

**Feature Vehicle:
1964 Comet Caliente Convertible
Owned by
Bob Milligan**



Bob had been on the lookout for Fairlanes and Comets since he graduated from high school in 1965. These are his two favorite cars.

In January 2004 Bob and his brothers were attending the Barrett Jackson Auction in Scottsdale Arizona. During this trip they stopped at a local dealer called the Thunderbird Connection. The owner, Jim Dotling, has rust-free Arizona parts for Thunderbirds, Falcons Fairlanes and Comets.

A 1964 Comet was sitting inside in the showroom. It had just come out of the paint shop and was not yet assembled. However,



A "sparkling" underhood!

Continued on page 8.

Gilmore Museum Trip Very Interesting



Mike & Roxanne Fontana peruse swap meet at Gilmore.

At about 9 AM on a beautiful Saturday morning 56 FMRCOA members and guests took an enjoyable bus ride to the Gilmore Car Museum located in Hickory Corners, Michigan midway between Kalamazoo, Grand Rapids and Battle Creek. The majority of people boarded the bus in Dearborn whereas about a dozen of

Continued on page 4.

Club Represented at Woodward Cruise

Perhaps the best description of the Dream Cruise that I'd seen was provided recently by Henry Payne of the Detroit News who commented, "... the best analogy for the Dream Cruise is the Detroit Zoo that anchors the middle of the Woodward Avenue they



View of Woodward taken from top of Saturn display at Maple.

both share. Like a zoo, the Cruise holds an incredible menagerie of automobiles from all countries of the world, from all generations, from every size, and from every price point.

Continued on page 10.

The Rotunda Times



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.



Editor's Message

Thanks this month go to Bob Milligan for providing the Feature Vehicle material, Louis Ironside for his article on the "Deuce @ 75," Bill Timoszyk for the Show & Tell, Jim Hamilton and Bill Krueger for their contributions, and Brian Kuta for his article on sealing engines. I'd like to add many more such technical information articles to future newsletters!

As Bob indicated, this month was certainly a busy one! Unfortunately, I could not be at all the events – or even everywhere at an event such as the Dream Cruise. Hence, I appreciate when members send me information and pictures about events they attended, and awards that they may have won.

Please do keep materials/leads coming! Just give me a call (734.717.5444), email me, or put something in the mailbox.

Typically, it really doesn't take more than a 10-15 minute conversation to get great "stuff" 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.

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

August 2007

Over the past month our activities plate has been spilling over. First, we started with the swap meet and car show on July 21st and 22nd. The Telegraph Cruise followed up on July 28th at Oxford Lanes parking lot on Telegraph. About 25-30 members and their cars showed up and enjoyed the excellent view of the classic cars cruising the graph. We thank Doug Sawesky of Oxford Lanes for allowing our club to use their parking lot. I thanked Doug personally and he said that we are welcome back again next year. Once again we shared the lot with the Galaxie club and our members seemed to enjoy themselves.

The Telegraph Cruise was followed up the next day with the annual Club Picnic. Details of the picnic were covered in last month's newsletter.

On August 4th, 56 members and guests chartered a bus to the Gilmore Museum for the Red Barns spectacular. This is a museum featuring all makes of both antiques and classics displayed in a number of barns and in a first class setting. There also was a nice fair-sized swap meet and about a 700 vehicle car show. There also were on display a nice showing of vintage travel trailers and boats. Altogether this was about all we could handle in about 4-5 hours. We convened on the bus and stopped for dinner at the country buffet provided generously by the club. The members are still talking about the tour and how much they enjoyed it. Thanks to Phil Lyon and Brian Saylor for their coordinating efforts. More details of the Gilmore trip are elsewhere in this newsletter.

On August 3rd some of our members took part in the Dearborn Homecoming as representatives of the Club.

All of the above events were capped off by the Woodward Dream Cruise on August 18th. We had 10 parking slots allocated to us by Royal Oak Ford and I thanked one of the owners, Mike Mackenzie, for allowing our members a haven for their cruisers. All in all that's six events our club packed on the agenda in less than 30 days. Now that's a lot going on!

We are getting close to election time again and, as I have done in previous years, I will announce at the September meeting and in the newsletter the seats that the board members have volunteered for, and what seats, if any, are being vacated. Of course if you choose, any member can volunteer to run for any seat whether vacated or not.

The early Ford V-8 Club of America will be hosting a Grand National meet next year in July in Dearborn. It is of course good sense to have our meet during that time slot and appeal to them to join us. More on this later.

We are welcoming again five new members to our ranks this

month. This brings our strength up to 306 members. This is an accomplishment we all can be proud of.

I am trying to line up a guest of interest for the September meeting so.....Bring your classic car to the K of C Hall on September 5th at 8PM. Don't forget.

Till next time,

Bob Guetschow

WELCOME NEW AND RETURNING MEMBERS

Ron Bergeron

45425 Lilac Lane
Belleville, MI 48111
734-635-7756

1960 Edsel Ranger 2-door hardtop

1970 Lincoln Mark III

1979 Ford Ranchero GT

Doug Everstine

1602 Marquis Lane
Brighton, MI 48114
810-225-0305

1969 Ford Mustang

1969 Ford Mustang

1964 Ford Fairlane

Robert Machacek

29055 Oak Point Drive
Farmington Hills, MI 48331
248-553-2348

1957 Ford Retractable

1951 Lincoln Cosmo Convertible

1937 Lincoln Convertible

1955 Ford Thunderbird

Joseph Riggio

7436 Cochise
Westland, MI 48185
734-261-6167

1969 Ford Mustang Mach I

1974 Ford Maverick Grabber

1977 Lincoln Town Coupe

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



Gerry Silka (Susan)

231 S. Gully
Dearborn, MI 48124
313-274-4021

1963 Ford Galaxie

1966 Ford Galaxie



2007 FMRC Meetings & Events Calendar

Below is the *tentative* table of meetings & events for 2007. 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!*

Sept. 5	Club Meeting
Sept. 7-9	Frankenmuth Auto Fest
Oct. 3	Club Meeting
Oct.	Color Tour - TBA
Oct. 7	Cars on Campus, WCC, Ypsi
Oct. 14	SEMBCA Fall Color Tour
Nov. 7	Club Meeting
Dec. 5	Club Meeting
Dec. 8	Christmas Walk-Greenfield Village

Please participate in these Club events!

ROUSH Event Multidimensional

Several FMRCOA members attended the AAA and The ROUSH Automotive Collection sponsored Open House event on August 16 in Livonia. Activities at the Open House included a Roush Fenway Racing driver autograph session, car show, AAA race car simulator, engine build competition, Roush Mobile Dynamometer, and drag race feature display. In addition to Jack Roush, NASCAR Nextel Cup Series race car drivers Carl Edwards, Greg Biffle and Jamie McMurray along with NASCAR Busch Series driver, Todd Kluever, were on hand to meet fans and sign autographs. AAA, sponsor of the David Ragan Ford Fusion race car, returned with their race car simulator featuring exciting side-by-side competition on Daytona International Speedway. Our own Bill Krueger won Best Ford at the car show during the event (see photo on page 6).



Lots of people wanted autographs!

Continued on page 9.

GILMORE *cont. from page 1.*

us boarded in Ann Arbor. The trip was organized by Brian Saylor and Phil Lyon and took about 90 minutes from Ann Arbor. We chatted and watched a DVD about the history of the '32 Ford compliments of Phil Lyon during the bus ride.

The Gilmore museum is nestled on 90 landscaped acres in restored historic barns housing nearly 200 extraordinary vehicles spanning more than 100 years of automotive heritage ranging from a 1899 Locomobile, to the classic Duesenberg to the elusive Tucker '48, and from the Model T to the muscle cars of the 60s and 70s.



Recreated 1930's gas station.

The Gilmore Car Museum began in 1963 as the hobby of Donald S. Gilmore when his wife, Genevieve, gave him an antique car for his birthday — a 1920 Pierce-Arrow “project car.” With the help of some friends, the auto was placed under a tent and a full restoration followed. The hobby soon grew into a collection of over 30 automobiles. Mr. Gilmore purchased 90 acres of farm property and had several historic barns dismantled piece by piece and moved to the site. It was Mr. Gilmore's wife who suggested the idea of turning the collection into a museum where future generations could enjoy the restored cars for years to come. The Gilmores established a non-profit foundation, and opened the museum to the public for the first time on Sunday, July 31, 1966. Donald Gilmore passed away in 1979, and Mrs. Gilmore in 1990, but the legacy they began continues to grow.



Inside a museum “barn.”

Today, the site includes eight historic barns, a re-created 1930s service station, a small town train station, and nearly three miles of paved roads. It isn't uncommon to catch a glimpse of one of the vintage cars or the authentic London double-decker bus in motion as we did during our visit.

There are nearly 75 vintage pedal cars on exhibit. One of North America's largest displays of automotive hood ornaments and name badges can also be found in the combined collections of The Gilmore and CCCA museums.

One unique feature that sets the Gilmore Car Museum apart is its long-standing partnerships with other museums. In fact, this rural sanctuary is home of the Classic Car Club of America Museum, The Pierce-Arrow Foundation Museum and the Tucker Historical Collection and Library, and the ever growing collections of the Gilmore Car Museum. In 2007 the all-new National Miniatures Museum opened on site as well.

Besides the Gilmore Museum, the “Red Barn Spectacular Car Show” was underway on the grounds the Saturday of our visit. Hundreds of cars, many of which were quite unusual, were on display. These included

The Rotunda Times

a 1920's Studebaker camper conversion, several Amphicars, and a fleet of Brush cars. There was also an antique boat show and a swap meet ongoing!

One exhibit that I particularly enjoyed was the recently restored GM Futurliner that was on display during the weekend.



Hand built "repro" Stanley Steamer pulling away.

its crew of about 60 young men carried futuristic and inspirational exhibits to millions of people across North America from 1936 through 1956. This 1953 Futurliner, with 16-foot display doors on either side, was a perfect platform for static exhibits and live demonstrations of emerging technology.

The first Parade of Progress hit the road on February 11, 1936, opening in Lakeland, Florida. By Pearl Harbor, the Parade had covered well over a million miles, had visited 251 towns and small cities in the U.S., Canada, Mexico and Cuba, and had played to some 12.5 million people. There would eventually be three GM Parades of Progress, the last one taking its final curtain in mid-1956.



GM Futurliner at car show.

The man who sparked GM's original 1936 Parade of Progress was none other than Charles F. Kettering. Boss Ket was GM's resident genius and research vice president – the man behind such inventions as the first commercial electric self-starter, Ethyl gasoline, the diesel-electric locomotive and much more.



Steve in Futurliner cockpit.

Kettering hit on the Parade idea one day as he strolled through GM's science and technology exhibit at the 1933 Chicago world's Fair. The thought suddenly struck him; Why not take all this out to the people – let those who can't see it here, see GM's exhibit in their own hometown?

Back to our trip. At 4PM, happy but somewhat tired, we boarded the bus for our journey back home. Unfortunately, there was a serious accident on I94 that completely closed the westbound lanes and one of the eastbound lanes west of Jackson. About an hour later we were cruising again and stopped for dinner in the Old Country Buffet in Jackson. The food and camaraderie were excellent (particularly the barbecued beef ribs).

At about 8PM we pulled into the parking lot in Ann Arbor, and about 40 minutes later the remainder of the people "debussed" in Dearborn. What an enjoyable day! Thanks Brian & Phil!



Waiting to board & on the bus early Saturday.



Early in the day at Gilmore. Note English bus!



Bill loves Avantis & a beautifully restored 1936 camper!



Brush cars(l) & Bob covets a 1920's Studebaker camper(r)!



The antique boat show (Amphicars in background) & bus at restaurant.



Dinner (l) & a relaxed Brian at the end of the day!

Two FMRCOA members recently won awards at local car shows:

Jim Hamilton won the best Stock/Restored award at the Concord Fire Department's 5th annual Classic Car Cruise In in Concord, Michigan near Jackson last month. Jim entered his beautiful 1959 Ford retractable convertible.



Jim Hamilton's award winning '59 & the award.



Bill holding award in front of his car at the Roush show.

Taking other honors again, was Bill Krueger's immaculate 1955 Crown Victoria (Rotunda Times May 2007 Feature Vehicle) at the Roush Car Show in Livonia on August 16. Bill won the Best Ford Award.

Congratulations guys!



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 e-mail us your article accompanied with a photo to:

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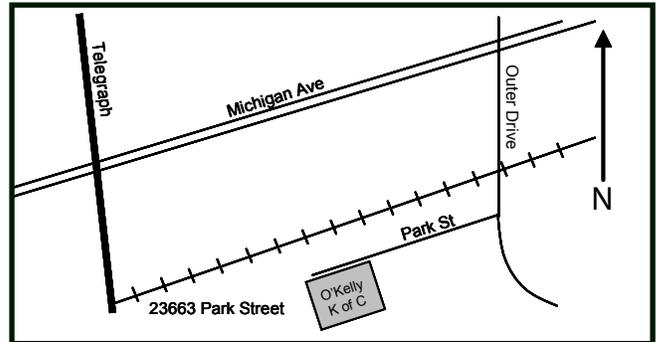
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Club Meetings

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!



A Note from the Treasurer

Things are starting to go back to normal after the plethora of swap meet and car show transactions. Although the final numbers are not quite in, I think we did well! We'll probably take out another CD at least until the Dinner-Dance.

Steve Rohde, Treasurer



Wonder why Jim Ullery is smiling as he stands with WYCD's Linda Lee at the Roush event on August 16?

The Rotunda Times



August 2007 FMRCOA Meeting Minutes

Bob began the meeting at 8:05 and asked Phil Lundy to do the count which came back at 76 members, just a bit down from the last several meetings.

Guests were introduced: Frank Omilion with a '32 Ford, and Doug Everstine with some '69 Mustangs and a '64 Fairlane. Bob stated the club purpose and made all members and guests feel welcome.

Bob reminded us of the Deuce 75th Anniversary Celebration in Dearborn and stated that it would cost around \$200 to be really involved in it. Also, we were reminded of the Mustang Memorial Show.



About 76 members & guests in attendance.

Pat Stanecki communicated that the charge for the 75th was not so out of line since it included dinner for two and lots of goodies, gear shift knobs, etc.

Chuck Niehaus subbed for Jerry Matson who was subbing for Bill Gipperich at the membership table. Thanks!

Coming up is the Gilmore trip. The Poker run and the overnighiter will not be held this year due to lack of leadership for these activities.

The minutes and Treasurer's reports were approved.

The swap meet was discussed at length. About 3,150 people passed through our gates. The swap spaces were down 46 spaces or about 10%, but both the car show and the swap meet were said to be successes. This is probably due to good weather, a free car show, good participation in the car corral, and outstanding efforts by all members who worked the meet! We also determined that we need a tent for the people who work the car corral next year.

There were some suggestions that we need EMS on board, but due to the fact that Belleville has such good response times and the EMS is so close we decided that it was not needed.



John Macyda receives Barn Show Award.

Brian Saylor detailed the last minute plans for the Gilmore bus trip. The trip was sold out.

John Macyda received his award for his sharp pickup truck shown at the Barn Show.

Jim Crawford reported that there are 113 pictures all in color in the photo album on our website. Plans are being made to send some newsletters out by email rather than the more expensive snail mail.

Ray Stall brought in some brochures from our first three swap meets and donated them to Dave, our club historian.

Car talk touched on some interesting "barn finds" like a 66 Shelby in a garage!

Of course, Brian Saylor is still collecting Econolines and Leo Chouinard listed some "boughts and solds."

There were some interesting show and tell items which you will find described elsewhere in the newsletter.

After our lottery drawing, we adjourned to the back room where there was a nice snack waiting.

**Phil Lyon,
Secretary**

August 5 Meeting Pictures



Club members view the beautiful 1923 fire engine brought in by Al Rice, a good friend of Maurice Horger.



Nice hardware in the parking lot before the meeting!



Manning the membership table (l) & after the meeting (r)!

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FEATURE VEHICLE, *cont. from page 1*

the engine and transmission had been installed. Bob was able to check out the floor pans, inside the doors, and the undercarriage. The quarter panels and doors were perfectly straight and original! The Comet had a 289 4V, Cruise-O-Matic transmission, power steering, and bucket seats.



Remember those bright red spacious interiors!

"I wanted this car!" stated Bob. "She was a beauty with only 103,000 miles on the clock." Jim Dotling told Bob to pick the interior and top color. They agreed on a price and Bob bought it.

Three months later the car was completed and shipped to Michigan.

Since the purchase Bob added a 289 engine hi-po dress up kit, ceramic coated headers, 1965 Mustang style steel wheels with BF Goodrich tires, and a C4 automatic shift kit.

Bob, who was born and raised in the Detroit area, grew up near Tiger stadium. He attended Thurston high school where he met wife in the summer of 1966. "I married my beautiful wife in 1970 and have two sons. Neither have an interest in classic cars. I hope to have a grandson or daughter one day who loves old cars as much as I do," remarked Bob.

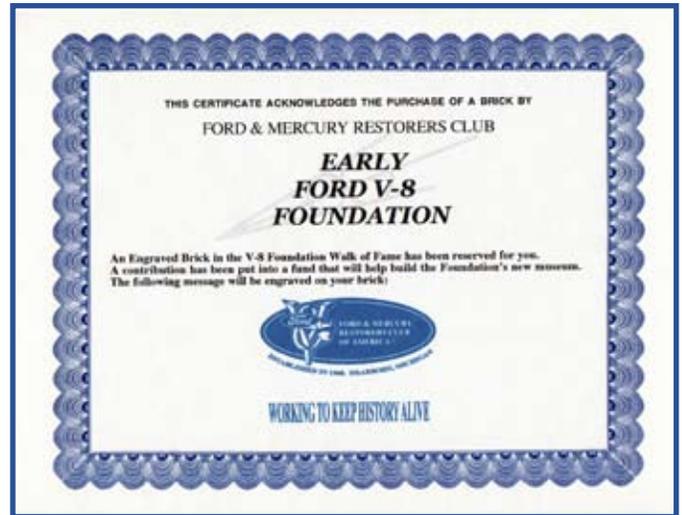
Bob mostly drove GM vehicles but switched to Ford products when he started working for Ford in 1969 as a layout and design trainee. Ford paid for all his undergraduate and graduate college education, which he completed attending evening classes.

Bob, who has lived in Plymouth since 1976, took a buyout from Ford in 2000. He currently works as a technical staffing recruiter but plans to retire full time in January 2009.

Bob, a member of the FMRCOA since 2004, won several trophies with the Comet including the President's Choice Award at the Mustang Memories show in summer of 2005. "I put on 1,000 miles per year driving it to car shows and local cruises. You just don't see nice Comets anymore," concludes Bob.

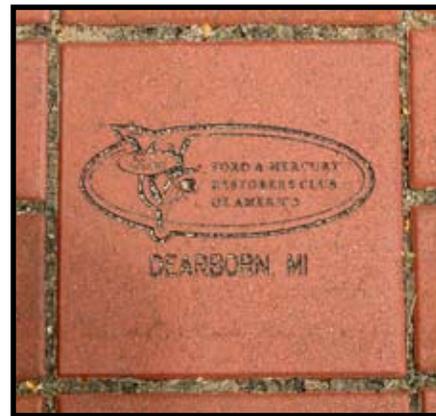
CLUB GETS "BRICK" CERTIFICATE

The FMRCOA recently received a certificate recognizing our contribution to the Early Ford V-8 Foundation and showing the inscription that will appear on our brick. For the "old guys" in



Certificate from Early Ford V-8 Foundation.

the Club, the inscription reads "Established in 1968. Dearborn, Michigan. Working to Keep History Alive." Also, below, is a photograph of the Club brick in the Gilmore Museum in front of the gas station!



FMRCOA Brick at Gilmore Museum.

Sealing Small Block Ford Engines by Brian Kuta

Thought I would pass on some small block Ford information, since I race a small block Ford. One of the best things Ford did to keep driveways clean of oil was going to the one piece rear main seal in the early 80's. Did you know you can retro fit the older two piece Ford blocks with the one piece seal? Assuming the sharp machinist at your favorite machine shop has a boring bar and a nose for Ford part numbers, the savvy machinist can remove the seal grooves. With the seal grooves removed, there is now room for the one piece seal. To insure it to be leak-proof, I suggest a thin film of high temp RTV (gray) around the circumference, then a spot of the RTV on each side of the #5 main cap mating surfaces.

August Show & Tell: Racing & More!

by
Bill Timoszyk

Hank Dawson brought in a 1940/1950's era tripod style car bumper jack to determine its origin and use. It was the consensus that this was an aftermarket issue for personal or service station use.



Hank's tripod jack & Mark with racing tire.



Circle track racing guru Mark Sapienz brought in some very nice racing brochures and programs from the 1960's and later including racing tires that were later raffled off.



Some of Mark's racing memorabilia!

present (Christmas in July!)

I also brought in a NIB mid 1960's Ford dealer promotional toy Ford pickup with a working twin I-beam suspension.

I believe these were made by the Nylint Toy Co., especially for Ford dealership use. Nylint also made similar Ford toys without the suspension and decals.

This dealer version had a slide in camper that housed a transistor radio. This was around the time Philco was purchased by Ford. Many of the 1/24th Ford car promos of that period had Philco transistor radios in them also.

Thanks and we look forward to see what next month brings!



Bill's new formal wear!



Ford toy promo truck with twin I-beam suspension.



ROUGH *cont. from page 4.*

Two teams from the ROUSH Engine Build Department competed side-by-side to see who can execute a complete engine build-up, including a live test run, in the quickest time. The winning team did this in under 15 minutes!



Dyno test (l) & the winning engine build team hard at work (r).

Some attendees had their cars tested on the ROUSH Mobile Dynamometer.

99.5 WYCD, Detroit's #1 for Country and fun, broadcasted live from 3 to 7 p.m. with Edwards and Lee (see picture on page 6).

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DREAM CRUISE *cont. from page 1*

In one day, I observed a meter maid vehicle idling behind a Ferrari 360 Modena. I saw a Toyota Prius Hybrid with a placard preaching fuel conservation cruising next to a 1970 Camaro SS with dual racing stripes, dual exhausts and a fuel efficiency of maybe 15 mpg. And perhaps strangest of all, I saw a line of Corvettes in a Birmingham Porsche dealership parking lot - two bitter sports car rivals sharing the same real estate.

The Dream Cruise: The greatest, most democratic car show on earth."

This year over 1.2 million people and about 30,000 vehicles turned out for the Dream Cruise on Saturday, August 18. FMRCOA members, unfortunately, were spread out over many miles of Woodward. I was parked in Birmingham on Woodward and, walking toward Shayne Park, saw Vic Hollingshead, Bill Krueger, Paul Coleman, and Bill Krueger. Other members who I understand were at the Cruise include Bob Guetschow, Louis Ironside, Bill Timoszek, and "Doc" Stanley. The weather was great: not raining for the first time in at least three years!

WOODWARD DREAM CRUISE 2007



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The Continuing Adventures of the FMRC Roving Reporter: *DEUCE @ 75.....Dearborn 2007*

Well, we waited 75 years for the birthday party, and a nice party it was. Although the weather in Dearborn started off with rain on Thursday, it soon cleared up and the sun was shining for the rest of the weekend. The swap meet was small, but there were plenty of 1932 Ford parts in the few vendor spaces. At what other swap meet could you find a genuine 1932 Ford radio for sale? There was one there...and only \$3,500!

Virtually every body style of 1932 Ford was represented except for the station wagon and roadster pick-up. It is too bad that a couple of local individuals who own those body styles chose not to bring them out. It would have been a real treat to see every body style represented.

Since cars were constantly moving in and out of the show area, an accurate count of cars was impossible, but it was estimated that roughly 200 1932 Fords were registered, and about an equal number of other flathead powered vehicles. As would be expected, the roadsters were the most plentiful, followed by the tudor/fordor sedans, Victorias, two sport coupes, a cabriolet, two touring cars, a fantastic restoration of a B-400, two sedan deliveries along with some large and small trucks. Of the 1932 Fords, probably about 20% were restored, the other 80% were street rods. And of the restored 1932 Fords, about 95% were V8 with only a few Model "B" 4-cylinders represented.



A true 1932 barn find!

Quite a few people traveled a long distance to attend, with one couple having shipped their car from Hawaii to California, and then traveling to various car events on the way to Dearborn. There were also cars from California, Arizona, West Virginia, Florida, and virtually all of the neighboring states to Michigan.

The photo above shows an original barn find 1932 sedan from New York that was very interesting to look over, while the photo below shows the last of the flathead Fords in a very nice 1953 Ford Sunliner Pace Car which was on display. Other flathead powered cars included a 1934 dirt track car, Cole Grandy's 1948 Allard, Bill Large's 1948 Mercury, a 1935 Police "Paddy wagon", plenty of "A"-V8's and far too many others to list..



Last of the flathead powered Fords.

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Every car was unique, ranging from one that looked like it was a home for goats, to cars so perfect you have to wonder how they got it to the show lot without any dust on it! But, the majority were cars that are driven and enjoyed the way Henry Ford wanted us. Even if you are not a 1932 fanatic...it was a nice show and worth attending to see the cars. Now, we have to sit back, enjoy our cars some more, and look forward to the 100th birthday in 2032! Until the next time this is the roving reporter....over and out.

Classified

August 2007

For Sale

- 1982 Ford window van 6cyl, auto, air, no rust, Arizona van, needs tires, runs excellent, \$1600 Roger Hodyka 517-282-4738.
- 1969 Mercury Montego MX convertible 351 Windsor 4V engine, Automatic, power steering and brakes, runs and drives good. \$7500 or best offer Clifford Picklesimer 734-425-3029.
- 1966 Mercury Park Lane convertible, very nice original Southern car. Full power options. AC, 410 Cid, Hank Dawson 810-231-3184.
- 1979 Lincoln Mark 5 Absolutely perfect condition, 15,615 actual miles. Diamond Jubilee metallic blue, white leather interior, always garaged and carefully cared for. Phil Lyon 734-422-0595.

Wanted

- Some parts and information for a 1947 Ford business coupe. Karl Chase 248-879-0854.
- 1957 Ford car parts Laurel Gottlieb 734-525-8445.
- One pair 1972 Ford Pinto 3/8 " NOS tie rod ends Vic Hollingshead 248-474-4356.

Classified

July 2007

For Sale

- 39 Ford 2 dr standard and 41 Ford opera coupe Pat Beattie 248-545-4128.
- 30 Ford Model A 5 window coupe 90% restored Dean Tomei 734-788-8199.
- 49-50 Mercury elephant ears bumper extensions nice- \$200 Lynn Goodwin 248-684-0984.

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- Free! 3 Ford pickup wheels 16 1/2 "8 lug and 1 8 lug wheel Dave Pempeit 734-287-8509.
- 64 Mercury Comet Caliente convertible, black with red interior and white top PS, PB, Power top, 6 cyl 200 cid, auto nice older restoration. \$11,500 Don Staisil 810-220-0419
- 78 Lincoln Town Car 47000 miles. Very clean and in excellent condition \$7000. Larry 734- 697-0126.
- 1987 Ford Ranger 302, C4, rebuilt engine, \$2500 82 Ford window van, 6cyl auto, no rust, Arizona van, air, \$1600 27 Ford Model T chassis no engine or transmission, 32-34 1 1/2 ton truck chassis engine not frozen, no wheels will separate, \$500 Roger Hodyka 517-282-4738.
- Brand new complete garage door opener, with one piece chain drive. Bob, 313-561-0737.
- 51 Ford center grille section, needs chrome, \$18, 51-53 flathead starter, GC, \$50, Y block accelerator assy, 55-57 \$130 57 Ford script tail lamp lens \$10. Literature: 72 Heating and air conditioning, 73 Charging system diagnosis \$12, 72 diagnosis and driveability \$6, 63 Mercury and Meteor shop manual supplement \$15, 66 Bronco handbook \$18, 67 Bronco shop manual, original. Hank Dawson 810-231-3184.
- Engine cherry picker with equalizing bar like new, Jerry Curtis 734-261-0385.
- Winter car storage available October through April. Clara Hill 734-455-8611.
- 1940 FORD Convertible project. All the unique convertible parts are included, plus several boxes of NOS, repo and used parts. A Colorado floor pan, including inner wheelhouses with lower quarters and cowl sides, which has been sandblasted and painted, is also included. The frame has been sandblasted and painted, front and rear axles have been painted. Complete LeBaron- Bonnie interior kit in tan leather and LB top kit in tan canvas is included (the LB kits will set you back about \$5k today). The car sits on a beautiful set of Firestone wide whites mounted on correct '40 wheels with trim rings, hub caps and inner beauty rings. Radio and heater are also included, as are 10 quarts of FoMoCo maroon lacquer paint that could be darkened to match Mandarin Maroon. Will take \$11,000. Car is in Westland, MI. Jim Ullery. (734)-729-3284.

Wanted

- 32-34 Ford pickup doors any condition, or parts Roger Hodyka 517-282-4738.
- 56 Ford car 4 barrel teapot carburetor, need good core to rebuild. 56 Ford car seat belt hardware, bracket from fender to battery cover. 56 Ford car complete rear speaker, cover, switch, etc. Don Olson 586-752-7919.
- 409 Chevy motor or all. Ed 313-303-3036.
- 57 E series 312 V8 dual 4 barrel engine, complete, 69 or 70 Mustang or Cougar boss. 302 engine with manual transmission (if possible) Howard Voigt 734-944-6930.
- 53-55 Ford truck parts Jason, 248-535-2137.



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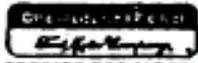


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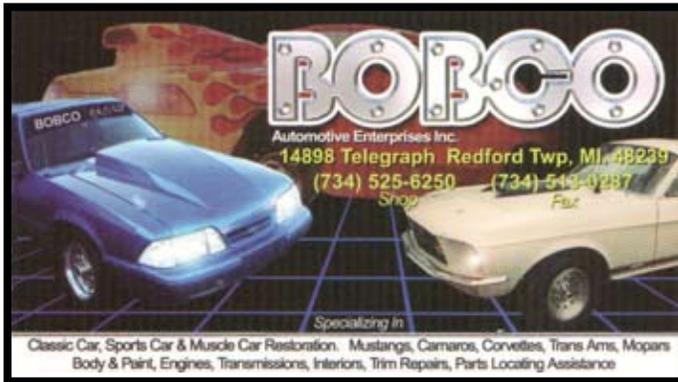
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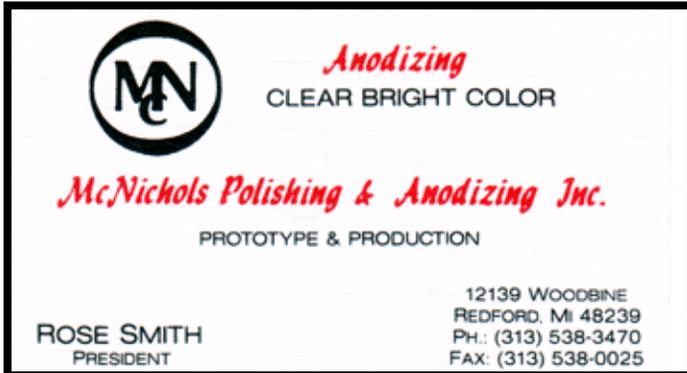
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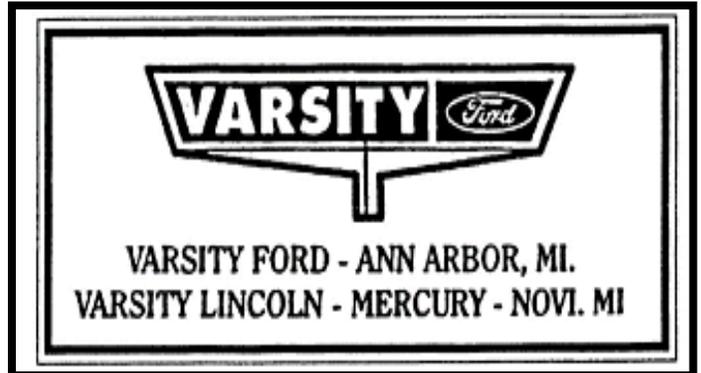
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