

**Feature Vehicle of the Month:
1969 Country Squire Wagon
owned by
Tim Cleary**



“As president of The American Station Wagon Owners Association, I am always looking out for wagons and 1968 and 1969 are my favorite Ford wagons,” remarked Tim Cleary. The 1969 Ford full size wagons were the 4th best selling model year in history for all station wagons. Ford sold 221,000 big wagons and beat Chevrolet by 160,000 units in the “wagon wars.” This was the biggest gap between the two in history. In fact, during the sixties, Ford full size wagons outsold Chevrolet every year except for 1960.

When Tim found a faded but solid wagon nearby, he talked his friend into buying it. The friend did some work on the wagon, and Tim admired it every time he visited his house. Tim came across a 1968 Cyclone that needed some work, and arranged to trade the non-running cyclone for the running Country squire! “I have since put over 60,000 miles on the squire and it has been a work horse for me,” remarked Tim.

This big Ford has the 2V 390. It had a bench seat but Tim found some very comfortable buckets from a 1969 XL in the junk yard and had those redone with the matching comfort weave black vinyl. Tim continued, “At first I just drove the car for a year or two, using it to tow all broken cars all over the east coast and Midwest. The 121 inch wheel base, new in 1969 makes for a very stable tow truck. For some reason, I decided to make it look pretty.”

Tim stripped all the wood grain off which was an incredible pain! He took all the rails off and had the car painted the original champagne

Continued on page 10.

**Feature Member:
Dave Lukkari
by
Bill Gipperich**



Dave with his Ardun powered '28 A at the 2007 Detroit Autorama.

This month's Feature Member is Dave Lukkari presently of California. Born in Detroit near Davison and 14th Street, Dave described himself as being a “car-o-holic” all his life. His father was a good mechanic but didn't have the passion for cars.

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FMRCOA Snowbirds Hold Dinner



Some of the FMRCOA Members have the right idea – like going to Florida in the winter and enjoying car activities and comradery in 80 degree weather! Others must like the snow and

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The Rotunda Times



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Published by:

Ford and Mercury Restorers Club of America
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www.fmrcoa.org

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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:

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



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The Ford & Mercury Restorers Club is a hobby organization whose purpose is to foster and promote the acquisition, preservation and



Editor's Message

Thanks this month go to Tim Cleary for providing the Feature Vehicle material, Bill Gipperich for the great Featured Member article, Harry McAuliffe (pinch-hitting for vacationing Bill Timoszyk) for the Show & Tell, Louis Ironside (our "Roving Reporter") for his informative continuing California trip report, and Terry Worful for her New Members' column. Thanks also go to Don Olson for the Romanian Ford material, and for connecting me with Matei Ovejan, the owner of that Ford. And thanks to Ove for agreeing to our publishing his story!

Please do keep materials/leads coming. *I'm now out of feature vehicles so please help!*

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.

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

March 2007

In response to your requests for garage tours, we are starting this spring with a bang! On Saturday, March 31st at 10:00 AM we will be touring a couple of our newsletter advertisers. As you may not be receiving your newsletter in time for this one, I will cover it anyway for our non attending readership. The rest of you will be notified by mail or email. We will be starting out at Ferndale Radiator shop at 23300 Woodward just North of Nine Mile Road. Owner Mel Koykka will give us a radiator repair demonstration. Coffee and donuts will be served. We will then move on to Ray's Radiator Clinic and Hot Rod Shop. Now don't be confused by the name; these guys do everything to a car, except upholstery. Ray's is located in Warren at 1973 Ten Mile Road just East of Dequindre. We will finally end up at Classic Auto Show Place at 2222 Stephenson Hwy. in Troy between E. Maple Rd. and Big Beaver. David Clack will be our host to show us his current stock of antique and classic cars. Pizza and soft drinks will be served.

On Saturday, April 14th at 10 AM we will have another garage tour to Orchard Auto Restoration at 26357 Grand River Ave. between Beech Daly and Inkster with Gene Ledbetter as our host. Coffee and Donuts will be served. We then move on to Bobco Auto Restoration at 14898 Telegraph Rd. just South of Five Mile Rd. with Bob Vartanian as our tour guide. We then will end at one of our favorites: member Ed Meurer's nice car collection in Farmington Hills at 24000 Research Dr. Ed says he has several new additions to his collection and also some other items of interest for us to see. Pizza and soft drinks will be served. The info on these tours will be sent to you by mail or email and also will be discussed at the meeting.

Now to the latest on our community. It is with great sorrow that I have to report the passing of two more of our members. First on March 13th member Deno Taglioli passed away. Deno was a member since 1990 and attended regularly until poor health kept him home for the last several years. His son, Joe, is also a member. Deno is survived by his wife Concetta. Deno was 84 years old. Fellow club member Jim Underwood also passed away on March 16th. Jim and wife Bev are perhaps best remembered for coordinating the Poker Run over the past several years. Due to poor health Jim was unable to handle this event last year. Jim was a member since 1999. See page 7 for more information on our departed members.

It has also been reported to me that member Bruce Buszard has been hospitalized for surgery to correct circulatory problems. Bruce is now doing much better, and will probably be home recuperating before you read this. Our best wishes go out to Bruce for a swift recovery.

Now on to more pleasant thoughts. Many of you have reported to

me how much you have enjoyed our meetings. Our last meeting was attended by approximately 115 members. Considering that the meeting was in March, the attendance was phenomenal! A couple of things contributed to this. Our guest, Jeff Leetsma, from the Automotive Hall of Fame did a great job and kept the members interest throughout his presentation. Another contributing factor was our new lottery. The lottery has created a lot of interest of late. Member Gerry Worful seems to enjoy it the most. Gerry has won the \$100.00 first prize two out of the last four meetings!

Members seem to have found the new club/membership card to be very acceptable. The membership secretary has a supply of these cards for those who come to meetings. All members can also download the cards from our website, and we will mail cards to others.

Megan Holt/Debbie Malyn will be at our next meeting to promote the American Cancer Society's Relay for Life and our participation with their car show at Edsel Ford High School on May 5th and 6th.

So....don't forget, our next meeting is Wednesday, April 4th at the K of C hall, at 7pm. Bring out your classic car.

Till Then,

WELCOME NEW AND RETURNING MEMBERS

Robert (Doc) Pepper

32258 Marewood
Garden City, MI 48135
734-458-1073

1974 Ford Gran Torino Brougham

Jack VonGerichten (Patricia)

6130 Mae Lane
South Lyon, MI 48178
248-437-5091

1947 Ford Business Coupe

1948 Ford Pick Up

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





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!

March 31*	East Side Garage Tour
April 4	Club Meeting
April 14*	Garage Tour
May 2	Club Meeting
May 5-6	ACS Relay for Life Car Show
May 28	Memorial Day Parade
June 6	Club Meeting
June 10	Carnival of Cars
June 10	Wilson Barn Show
June 16-17	Motor Muster
June TBA	Downriver Cruise
July 11	Club Meeting
July 21-22	FMRCOA Swap Meet and Car Show
July	Club Picnic TBA
July 28-29	Telegraph Cruise
August 1	Club Meeting
August	Dearborn Homecoming TBA
August 18	Woodward Dream Cruise
Sept.	Overnighter TBA
Sept. 5	Club Meeting
Sept. 7-9	Frankenmuth Auto Fest
Oct. 3	Club Meeting
Oct.	Color Tour - TBA
Nov. 7	Club Meeting
Dec. 5	Club Meeting
Dec. 8	Christmas Walk-Greenfield Village

*** Please see President's Page for details about these garage tours.**

SNOWBIRDS, cont. from page 1.

single digit temperatures in Michigan with their cars stowed away. I know what I'd like to do if I could!



Exemplifying the fun that our Snowbird members are having, on Friday, February 23 over 30 FMRCOA members and guests held a dinner at Jon's Restaurant in Zephyrhills, Florida. The dinner was organized by Leo Chouinard and capped a day at the Zephyrhills Winter Autofest (www.zephyrhillsauction.com) at which Club members participated.

“We all enjoyed a good meal that evening,” remarked Bob Haas. Bob, we all wish we could have joined you!

New Model T Coin Proposed*

Recently, Michigan Senators Debbie Stabenow and Carl Levin introduced the “*Model T Ford Automobile Commemorative Coin Act*” (Bill S.587) to commemorate “the Model T Ford Automobile and the 100th anniversary of the Highland Park Plant, Michigan, the birthplace of the assembly line.”

The bill states that “The Congress finds the following:

- (1) More than 15,000,000 Model T Fords were produced between October 1, 1908, and May 26, 1927.
- (2) By fostering unprecedented personal mobility, the Model T drove the transformation of the landscape, the economy, and the social life of America.
- (3) The assembly line developed for Model T production became the characteristic mode of production in the 20th century and made manufactured goods available in unprecedented abundance.
- (4) The vast numbers of high wage, low skill jobs needed on assembly lines gave millions of Americans access to a middle class life.
- (5) At the height of its popularity, the Model T was manufactured in 20 countries, on every continent except Antarctica.
- (6) In 1999 a panel of automotive experts from across the globe chose the Model T as the ‘Car of the Century’ because of its pervasive, enduring influence.
- (7) 2010 will mark the 100th anniversary of the Highland Park Plant, the birthplace of the assembly line.”

The impact of the assembly line that Henry Ford developed to

Continued on page 8.

*<http://thomas.loc.gov/cgi-bin/query/z?c110:s.587>:

FEATURE MEMBER *cont. from page 1*

When just two years old, Dave was run over by a car and hospitalized for some time. While recuperating, he received a book about things mechanical: but his only interest was in the pages about cars. Dave



Dave & his '39.

attended Wilbur Wright High School where he took the automotive curriculum.

Dave's first car was a 1939 Ford 2dr. After his father used the engine, Dave ended up scrapping the car. Not the kind of start you might expect to hear about the first car of such an enthusiast!



Flathead Power!

Dave's paper route funded all of his early hot rodding projects. Around 1954 he bought a '28 Model A sport coupe for \$75. A friend drove the car to Dave's house because he didn't have a driver's license yet. As a 15-year-old budding hot rodder in 1954, Dave joined the Eliminators Car Club. He rode a DSR bus to club meetings!

Dave and his friends created a roadster hot rod out of the Model A. Eventually a '55 Chevy 265 V8 went into it. He raced this car at Tecumseh drag strip. The '28 evolved into a 'C' gas dragster, running at the Detroit Drag way in New Baltimore at a near class record speed of 11 sec and 131 MPH. (The record was 138 MPH.)

There was a '39 coupe that Dave had lightened up by removing the fenders, hood and bumpers and had a lot of fun with. The car caught the attention of a couple brothers who talked Dave into selling it to them. Dave soon missed his old car and came up with a plan to encourage the brothers to sell it back to him. At night he snuck over to where the car was kept and installed a smaller carb gasket (earliest version of a restrictor plate). Dave kept doing this until the car got so

slow that the owners sold it back to him!

After graduating from high school in 1958, Dave went to work for Carron and Company, a prototype fabrication house in Dearborn Heights. In 1962 he enlisted in the Air Force and was trained in aircraft maintenance. Training and assignments took him to Texas, Montana, and, finally, 1½ years in Guam.

While in Guam and like many service men, Dave had a car for transportation and entertainment. In fact he had three while he was enlisted: 1949 and 1956 Oldsmobiles and a Nash Metropolitan. Dave and his buddies on Guam used to entertain themselves by watching the local hot rodders and motorcyclist drag race on an old Japanese airstrip.

Dave's involvement with FMRCOA came about through early member Bruce Chisholm. At the time Dave had acquired a '47 Woody and bought some parts from Bruce. Some of the first people he remembers meeting in the club were Harry McAuliffe, Leo Chouinard and Gary McDonagh.

Dave recalled that he thought it would be a good idea to recognize those members who were doing something extra in the club and came up with the idea and design of the *Generator Award*. He built the original award in 1971 and presented it to the Board of Directors to administer. Dave said that he enjoys the club, "they are really neat guys!"

There are a couple of cars built by Dave that have gained national attention in car magazines and larger shows. Desiring to own an historic vehicle, i.e., one with an early pedigree, Dave opted instead to use historic parts. He acquired a set of Ardun heads along with a slash of other parts from Bill Smith in 1970. Five years later, in 1975,



Dave's car at 2005 GNRS where he won the Brizio Family Award.

the Best of Show winner at the Grand National Show was an Ardun powered 1947 Crosely with a flip up body built by Dave. It made the cover of Street Rodder Magazine in January of 1976.

Still not what he had envisioned for his "car with history," Dave took that Ardun headed engine and installed it in a 1928 Roadster pickup. This car was also the subject of an article in Street Rodder magazine in March, 1996. At the time the photos were taken for the article the car was not yet painted. "I would have left it unfinished except that I wanted to take it to the L.A. Roadster show," recalled Dave. To be allowed into the main show the vehicle has to be painted; no primer cars are allowed. Between the time of the interview and the annual Father's Day show in Pomona, the car was painted and it was displayed in the L.A. Roadster show.

Also sharing Dave's time and garage space is a beautiful black 1939

Continued on page 9.

Meet the New Members by Terry Worful



Robert (DOC) Pepper



“I was born April 6, 1955 in Detroit and am a Janitor at Detroit Diesel.

My very first car was a 1972 Pinto—I was a Ford man from the start!

I began collecting Cars in 1975 with a 1969 Mustang MACH 1.

I like to Golf in my spare time.

I am a true Ford man and wouldn't want any other car-- but if I had to choose another make it would be a 1963 to 72 Corvette.

I do some of the work on my own cars.”

Jack Vongerichten



“I joined the FMRCOA to be part of another Ford club.

“I was born on October 23, 1950 and am a Millwright.

My first car was a 1966 Mustang convertible.

I started collecting cars 20 years ago with a 1941 Ford.

In my spare time I like to go camping and play golf. (Maybe you can get together with Doc, for a round!)

I am also a true Ford man. There would not be any other car than a Ford! “



YOUR CAR!

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

PHIL LYON
pjlyon39@peoplepc.com

ROTUNDA TIMES

34945 Elmira

Livonia Mi. 48150

734.422.0595

or

VIC HOLLINGSHEAD

ROTUNDA TIMES

21104 Robinson

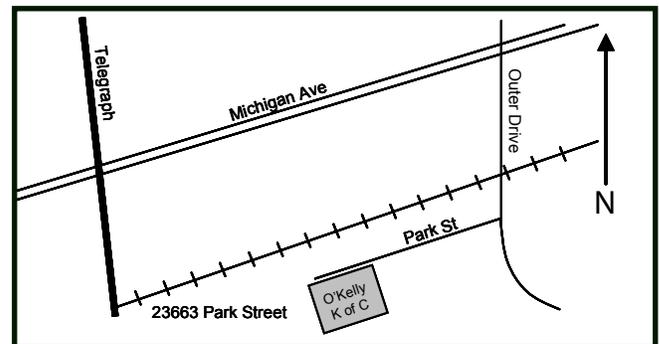
Farmington Hills, MI 48336

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!



ATTENTION ALL CLUB MEMBERS

When you hear of the death of a member or their spouse, please get all the information including:

Funeral Home & Address

Viewing Times & Dates

Service Time & Dated

Then notify the webmaster Jim Crawford
(313.724.9117 or jcrawfo1@wowway.com)

or

Call Vic Hollingshead (248.474.4356)

In this manner we will be able to better inform other Club members.



A Note from the Treasurer

March has been a typical month. The data for our income tax return has been turned in to our accountant.

Steve Rohde, Treasurer



March FMRCOA Meeting Minutes March 7, 2007

The meeting was opened in the usual manner by President Guetschow with a statement of the purpose and primary focus of the club. The attendance was unusually high for a March meeting with about 115 members and guests present. The following people were guests for the evening: Jack Mullins, who owns a 1940 Chevy coupe; Bill Stevens, with a 1948 Ford truck; Jack Von Gerichon with a '47 business coupe; "Doc" Pepper, with a 1974 Gran Torino Brougham; and Herbert Cook with a 67 Lincoln convertible. Our speaker for this meeting was Jeffery Leetsma, representing The Automotive Hall of Fame. A hearty FMRCOA welcome was given to all of our guests.

Bob mentioned that our Swap Meet fliers are ready and encouraged



110 members & guests in attendance!

members to begin the process of passing them out at the upcoming swap meets and shows. Also, we should recruit new members by using the new FMRCOA business cards which replace our membership cards.

The February minutes and Treasurer's reports were passed. Some certificates and key tags were distributed, and it was noted that members/officers from some of the other local car clubs are becoming more involved with us. The East Side A's and the Mustang club have swap meets coming up, and the R&M auction is in the near future. We will be supporting the R&M as always.

There will be at least one garage tour before the end of March, and the Relay for Life is also on our agenda in early May. We have been invited to participate with the Yankee Air Force on Memorial Day.

Don Olson read us a letter from Romania about a 1936 Ford (see p-8).

Steve needs tech articles and feature vehicles for our newsletter.

Our membership is up to 279 members. After a very interesting presentation by Jeff Leetsma, we had our Show and Tell, the lottery drawing, and we adjourned to the back room for some welcome snacks!

Phil Lyon, Secretary



Jeff Leetsma, President of the Automotive Hall of Fame at our March Club Meeting.

In Memoriam

Deno Taglioli *

Deno Taglioli was very proud of his Army service and never hesitated to promote the legacy of military veterans.

Deno was a member of several veterans organizations. He was quick to put on a military uniform to speak to students about his service as an Army infantryman who saw battle in Italy during World War II. "You probably bought a poppy from him at one street corner or another," his son Joseph Taglioli said.

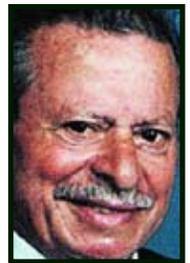
Deno was a clay modeler at Ford Motor Co.'s Design Center for most of his 43-year career with the automaker.

Deno, 84, of Dearborn Heights died on March 17 at Angela Hospice in Livonia from complications of a brain tumor and congestive heart failure. He and his wife, Concetta, were to celebrate 60 years of marriage in May.

Born in Lizzano in Belvedere near Bologna, Italy, he immigrated to Michigan in the 1930s.

Besides his wife and son, he is survived by another son, Dean; two daughters, Doreen Fuciarelli and Diane Hura; 11 grandchildren, and two great-grandchildren.

Deno joined the FMRCOA in 1990.



* Adapted from Detroit Free Press article by Patricia Montemurri.

James V. "Tex" Underwood

Jim "Tex" Underwood died in Ann Arbor on March 16, 2007 at age 75. He was born in Wichita Falls, TX.

Jim was the beloved husband of Beverly, dear father of Sherry and Thomas (Teresa), loving grandfather of Thomas and Scott, and brother of Bonnie Albright.

Jim joined FMRCOA in 1999 and organized our "Poker Runs" for a number of years.



The Odyssey of an Old Ford in Romania

At the March Club Meeting Don Olson read a story from a Romanian gentleman, Matei Ovejan (matei.ovejan@mme.ro), whom he had interacted with on eBay and who owns a 1936 Ford. Ove, who is 32, is a graduate of the Romanian Arts University in Design. He is a visual effects supervisor, and creates visual effects for commercials and movies. His father used to draw vintage cars and Ove always has loved their elegance! The story detailed the remarkable history of that vehicle which we now present in, essentially, his words.

“The car I have has a nice story like almost all the cars that survived



Ove's '36 Ford before being buried?

the end of WWII. Romania's position in the war was unclear, as they were under German occupation and supplied petrol to the German army invading Russia. After the war we ended up under Russian 'protection.' The retreating Russian army had a catastrophic impact: they killed and raped and stole everything that they could move. In these times, cars were extremely valuable.

This car belonged to a good friend of my grandfather, who had fled into the mountains with his family. The friend couldn't take the car because there was no gas: so he left it to my grandfather's care. The Russians came, and my grandfather gave them the car in exchange for his life.

After the Russians left with the car, my grandfather and some friends followed them on bicycles and horses for about 60 kilometers to the town of Ploiesti. That was possible because the road was poor and very crowded. My grandfather waited until the Russians stopped to eat, and did something that made the car temporarily unusable.

The Russians returned a bit drunk. When the car didn't run well, they became very angry and smashed some gauges and windows. They then stopped a passing wagon and left in it. My grandfather repaired the car and drove it onto a field near a forest to hide it.

The next day he and my family dismantled some parts, soaked the car with sheep and pig fat and soap, dug a big hole, and buried the car. It remained there for about 10 years, until after the Nationalization. (The Nationalization was a "brilliant" communist plan in which all people's possessions were confiscated, e.g., houses, horses, land, sewing machines, cars, and all the tools that could help people make a living outside a factory system; and put in some sort of a National property pool.)

So after that storm passed a man unearthed the car and tried to use it illegally as a taxi. However, because he was too old to work and could not receive social help because he was married to a priest's daughter, that usage didn't last too long. The car rusted in the man's garage until 1978 when he died. My father wanted to buy it at that point,



The '36 after burial & exhuming!

but had no money.

Then my father died and we lost track of the car until 2001, when a friend told me he found a very old car in a salvage yard. I went there to see it, and I almost cried when I recognized the plate! It didn't seem that it had ever been used in traffic because of the old license plate numbers. The car looked really bad compared to family pictures!

The car still belonged to the guy who bought it in 1978, and he wanted \$500 for it. That was perfect, because \$500 was all the money I had. Then, two days later, he told me that an Italian offered \$600 and left a \$100 deposit. I was furious. Because I was young and didn't know about deposits and things like that, I begged him to "invent" something because he had given me his word first. Then I waited for the Italian, and we had a big argument, as can only happen between an Italian and a Romanian.

After that I left with the car, and for a long time couldn't find any parts for it. Only about one or two years ago did I learn parts' names in English and started to know what I was looking for abroad.

I am now looking for the small parts between fender and grille; on which horn covers are mounted...."

COIN *cont. from page 4.*

manufacture the Model T in 1910 is considered a hallmark in the growth of industry in the United States.

S.587 calls for the minting of 500,000 commemorative coins made from 90-percent silver, weigh 26.73 grams, and have a diameter of 1.5 inches (38 mm). The design is supposed to "be emblematic of the Model T Ford and the assembly line." If passed, this commemorative will be sold in 2010. Sales of these coins will include a \$10 surcharge that will be shared with the Automobile National Heritage Area Partnership Inc. to create an educational endowment and The Edison Institute.

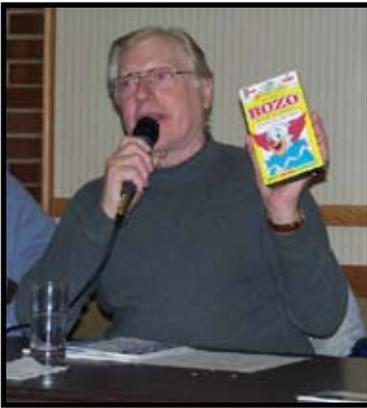
The bill was introduced on February 14, 2007 and has been referred to Senate Banking, Housing, and Urban Affairs.

March Show & Tell: Very Unique!

by
Harry McAuliffe

Bob Assenmacher showed us a first place trophy that he won at the 1982 Detroit Autorama. He also mentioned that the FMRCOA had a club display at the same show.

Tom Mehlose brought in a 1992 video of Bozo the Clown. Art Cervi, who was Detroit's very own Bozo for many years, explained the "business side" of being Bozo in those years.



Bozo & Bozo



Don Olsen showed us a silver medallion that was presented to Ford Motor for the design of the 1964 Mustang. The medallion was made by Tiffany Jewelers, and given to Don by a friend because he was a "car guy." We have no idea who originally owned it.

Karl Chase brought in the '32 Ford model pedal car that was on his



table at our dinner-dance in January. He reworked the undercarriage to lower it 1.5 inches and repainted it so it looks like a hot rod!

Cole Grandy displayed a collection of embroidered Ford patches.



These highlighted various Ford products and events from the 1930's to the 1970's.

Harry McAuliffe



FEATURE MEMBER *cont. from page 5.*

Deluxe Coupe. At the March meeting, Dave described how he recently acquired this beauty at an L.A. swap meet. The owner had purchased the car as is on ebay but decided the car wasn't what he wanted. Equipped with a Thickston intake manifold with two 97's and Edlebrock heads, it's just what Dave wanted. When the weather is just a bit too cool for the roadster P.U. Dave now has something to keep him warm and yet hot enough to enjoy the drive.

Dave crosses the country often to attend car shows, visit friends and pursue his automotive interest. His usual mode of transportation is, you guessed it, a car or at least on wheels. At the time of this interview in December, Dave had driven to Michigan to pick up his latest "wheeled" project, a 1971 BSA grafted onto a Harely Davidson service trike. It was in Autorama in 2006 and Dave acquired it because he thought it was interesting!

Unassuming Dave has received many awards and belongs to numerous car clubs and organizations. For example, he is a member of the Street Rodder Hall of Fame, an honorary member of the MHRA, and received the Brizio Family Award at the 56th Grand National Roadster Show in 2005. That award is given to a street rod and owner exemplifying the "drive 'em if you got 'em" spirit! That's Dave!

By the time this article appears, Dave will again have driven back and forth to attend this years Autorama and will have entered the '28 Ardun powered Model A Roadster pickup in the show as seen on page 1!

FEATURE VEHICLE *cont. from page 1*

back on the car, leaving it open where the wood had been. Tim found a wood grain supplier in Florida who was making the wood grain vinyl with the correct black planking line in it that Ford used from 1968 to 1978 on the full size squires. "It cost \$1,000 to buy enough to cover the Ford and allow for waste, and it cost \$250 to have it applied on the sides which was a deal. This is one job I never even thought of trying," said Tim.



Under the hoods lurks Ford power!

"When the fiberglass rails go out on the old Ford wagons, there is no place to buy them so I began to hunt for them. I go to all the shows, but never saw any until I found three of the fifteen I needed one day at Carlisle. The vendor wanted two

hundred each for the ones he had! I bought one short piece between the gas cap and the rear door just to see what one looked like and to say I owned one."

While visiting a show about two years later Tim walked into the center of the show and saw an assortment of tubes in the third booth. He knew these were used to ship the door rails for the wagons. Tim remarked, "My heart began to race. I approached the booth and there were the part numbers beginning with C9AZ! I could not believe it, there were about six or seven tubes. I calmed down a little when I saw they were mostly the same piece duplicated, but I still went to the money machine and bought all that he had. Later, I found the gas cap piece from a vendor in Boston. A vendor in Buffalo said he had the tailgate piece that I had never seen, but then he said he stepped on it and destroyed it! Finally Green sales in Cincinnati found the remaining five pieces that I needed. During all the years I searched I thought they were 1969-70 pieces, but I recently found out that the 1970 went to the new mounting system which made them different. I don't think I will ever do another squire."

Tim lives in Charlotte, North Carolina, and has towed cars to Baltimore from Florida and from Cincinnati -- through the mountains -- with **this** wagon! He picked up another full size wagon in Virginia and drove it to the 100th anniversary of Ford. Sometimes he stays in the "Hotel Squire" for distant shows! He hauls all his car parts home in the back or on the roof. The 390 just goes and goes. Tim exclaims, "I am glad I have a full size American station wagon from the wagon master Ford Motor Company!"



Tim & his wagon at FMRCOA Swap Meet in Belville.

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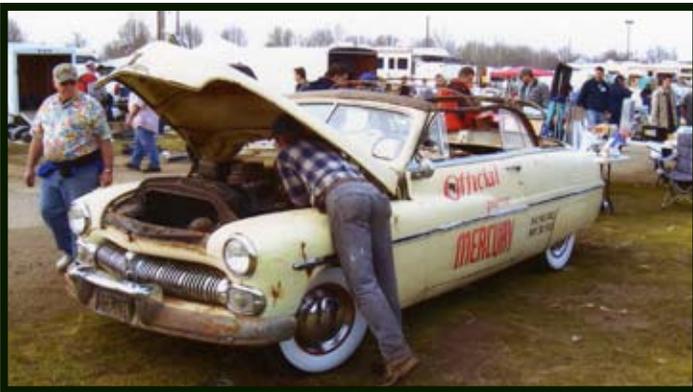
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The Continuing Adventures of the FMRC Roving Reporter: *The Turlock Swap Meet*

After getting a 1932 Ford “overload” at the Grand National Roadster Show, we decided to venture north in California to the Turlock Swap Meet. On the map it was only a couple inches, but in reality it was 332 miles from the Los Angeles area. Oh well, a swap meet is worth driving to...right! I had seen the ads for many years for this swap meet put on by the Modesto Model A club, but never realized what we were in for. Our first indication of a good meet was when we had to park almost a mile away upon arrival. The 15,000 parking spaces at the fairgrounds were in the words of Ernie Harwell: long gone!



Mercury convertible for sale in the \$25,000 range.

We walked to the main gate, paid the modest \$5 admission, and started looking in the nearly 3,000 swap spaces and 600 car corral spaces. All the native Californians were bundled up for the cool 72 degree weather; but to this Michigan native it was T-shirt weather! By the end of the first row our parts bags were already bulging as the good deals were everywhere.

I always figured that the prices in California were going to be out of this world, but actually we found the prices lower than most Michigan meets, and a whole lot less than Hershey. Rust free Model A fenders were in the \$100 range, with complete sedan bodies for under a grand. The photo on the next page shows a sampling of the sheet metal available...and it was all rust free! Even the cars were reasonably priced for the most part, with the Mercury convertible shown above being in the \$25,000 price range. It was rust free, and 100% complete. And, it was lettered as an official Indy pace car! 1932 Ford stuff was expensive, but that is everywhere.

One of the club members that runs this meet told me that it is a two day show held every year on the third weekend in January. They get roughly 40,000 people through the gate, and have 3,000 swap spaces and 600 car corral spaces. That is a pretty good income for a Model A club! Personally, I felt the meet was better than Hershey – particularly since the prices were reasonable, the selection of parts excellent, the people were helpful, and there was virtually nothing but original old car parts there. If you are ever in the central California area in late January, you owe it to yourself to visit this swap meet.

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Rust free sheet metal was reasonably priced.

The 2008 dates are: January 26 & 27, and the web site is: www.TurlockSwapMeet.com

Oh yes: we had to buy a couple extra suitcases for our return trip to put all the parts we bought into, and wondered what the inspectors at the X-ray machine in the airport thought when our suitcases went through inspection! Next month we traveled south and found yet another swap meet that same weekend! Stay tuned.....

Classified

March 2007

For Sale

- 9" carrier, open, like new. \$100. Jerry Worful: 313-271-2017 or 313-598-3118.
- Rear bumper for 1931 Model A; one set R12 freon full cylinder, 15lb \$400; R12 freon full cylinder 30 lb, \$800; 4 cyl S10 Chevy engine with auto trans \$300; industrial size metal break \$1200. Ray Crout. 313-291-7717.
- 289 CID cast iron intake manifold restored. \$100. Bob. 734-674-8403.
- 1957 Fordomatic transmission, 1953 Ford skirts, flathead water pump (rb), set of 4 14" wire Mustang hubcaps in good condition.. Hank. 810-231-3184.
- Still have 1951 chassis from convertible Dave Lukkari. 760-247 4282
- 60 gallon vertical tank air compressor very slightly used. 6.5 HP Coleman Powermate \$450. Phil Lyon. 734-422-0595
- 1947 Ford Pickup from South Dakota. Only surface rust. Partially disassembled with Chevy SB 350, THM 350, and posi rear. Also Vega steering box and Speedway Motors' front disc brakes. Not running. The old powertrain is included. \$3000 or best offer. Steve Rohde. 734-717-5444.
- 1990 Ford Mustang LX convertible. 25th anniversary 7up special edition. PS, PB, AC. Emerald green, white top, 5.0 HO engine with 5spd. New paint, top, shocks, tires brakes and engine rebuild 1200 miles. \$13000 OBO or trade for earlier Ford. Don Harris 734-522-4050 or dharris@twmi.rr.com .

Wanted

- 1957 air cleaner for a Fairlane. Laurel Gottlieb. 734-525-8445.
- !955/56 metal strip with rubber seal that goes behind rear bumper. Don Olson: 586-752-7919.
- 1936/39 wide bolt pattern wheels (2) wider than normal width for large tires (600x16). Dave Lukkari. 760-247-4282.

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February 2007

For Sale

- Model A generator, points & condenser for a 1949-53 V8, 4 speed Saginaw transmission for a SB Chevy, and a 5 Speed Dodge transmission for a Dakota 1988-92. Ray Crout. 313-291-7717.
- 41 Ford Commercial gas tank and 6 bolt sending unit. John Stasiewicz. 586-286-3265.
- Rebuilt 350 Chevy engine complete w/Holley & adapter to Ford trans. \$1200. Mike Hilber. 248-651-0437.
- 1951 Ford-A-Matic trans. ID# PAR-7975-A W4 A 166. \$300. Hank. 810-231-3184.
- (4) '46-'47-'48 Mercury 15" wheels. May fit '41-'42 Mercury. Use on '40-'48 Fords and run modern tires. Good condition. Wheels have old tires on them. You pick up in Westland, MI. \$100. Jim Ullery. 734-729-3284.
- '49-'51 Ford NOS LH (driver's side) fender. Correct service fender for all 3 years. No parking light or side ornament holes. You make your own holes as required. Original red oxide primer and ink stamped part number (OA-16006-D) on inside of fender. Excellent condition. \$600 firm. You pick up in Westland, MI. \$100. Jim Ullery. 734-729-3284.
- Home for sale in Shelby Township with HUGE 1100 sq. ft. garage, attached & heated. Home is 2004 sq. ft., pristine with all updated rooms. Great schools, close to shopping and entertainment, located on a private court. I am building and must sell. Asking price is well below the improvement value. \$279,000. Call for details. 586-254-2941.
- 1983 Mercury Grand Marquis LS. Excellent condition. Excellent interior. Exterior, no rust. Original owner. 56,000 original miles. Loaded with options. 4 door sedan. Vinyl roof. \$3500. 989-792-2705. (Paid ad.)
- **Huge garage & basement sale for FMRCOA members.** Jim Bernadic's collection of tools, parts, and literature including welders, engines, etc. Also bids will be taken on a 1976 Cadillac Coupe DeVille with 35k miles, a 1946 Ford street rod, and a 2000 S10 pickup. Furniture, appliances, etc. will also be sold. March 28-30 9AM to 3PM at 354 W. Wattles Rd. in Troy. Geri Bernadic 561-312-8863.

Wanted

- Flathead Ford speed equipment. 1940 Ford V8 60 engine & speed equipment for same. Harry McAuliffe. 313-534-5974.
- Flathead Ford speed equipment. Stasiewicz. 586-286-3265.
- 8 inch Ford rear end 330-370 gear ratio. Lynn Goodwin 248-684-0984.
- Quarter panel front molding for 1959 Ford custom 300 2dr or Ranchero Part# 29076 right & left. Also 83-88 S 10 T5 5 speed trans. Gary Sharkas 734-525-3652.
- AM-FM radio for a 1964 Falcon. Jerry Laho. 734-637-0280.



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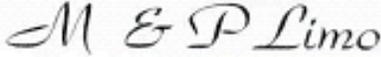


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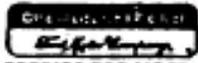


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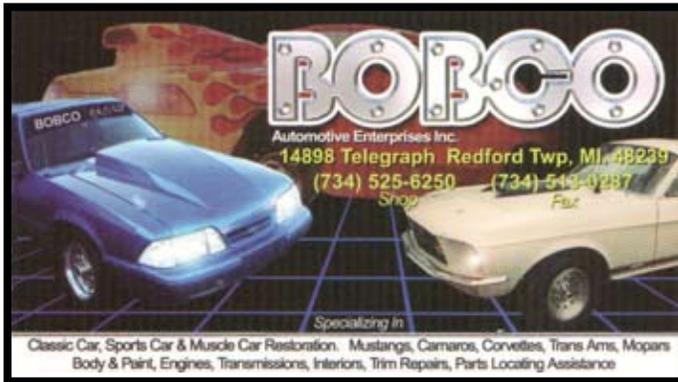
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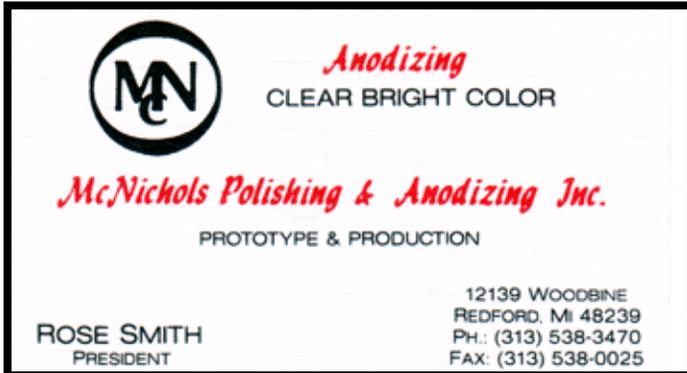
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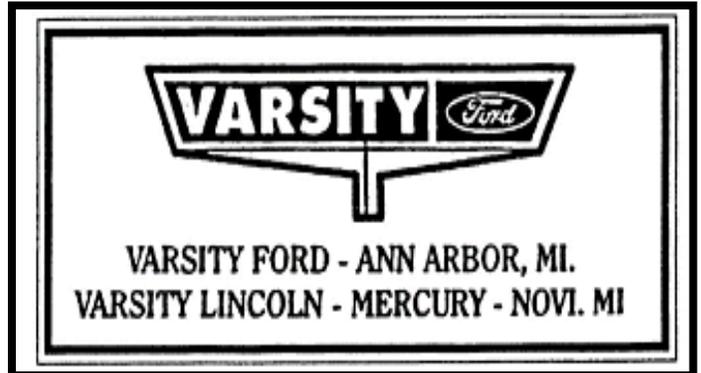
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