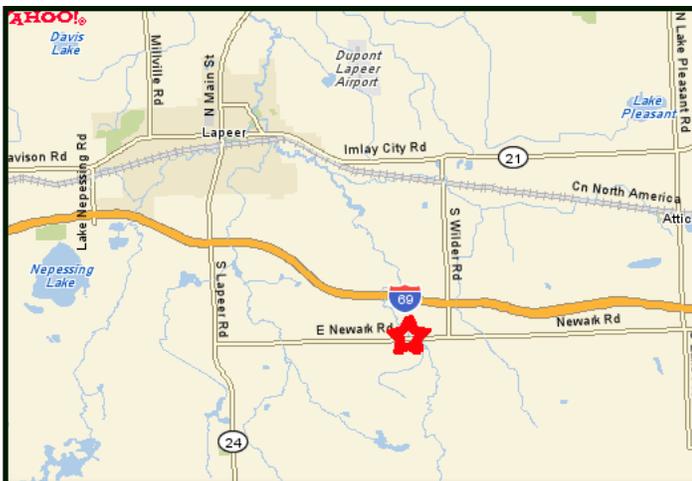
Please participate in these events!



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!*

Oct. 11	Club Meeting
Oct 15	McMullen Garage Tour
Oct. 15	Color Tour - See below
Nov. 1	Club Meeting
Dec. 6	Club Meeting



A 1931 Duesenberg Model J is part of John McMullen's collection.



A Note from the Treasurer

September has been a normal month. Some expenses from the Swap Meet are still coming in, and we have paid for other club events as Bob mentioned.

Steve Rohde, Treasurer



ALL CAR CLUBS' COLOR TOUR & PICNIC Sunday, October 15, 2006



You and your club are invited to come and join other car clubs for a color tour at the Metroparks.

TOUR TIMES:

- 10:00 a.m. Enter Willow Metropark (I-275, Exit 11, South Huron River Drive entrance). Ask at the toll booth for directions to the pool complex. We will be meeting at this location.
- 10:30 a.m. Cruise through Willow Metropark. Exit at South Huron River Drive. Drive to Lower Huron Metropark along Huron River Drive. Enter Lower Huron Metropark at the Waltz Road entrance. Proceed to Fox Woods picnic area. Stop for a while to let all cruisers join up.
- 11:30 a.m. Cruise Lower Huron Metropark and exit at Haggarty Road.
- 12:00 noon Drive to Hudson Mills Metropark, North Territorial entrance. Your route to this park is at your own discretion.
- 1:00 p.m. Enter Hudson Mills Metropark and meet at River Grove picnic area, which is the first right after toll booth. Stop for a while to let all cruisers join up.
- 1:30 p.m. Cruise through Hudson Mills Metropark. Leave park. Drive to Kensington Metropark (I-96, Exit 153, Kent Lake Road). Your route to this park is at your own discretion.
- 2:00 p.m. Meet at Martindale Beach, just inside the toll booth. Stop for a while to let all cruisers join up.
- 2:30 p.m. Cruise through Kensington Metropark.
- 3:00 p.m. Stop at Playfield picnic area for an all car club picnic.

RULES:

All cars must have a Metropark sticker. You may purchase this at the first park that you attend. Sticker will be good for all parks.

No "burn outs" and no speeding in the parks.

Each club is to have a picnic lunch for their own club members. Each club is to plan their main food and drinks (no alcohol). Each member should bring a dish to pass for their club members. Someone should be assigned to bring a BBQ grill for club use.

Bring your club banner to fly at the picnic. The banner must be free standing with your own poles.

Each club must have a representative from their club to plan the picnic. Please call Bob Haas at 248-437-9915 with the name of your club representative. This color cruise has been approved by the Huron-Clinton Metroparks authorities.




The Rotunda Times



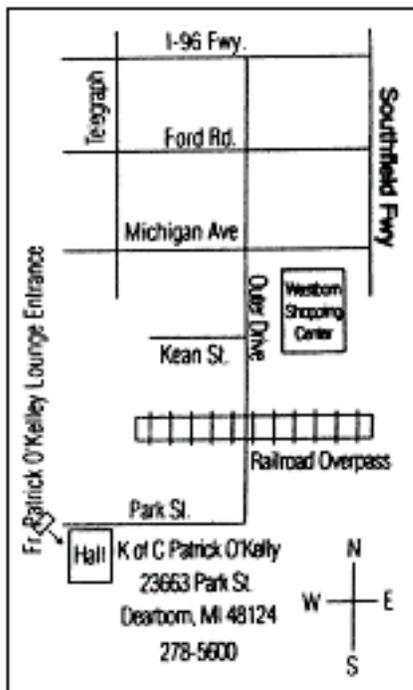
The Rotunda Times would like to feature your old car or truck in an upcoming issue. We are interested in how you came about finding your vehicle of choice, and what you have done to enhance its beauty, and / or mechanical condition. Simply mail or email us your article accompanied with a photo to:

PHIL LYON
pjlyon39@peoplepc.com
 ROTUNDA TIMES
 34945 Elmira
 Livonia Mi. 48150
 734.422.0595
 or
VIC HOLLINGSHEAD
 ROTUNDA TIMES
 21104 Robinson
 Farmington Hills, MI 48336
 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!



OLD CAR SHOW *cont. from page 1*

about 10 AM and stayed until 1:30 PM, leaving just prior to the rain.

It seemed to me that the earlier cars (those prior to 1920) were in somewhat shorter supply than in previous years. I also noticed that the majority of the cars present were from the tri-state area; and not the usual influx from New York, Ontario, etc.-- probably due to gas prices.



1927 Model T Roadster

The day was somewhat overcast which made for easy walking, and there was plenty to see: Auburn, Austin, Brush, Chevrolet, Duesenberg thru Willys-Knight. They were all there, along with pre 1933 motorcycles and bicycles.



Lot's of A's were there!

Greenfield Village management is very proactive about improving this show. For example, there is no cost to car entrants, and car hauling trailers are now parked across Southfield road to increase spectator parking area. On Saturday evening there is live music at 7pm, and a fireworks finale at 9 pm.

As Greenfield Village provides such a nice setting, I always enjoy this show of the "really old cars", and look forward to next year's event!



1932 Lincoln



1932 Ford



Frame from video of First Automobile Parade (NYC, November 4, 1899.) Complete video can be downloaded from: the Library of Congress: [http://memory.loc.gov/cgi-bin/query/r?ammem/papr:@field\(NUMBER+@band\(lcmp002+m2b46029\)\)](http://memory.loc.gov/cgi-bin/query/r?ammem/papr:@field(NUMBER+@band(lcmp002+m2b46029)))

FEATURE VEHICLE *cont. from page 1*

re-routed the fuel line, and added new wiring. Jerry then prepared the body for the new steel quarter panels (installed by Mel's garage), filled in the end caps on the tail fins, shaved the emblems of the sail panel, and shaved off the pitted chrome from the sail panels. He polished and straightened all the stainless, added a power antenna at an angle on the rear fender instead of the front fender, added an AM/FM CD radio hidden in the glove compartment, installed a NOS bumper on the front and a rear bumper from Bumper Boys. He had the trim on the back of the car chromed and painted the center to match the rest of the trim.



Work in Progress

The following year Jerry replaced the cam with a .496 lift cam, and added 1.6 roller rockers and bigger valve springs. He also ceramic coated hi-po exhaust manifolds. Kurt Melvin (Mel's Garage) then painted the car 1999 Lincoln pearlescent white tri-coat. It has 4 coats of base color, 4 coats of pearl, and 4 coats of clear coat. The "Head Liner Guy" replaced the head liner.

In the final year of the restoration, Gerry did a disc brake conversion using Granada Spindles, added urethane bushings in the front

suspension, and replaced the cowl lacing.

Most body and engine work were done by Jerry with some assembly help from his wife, Terry and a friend, John Durrant.

Jerry and Terry drive their Fairlane to cruise nights and car shows. "No trailer Queens for us," remarks Jerry. "We like to enjoy all the nostalgia that goes with driving the car. We have gone to Tennessee twice for the Fairlane Nationals and have placed second in the class both times."

Jerry continues with this interesting story: "But in 2005 we almost didn't make the Nationals. We left a week early to go to a family affair in Marysville Tennessee with my daughter, her husband, and our granddaughter. We left the 4th of July weekend and got as far as Piqua, Ohio. (Nice town, seemed like we spent a month there in just two days!)



Putting "Her" Together!

Well, the car just died! We were getting no fuel. The fuel pump and sending unit seemed OK. So we called the tow truck and got asked the proverbial question: Where do you want it towed? How would we know! Then we were told that it was the holiday weekend and no one is open. After a lot of calls we found a mechanic that would try to work on it on Saturday. Well, that didn't happen: so more calls to more mechanics.

Finally, we found one that said he could work on it if Jerry would help because he was short on help due to the holiday weekend. GREAT! Well, you'll never guess what the problem was: the eccentric broke a little tang and was spinning freely. The mechanic, Art Mullet, was a friend of Sam Mamolo's of Two Guys garage! He builds race engines and custom motorhomes. What a life and vacation saver! He got us out of there in about five hours with my help! And he didn't charge the surcharge on his sign which read: Hourly rate \$40; hourly rate if I have to re-diagnose it \$50; hourly rate if owner helps \$100!

The good news was we made Terry's cousin's house but for only two days instead of a week, and we made the Nationals!"

Terry and Jerry are members of The Fairlane Club of America; the Shady Characters Car Club; and, of course, FMRCOA.



Fairlane at Autorama in 2002

The Fairlane Thunderbolt*



As the muscle car market took shape, Ford introduced a Fairlane for drag strip racing for 1964, heavily modified to incorporate a 427 in³ (7.0 L) V8 with two four-barrel carburetors on a high-riser manifold, ram-air through the openings left by deleting the inboard headlights, equal-length headers, fiberglass panels and front bumper, and other lightweight options. This special model, of which 111 to 127 total were made depending on who you ask, delivered 500 hp (373 kW) at 7,000 rpm and was known as the Thunderbolt.

Racing in NHRA Super Stock class on 7 inch tires, the Thunderbolt set elapsed time and top speed records in 1964 at 11.6 seconds and 124 mph (200 km/h), took the Super Stock title, and won the Manufacturer's Cup; it is very possibly the fastest drag racing production car ever produced.

* From Wikipedia Encyclopedia. For more information see: [http://en.wikipedia.org/wiki/Ford_Fairlane_\(North_American\)](http://en.wikipedia.org/wiki/Ford_Fairlane_(North_American))

The Rotunda Times

September Show & Tell: *Diverse & Eclectic!*

by
Bill Timoszyk

At this meeting, we probably had our most diverse and eclectic group of items for show and tell ever! We had toys, tools, car and airplane parts, and some old historic Ford photos.

Harry McCauliffe brought in a NOS running board for a Model T Ford so we could identify the year. Roger Hodyka said it was 1915 thru 25



Cole Grandy brought in a collection of 13 old Auburn Toy Co. hard rubber toys from the late 1930's thru the 50/60's era. Included in this group were roadsters, sedans, race cars, a special offset AG tractor, a fire truck, an early Disney convertible with Mickey driving Donald, a stagecoach, motorama show cars, a train, and a 57 Ranchero.

Larry Haase had a unique Lufkin measuring stick that somewhat resembled a yardstick, but it wasn't. Larry had fun in the parking lot quizzing people on its purpose-no one knew.



Inside, it was readily identified by the anonymous "woodsman" as the tool when placed at the end of a known length of a log, allowed one to determine how much board footage could be obtained from the log. Larry thought that it possibly came from Henry Fords station wagon operation in Iron Mountain, but he was not 100% positive.



Grant Beard brought a chrome plated (for display) valve from an WWII B-17 / B-25 Wright aircraft engine.

Roland Arndt brought in some neat photos, taken in late 1940's, of his 42 Mercury customized convertible, and his then recently renovated 32 Ford 3 window coupe. The coupe was being prepped for the oval racing track at 8 mile and Schoenner. Sorry guys, he doesn't own

them anymore.

Roland also brought in a 1940's car windshield glass replacement book.

We thank all of these members for sharing these items with us.



Bill in action!

FMRCOA Board Meets



The FMRCOA Board of Directors met on August 31st. Bill Gipperich, our membership Chair, joined the Board at the meeting. Topics that were discussed included upcoming events, the dinner-dance, membership, and the swap meet/car show.

The Board presented our president, Bob Guetschow, with a small token of their appreciation on behalf of the Club for his hard work in keeping this organization on track and moving forward!



Bob accepting glass plaque.



September Meeting Minutes of the FMRCOA

September 6, 2006

The meeting began at 8:12 and Mike Riemenschneider was our official counter for the evening. The count was 114. Not quite a record according to Bob, but a very respectable attendance. Harold Klien, a friend of Don Olson's, was a guest. He has a 53 Ford pickup truck and an interesting 8N Ford tractor with a 1936 V8 engine. Bob Fryz, another guest, entertained us in the parking lot before the meeting with his 51 Ford custom (Sh-Boom) and some wicked flame throwers out back. He assured us that the technology is strictly fifties, using model T coils and spark plugs. Dave Guterrez, always a welcome guest, spoke to us later in the evening.



114 members & guests in attendance!

Announcements included information about a free car show in Sterling Heights, the Bakers free swap meet on the 17th of September, and Greg Petrovich told us about the UAW car show. Bob announced that our October meeting will be the first 7:00 meeting and it will be on the second Wednesday (October 11) because of Hershey. Mike Fontana offered up leftover T-shirts at five bucks. Bob thanked Terry Worful for her articles on feature members and again accolades to Steve and the other contributors to the Rotunda Times.

Art Cervi acknowledged the death of Bob Kaiser, of Clay Industries. Bill Timoszyk told us lots of history about the family. Clark Kaiser was a custom car builder who designed the 53-55 Continental kit for Fords. He also was one of the developers of candy apple paints.

Bob mentioned the upcoming 75th anniversary of the 1932 Ford and stated that our club should somehow be involved. There will be more discussion later. He also mentioned Jerome Duncan's auction. The August minutes were accepted as published and the treasurer's report was read and accepted. Dave Guterrez told about the Telegraph Cruise, announced his car show at the new Detroit Speed Shop, and talked about the Frankemouth show. This show will include a "cacklefest" which is a rare performance of old front

engine top fuel drag cars. Dave was thanked again for his help in our car show.

Art has almost all of his helpers lined up for the R&M auction at the Rock Financial Showplace this month. We will have a cruise-in that Saturday morning with breakfast at the Big Boy restaurant in Novi South of I 96. Bob Haas announced the color tour near Willow Creek and Jack Krompatic said he would help organize a picnic associated with that event. So far we have no activity scheduled for November.

John Hill has served his two years as board member and will retire that position on the board. We need a volunteer to fill that position. John will assist Art and Susanne Cervi who will chair the dinner dance, with more help from the Osborns and the Mulligans. John will also volunteer his house for the next club picnic.

There was considerable car talk, an interesting show and tell session, the 50-50 and adjournment for our bedtime snack.

Phil Lyon, Secretary



Members & their cars in the parking lot before meeting.



Bob Fryz's "Sh-Boom"

At the meeting!



The Rotunda Times

FEATURE MEMBER *cont. from page 1*

You might have heard our Feature Member's car described this way if you were around the East Side in the early 50's. That was how the police described Pat Beatties' first car back then. He would tell you further that it had a ¾ race cam, Mercury 4 inch crank, a Columbia 2 speed rear axle and Zephyr gears stuffed into the 3 speed side shifter transmission.

The youngest of 11 children, Pat was born at home. The family lived on the eastside near Outer Drive and Gratiot. Pat attended Saint Joseph's High School. His father worked for at the Dodge Main plant. He (his father) knowledgeable about electricity did work on the Dodge Brother's yachts and homes and was then hired to work at their company. His father is credited for installing the first radio in a Dodge automobile.



Pat in His '39!

Pat's second car was a black '41 Ford convertible with a white Carson top. Pat spotted this car in the small community of Washington on his way up North. A farmer whose son had defaulted on a loan from the father was selling it. Pat's good fortune was to buy this car for \$100 in 1955. Once back to Pat's house, he swapped the engine out of his old '41 coupe along with the louvered hood to give this new car some power and enhance it's cool looks. Some lead work was done on the rear deck lid as well. With the car's red leather interior it was real sharp but not quite done. An older brother worked at a Chrysler dealership on Gratiot (Pat thought that the dealer's name was Petzold) and painted the car mint green.

Pat must have had one understanding father as he listed the cars he owned and had at his house all at the same time. The list goes like this: 2-'41 Ford's, 1-'39 convertible, and 1-'29 coupe with a Buick engine. These were all running cars too. But his Dad soon put his foot down when he couldn't get his own car out of the garage for church on Sunday. It seemed that an unusually difficult transmission swap delayed Pat in removing his car from in front of the garage. Pat sold most of them shortly there after. While still in his youth, he also owned a cherry red 1950 Plymouth convertible 6 cylinder and a 1955 Plymouth V8.

It pays to have connections when you're looking for a good deal on a car. Pat's brother alerts him that a customer has brought in '58 Chevy Impala in trade on a brand new '59 Impala. It was a 348 cu. in., posi and only one year old. The 1955 Plymouth V8 was

sold in order to acquire the Chevy. Pat said he didn't alter this car except for the taillights before selling it to acquire a brand new 1960 Thunderbird. A number of cars came after this, but the T'bird still remains Pat's all time favorite.

It was on to Wayne State and later business school where Pat earned a degree in accounting. In 1961 Pat was married and 10 months later was drafted into the U.S. Army. He was stationed in Germany for the next 2 yrs and he worked in radio communications. After Germany Pat returned to the warehouse company where he had worked before the service. He sold his prized T'bird and bought a 1964 Mercury Montclair. The young couple bought a home in Livonia and raised one daughter.

In 1974 Pat joined 2 friends in a collision shop business. Eventually Pat got his own business, Dearborn Collision in Dearborn Heights.



Side View of Pat's Beautiful '39!

In the late 80's Pat decided to rekindle his interest in old car ownership. He wasn't interested in the 60's vintage iron but that of his youth, the cars of the 40's. He found what he was looking for not far from home as they say. His nephew had a couple cars stored at his place of business. One of those was a 1939 2-door sedan and soon it became Pat's.

The car was in rough shape but basically solid. It had 60+ thousand original miles. The original owners family member was going to make a racecar or hot rod out of it but never got around to it. The ownership is interesting and has been traced back to the original owner, a lumber Barron in Lupton, Michigan. Pat took it to his shop where it was worked in during slow periods. It received a beautiful medium blue metallic base coat clear coat paint job and some upgrades like 15 inch wheels with radial ply tires, a second taillight for better visibility and an electric fuel pump for added reliability.

It was during this time of restoration that an insurance adjuster by the name of Jack Terrell, who called on Pat at the collision shop, told him about our club and invited him to attend a meeting. Pat joined FMRCOA in the fall of 1989.

In 2002 Pat acquired his 1941 coupe from a retiring physician / collector who was selling his collection and moving to Indianapolis from Holland Michigan. It did not require any restoration work and brought Pat full cycle to the original car of his youth. Pat retired from the collision business in 2004 and now he and Nancy, his wife of ten years, split their time between the condo in Royal Oak and a home in Port Austin. Together Pat and Nancy share and enjoy five grand children. Pat enjoys and looks forward to the annual swap meet and can be counted on to volunteer his time in set up and clean up.

100 Years of Ford*

- 1863 — Birth of Henry Ford
 1896 — Runs Quadricycle experimental car on Detroit streets
 1899 — Persuades investors to underwrite Detroit Auto Co., quits Detroit Edison; venture fails
 1901 — Jobless, moves his wife and son back into his father's home on Grand Boulevard in Detroit; Ford, driving own car, beats Alexander Winton in automobile race, attracts investors who form Henry Ford Co.
 1902 — Ford withdraws, company becomes Cadillac
 1903 — Ford Motor Co. founded by Malcomson group; Model A produced in rented Mack Ave. plant
 1904 — Company builds Piquette Ave. plant at corner of Beaubien; still standing and being restored; Ford of Canada chartered in Windsor, Ontario
 1906 — Ford overtakes Olds, Buick and Cadillac combined to become No.1 auto maker in U.S., Henry Ford becomes company president and majority owner
 1908 — Introduction of legendary Ford Model T
 1909 — Offer from Billy Durant to buy out Ford and fold it into nascent General Motors fails when NY bankers won't provide the cash up front Henry demands
 1910 — Highland Park plant opens, assembly of Model T transferred from Piquette, which closes
 1911 — First overseas assembly plant in Manchester, England; Ford wins Selden patent suit
 1913 — Moving assembly line inaugurated at Highland Park
 1914 — Announcement of \$5 workday at Ford
 1915 — Purchase of land for Rouge plant in Dearborn; 1-millionth Ford built
 1918 — Henry Ford loses Senate race as Democrat
 1919 — Henry Ford buys out minority stockholders
 1921 — 5-millionth Ford built
 1922 — Ford Motor Co. acquires Lincoln Motor Co.
 1925 — First pickup introduced; Ford of Germany established
 1927 — Model T production ends with 15-millionth built; Model A introduced after 6-month shutdown for retooling
 1932 — Introduction of Ford V-8 and English Ford Model Y
 1933 — Ford falls to third place behind GM and Chrysler
 1935 — Lincoln-Zephyr introduced, 1st medium-priced Ford
 1937 — 25-Millionth Ford built
 1938 — '39 Mercury introduced as 2nd medium-price entry
 1939 — Edsel Ford impresses friends with custom-built Lincoln-Zephyr Continental, production begins
 1941 — War production begins with quarter-ton GPs at Dearborn and B-24 bombers at Willow Run (8,485 are built by war's end in 1945); First UAW contract signed
 1943 — Death of Edsel Ford, Henry Ford elected president, Henry Ford II released from Navy to help run company
 1945 — Civilian production resumes, Henry Ford II elected president
 1946 — Henry Ford II begins restructuring company with former GM executives under Ernest Breech, "Whiz Kids" from Army Air Corps and college graduate trainees
 1947 — Death of Henry Ford
 1948 — Introduction of 1949-models, company's first all-new post-war cars
 1950 — Ford overtakes Chrysler to regain 2nd place
 1954 — Introduction of '55 Thunderbird
 1955 — Introduction of '56 Continental Mark II
 1956 — Sale of Ford Motor Co. common stock begins; new Central Office Building opened (later World Headquarters and now Henry Ford II World Center) in Dearborn
 1957 — Introduction of '58 Edsel
 1958 — Late introduction of 4-seat '58 Thunderbird
 1959 — 50-millionth car, a Ford Galaxie; Edsel discontinued
 1960 — Introduction of '60 1/2 Mercury Comet "luxury compact," '61

* From Ward's AutoWorld, Jun 1, 2003. http://wardsautoworld.com/ar/auto_history_ford_motor/

Dearborn Motor Cars Museum Quality Storage



2899 S Beech Daly Rd.
Dearborn Heights, MI



Antique - Classic - Collector Cars
Performance Cars - Hot Rods

Seasonal & Annual

Lynn Stringer (248) 349-2432



(586) 954-1400
FAX (586) 954-1404

J&P Auto Electric, Inc.

Alternators - Generators - Starters
Automotive - Commercial - Marine
Domestic - Import

Antique & Custom Rebuilding Available

37521 Groesbeck Hwy.
Clinton Twp, MI 48036-2336

FORD 1-800-476-9653

CALL FOR FREE TRUCK PARTS CATALOG
1932-47 1957-66 1973-79 1966-79 BRONCO
1948-56 1967-72 1980-89 1980-89 BRONCO

Restoration Parts

www.dennis-carpenter.com



Original Tooling Official Licensed Product

4140 Concord Parkway So.,
Concord, NC 28027 EMAIL: info@dennis-carpenter.com



PAUL McINTOSH
CENTER MANAGER

34957 Plymouth Road
West of Wayne Road
Livonia, MI 48150

(734) 261-5800
Fax: (734) 261-5803

SERVICE & REPAIRS:

- * AUTOMATICS
- * STANDARDS
- * 4X4'S
- * CLUTCHES
- * IMPORTS
- * DRIVE LINE

We Are Nationwide & So Is Our Warranty

We Service All Foreign & Domestic Cars & Trucks - Front Wheel Drive Specialists
One Day Service (In Most Cases) - FREE Towing (With Major Repairs)

BIGGS AUTO



ROBERT BIGGS
PRESIDENT

(734) 459-1064

39025 WARREN ROAD
WESTLAND, MICHIGAN 48185

PSALM 127:1

FAX (734) 459-6043
www.biggsautorenovationltd.com

The Rotunda Times

Econoline "compact truck"; Henry Ford II elected chairman of the board, replacing retiring Breech, Robert McNamara becomes president but resigns to join Kennedy Administration as Secretary of Defense

1962 — "intermediate" Ford Fairlane and Mercury Meteor introduced; Ford acquires Philco Corp.

1964 — Introduction of Mustang "pony car"

1965 — Introduction of Ford Transit van in Europe, first transnational European design; Introduction of '66 Bronco in U.S., first Ford sport/utility vehicle

1967 — Ford of Europe formed

1968 — Semon Knudsen hired from General Motors as president

1969 — Company reorganized with Henry Ford II as chairman, Lee Iacocca as president of Ford North America Automotive Operations

1970 — Formation of Ford Motor Land Development Co.; Introduction of sub-compact '71 Ford Pinto; Lee Iacocca becomes president

1972 — Henry Ford II announces plan for Renaissance Center on Detroit waterfront

1973 — Introduction of "downsized" '74 Mustang II

1976 — Introduction of sub-compact front-wheel-drive (FWD) Ford Fiesta in Europe

1977 — Introduction of "Fox" chassis compact cars

1978 — Introduction of "Panther" chassis large body-on-frame cars, still basis of Ford Crown Victoria, Mercury Grand Marquis and Lincoln Town Car; Phillip Caldwell named president, replacing Lee Iacocca, fired by Henry Ford II; 150-millionth Ford vehicle worldwide is built

1979 — Henry Ford II retires as CEO, succeeded by Phillip Caldwell; Ford obtains initial 25% interest in Toyo Kogyo of Japan, later renamed Mazda

1980 — Phillip Caldwell named board chairman and CEO with Donald Petersen as president and chief operating officer; Introduction of '81-model Ford Escort "world car"

1982 — Introduction of '83 Ranger compact pickup; Henry Ford II retires as company officer and employee; Introduction of first "jelly-bean" styled cars, '83 Thunderbird and Mercury Cougar

1985 — Donald Petersen succeeds Caldwell as chairman and Harold Poling elected president; Introduction of FWD midsize '86 Ford Taurus and Mercury Sable

1987 — Death of Henry Ford II; Introduction of '88 Lincoln Continental; Hertz Corp. acquired by Ford and a partnership

1988 — Edsel Ford II and William Clay Ford Jr. join William Clay Ford as family members on board of directors

1989 — Ford sells Rouge steel, acquires financial service company The Associates and Jaguar Cars

1990 — Harold Poling succeeds Petersen as chairman and Philip Benton Jr. elected president; Introduction of '91 Ford Explorer SUV

1992 — Introduction of Mercury Villager minivan, joint venture with Nissan

1993 — Introduction in Europe of Ford Mondeo "world car"; Alex Trotman succeeds Poling as chairman and CEO

1994 — Introduction of '94 Ford Windstar minivan

1996 — 250-millionth Ford vehicle built

1997 — Ford sells heavy-truck business to Freightliner; Introduction of Lincoln Navigator SUV;

1998 — Lincoln-Mercury headquarters moved to Irvine, CA; Edsel Ford II resigns as president of Ford Credit; Introduction in Europe of Focus compact car

1999 — Bill Ford Jr. becomes chairman, replacing retiring Trotman, and Jacques Nasser becomes president and CEO; Acquisition of Volvo Cars and TH!NK electric car

2000 — Introduction of Lincoln LS and Jaguar S-Type models; Acquisition of Land Rover from BMW; Visteon Corp. parts-making organization spun off

2001 — Nasser resigns as president, replaced by Nick Scheele; Bill Ford Jr. assumes active management role as CEO, fourth generation of the founding Ford family; Introduction of retro 2-seat Ford Thunderbird

2002 — New design unveiled for '04 Mustang, the last surviving "pony car"

2003 — F-150 redesigned; Rouge plant overhaul nears completion en route to 2004 startup with multi-platform capability

Bob Hunt Enterprises'

KAR-GO CARBURETOR



CUSTOMER CARBURETOR REBUILDING
AND EXCHANGE SERVICE

DOMESTIC • INDUSTRIAL • COMMERCIAL • MARINE
CARBURETOR AND FUEL INJECTION
PARTS AND KITS

30952 FORD RD. (2 BLKS. E. OF MERRIMAN)
GARDEN CITY, MICHIGAN 48135 (734) 425-4590

Jeff Schembri John Jednak



AUTO SERVICE CENTER
OVAL REPAIR
Specializing in Ford, Lincoln & Mercury

Phone: (734) 422-6825 Fax: (734) 422-4922
28735 Plymouth Rd. • Livonia, MI 48150

Cruis'news

The Publication for All Car Buffs

13 month
subscription \$22.



586.826.8989
www.cruisnews.com

Cruis'news
1953 Ford
Customline



23281 Orchard Lake Road
Farmington, MI 48336
(248) 476-8400

24061 W. Ten Mile
Southfield, MI 48034
(248) 372-5000

500 Pontiac Trail
Walled Lake, MI 48390
(248) 624-6000

33911 Plymouth Road
Livonia, MI 48150
(734) 422-8412

Bill Ponkowski
Owner
www.glendaleautosupply.com

POISHED CLASSICS

Making the stainless & aluminium on your classic car
Shine like new

30 YEARS EXPERIENCE
Buffing & polishing

Jerry Worful
Detroit, MI
(313)271-2017

Classified

September 2006

For Sale

- 1960 model 861 Ford tractor very nice unit, about 70% restored, \$5900. Don 586-752-7919.
- 1973 Mustang convertible, 351 CJ ram air, power windows, FMX trans, 325 rear end, extra parts, \$25,000. Roy 248-553-0423.
- 1952 Crestline Victoria 2 dr ht, flathead V8 o/d car is complete. Easy restoration, barn fresh \$2600 Don. 517-456-7074.
- Lift master professional garage door opener, 7 ft chain drive.
- 55/57 T-bird valve covers, die cast, small 57 Ford hubcaps. Bob Pilarowski. 313-561-0737.
- 1976 Lincoln Mark IV, FoMoCo official's car. Black with red velour interior, sun roof, 460 V8 \$5800. Howard 734-944-6930.
- Complete 69 Cobra Jet, rebuilt air cleaner to paw. \$12,000 Plus CJ trans. Aron
- 313-584-9473.
- Complete 63 406 crossbolt tri-power engine, rebuilt \$12,000 Aron
- 313-584-9473.
- 1964 Fairlane sport coupe, project car, from Texas, solid floor, some coastal rust, with or without running 260 auto. Joe Newland 248-563-0304.
- Versailles disk brake rear end assembly \$250 Roger Hodyka 517-282-4738.

- 1955 Ford Sunliner convertible power windows, power seat, Car was restored five years ago \$34,995 Bob Haas 248-437-9915.
- 1964 Caliente convertible, red with red interior, and white top, ground up restoration, 289 4V C4, shift kit, \$24,000. New hypo 289 hydraulic version camshaft and lifters, \$150. Also 289 4bbl cast iron intake manifold, restored, \$100 Bob Milligan 734-674-8483.
- 1970 Mercury Cougar XR7 428CJ Eliminator 'clone'. 4SPD, MSD, sub-frame connectors, traction master bars, front A arm lowered 1 inch. Too much detail to list. Documented to original owner in Whittier California 1969. Show quality competition yellow paint. Appraised at \$25,000 by Top Hat John July of '06. For further details and pictures contact Bill Gipperich 586-826-8813.

Wanted

- Left side sunvisor bracket for 34 Ford 2 dr. John Miller 586-756-4279.
- 1951 Ford Fordomatic rear end with 331 gear. Leo 248-437-0947.
- Intake dual quads and high riser heads for 427 Ford. Aron 313-584-9473.



OVER 10,000 COLORS AVAILABLE
CUSTOM POWDER COATING
CERAMIC HIGH HEAT

EXOTIC
COATINGS.COM

"WE DO THE JOBS OTHER POWDER COATERS CAN'T AND WON'T DO"

exoticcoatings.com (734) 595-4674
fax (734) 331-2088



**CUSTOM
SHOW CHROME
PLATING**

Dynamic **Metal Finishing**

• Brass Plating Available •
CLASSIC • HOT ROD
SPECIALTY VEHICLES **313-922-6455**
MOTORCYCLES 5999 BEWICK- DETROIT, MI 48213



Mary Kuta
Mortgage Banker
FMRCOA Member

20300 SUPERIOR RD. PHONE: (734) 530-2012
SUITE 260 FAX: (734) 287-4747
TAYLOR, MI 48180
mkuta@ameramortgage.com

Wanted

Hagerty Insurance is proud to support the
Ford & Mercury Restorer's Club.

Collect. Protect. Relax.



Collector Car Insurance
1-800-922-4050 | www.hagerty.com



LIVERNOIS
MOTORSPORTS

RACING ENGINES • PERFORMANCE PARTS
(313) 561-5500
FAX (313) 730-7500
2500 S. GULLEY • DEARBORN HEIGHTS, MI 48125
www.LIVERNOISMOTORSPORTS.com

Classified

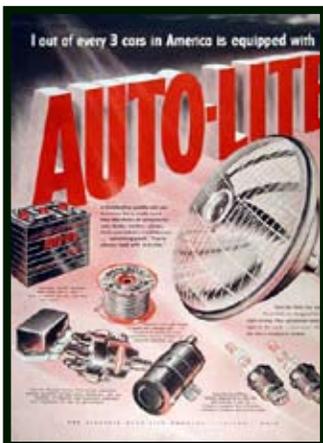
August 2006

For Sale

- NOS 1946-1948 Ford fenders and running boards. Leo 248-437-0947
- 80,000 BTU furnace perfect for garage or cabin up to 1000 sq ft \$150. Cliff 248-471-1147
- 1966 Ford Galaxie 7 liter 428 4 speed total 100 % frame off restoration no disappointment car \$28,000. Greg 248-568-1190
- 1947-48 Ford truck ring and pinion set NOS with bearings in original boxes \$100. Mike 810-765-3795
- Misc. 1964 Ford Galaxie 500 parts. Mike 810-765- 3795
- 1976 Thunderbird factory moon roof car. Black with white interior. Rebuilt 460 , loaded. Good condition \$3500. 1966 Falcon 2 dr base model, rusty, good doors, trunk lid, hood , and interior. red on red. partially disassembled. 170 auto \$ 800 Keith 734-417-7010
- 1969 Ford Ranchero 351 V8 auto \$4500 Clifford Pickleseimer 734-425-3029
- 1950 Ford convertible frame and cowl with ID tag California, very clean condition, if you're trying to restore a convert with rust you need this frame. Dave Lukkari 760-247-4282
- Complete 1934 Ford drivetrain motor, trans, front and rear axle assemblies. Harry 313-534-5974
- **Garage Sale** Sept. 9, 10, and 11 10AM-? I am almost done with my car (50 Ford Conv) and have cleaned out my garage of parts I don't need: 1) 49-51 Ford parts - engine parts, trans, conv. Parts; 2) 50-51 Mercury NOS inside door and window handles; 3) 63-64 T.Bird parts; 4).30-60 misc.parts. 5) Graham parts; 6) some flathead speed and custom parts; 7) 49-55 Ford conv.top cyl.and motor,relay and rear seat springs and door panels. Can be seen at Ken Carvers 23500 Brookdale St.Clair Shores 586-293-1284. 13&1/2 Mile (Masonic) and Jefferson.

Wanted

- 1957-58-59 Ford exterior trim parts. Bumper, bumper guards, stainless trim, etc. Howard Voigt 734-944-6930



1953 Autolite Advertisement

Keith's Muffler and Brakes

Specializing In Custom Pipe Bending

Westland Auto Mall
1208 N. Wayne Rd.

Keith Dahlka
(734) 722-7900
Fax (734) 727-0899

FIS Federal Industrial Services, Inc.

Specialize in Sandblasting & Metalizing

Glass Bead Blasting – Plastic Media Blasting
Large and Small Orders – Fast Turnaround

12980 Inkster Rd. • Redford, MI 48239 • (313) 533-9888
11223 E. 8 Mile Rd. • Warren, MI 48089 • (586) 427-6383
E-Mail: FIS@direcway.com

M & P Limo

Certified Professional Chauffeurs

FMRC Member

Micheal P. O'Hara (313) 999-8726
Patrick J. O'Hara (313) 999-8725

Reservations (313) 999-8726
Fax (313) 584-3414

mplimo@comcast.net
Dearborn, Michigan

Sales Financing Appraisals Worldwide Shipping

DAVID S. CLACK

ClassicAuto SHOWPLACE LTD

Phone (248) 689-1968 • Fax (248) 689-1981
2222 STEPHENSON HWY. • TROY, MI 48083
www.classicautoshowplace.com

EATON

DETROIT SPRING, INC.

is licensed by
TO PRODUCE REPLACEMENT COIL AND LEAF SPRINGS FOR MOST CARS AND TRUCKS FROM 1902 TO PRESENT.

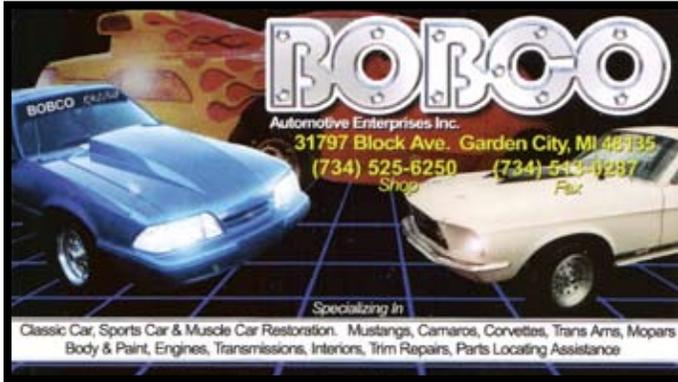
1555 Michigan Ave.
Detroit, MI 48216
http://www.eatonsprings.com

Michael M. Eaton
President

313-963-3839
Fax 313-963-7047
e-mail:mike@eatonsprings.com

The Rotunda Times

SERVICE DIRECTORY: PLEASE SUPPORT THESE BUSINESSES!



BOBOCO
Automotive Enterprises Inc.
31797 Block Ave. Garden City, MI 48135
(734) 525-6250 (734) 543-0287
Specializing in
Classic Car, Sports Car & Muscle Car Restoration. Mustangs, Camaros, Corvettes, Trans Am's, Mopars
Body & Paint, Engines, Transmissions, Interiors, Trim Repairs, Parts Locating Assistance



**B & F
AUTO SUPPLY, INC.**

Machine Shop Services

1100 Starkweather Ave.
Plymouth, MI 48170-1356
Phone: (734) 453-7200
Fax: (734) 453-0590



Anodizing
CLEAR BRIGHT COLOR

McNichols Polishing & Anodizing Inc.
PROTOTYPE & PRODUCTION

ROSE SMITH
PRESIDENT

12139 WOODBINE
REDFORD, MI 48239
PH.: (313) 538-3470
FAX: (313) 538-0025



Varsity Ford

**Varsity Ford - ANN ARBOR, MI.
Varsity Lincoln - MERCURY - NOVI, MI**



Ford and Mercury Restorers Club of America
P.O. Box 2938
Dearborn, MI 48123

To:

FIRST-CLASS MAIL
U.S. POSTAGE
PAID
WESTLAND, MI
PERMIT NO. 55

