

THE ROTUNDA TIMES

Volume 4 No. 2 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America February 2008

Feature Vehicle: 1940 Ford Convertible owned by Simon Hachigian



“My first old car was a 1923 Ford Model T Touring Car that I bought in Wisconsin in 1948,” remarked Simon Hachigian as we chatted. “However, it was a little hard to drive so I sold it and bought a 1931 Model A Roadster. After I got caught in the rain and had to put up the side curtains, I decided to get a car with roll up windows and sold the Model A,” he continued.

About 10 years ago Simon went to Auburn, Indiana to purchase a Nash Metro Convertible (with roll up windows!) that he had seen advertised – but the deal fell through. At the same time another



Simon with his beautiful Ford.

Continued on page 6.

FMRCOA Sponsors Relay for Life



FMRCOA's car show at the 2007 Relay in Dearborn.

Each year, across the nation, one event brings together entire communities to take part in the fight against cancer. That event is the American Cancer Society's Relay For Life. It's a time and place where people come to celebrate those who have survived cancer, remember those we've lost, and fight back against a disease that takes too much from too many.

Since 2006 our Club has contributed to the Dearborn Relay, and held a car show at the event. This year the Board decided to become an official sponsor. In fact, at the kickoff meeting on February 5, we were acknowledged as the only “early-bird” sponsor.

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Postcards from the Past by Lou Ironside



Ford Motor Company of Canada, circa 1910.

Continued on page 11.

The Rotunda Times



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The FMRCOA 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:

FMRCOA Membership Secretary
P.O. Box 2938
Dearborn MI 48123

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



FMRCOA

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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 Simon Hachigian for providing the Feature Vehicle material; and to our **entire** team of Staff Contributors for providing articles for this newsletter! In addition, I'd like to thank Jim Ullery and Ed Goff for providing some interesting photos, and Tom Dingman for his article about eBay. Tom and I belong to a Corvette Club together.

As you can see in this newsletter, our Club is now a sponsor of the American Cancer Society's Relay For Life of Dearborn. Please help support our car show at the event.

Please do let me know what you'd like to see in the Times and 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

February 2008

First, I'd like to express condolences on behalf of the Club to the Lothringer family on the passing of Larry on February 4. We certainly will miss him.

January was a rather cold month and, with so much happening, we were not able to get in a garage tour. So we'll count the Dinner Dance as our event! Thanks to a lot of you we have been getting a many ideas about places that you've visited for potential tours. Some are not car related but sure look interesting!

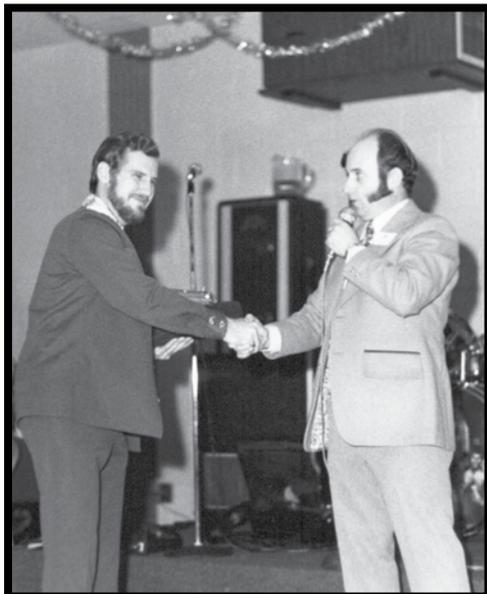
Hopefully, we'll still be able to have 2-3 different places to visit on each outing. On February 23rd we will have a tour to the Commerce/ Union Lake area.

Other events in the "Board's" plans for the year include the Club Picnic and an Overnighter during the Labor Day weekend. More details will follow soon.

On behalf of the Board, thanks for your support and keep those ideas coming!

**Art Cervi,
President**

A Blast from the Past!



Bob Guetschow (r) presents Jim Ullery (l) with the 1975 Generator Award on January 10, 1976.

WELCOME NEW AND RETURNING MEMBERS

John & Sharon James

27945 W. 14 Mile Rd.
Farmington Hills, Mi. 48334
248-539-0964

jjames@jamesgroup.com

*1956 Ford Thunderbird,
1956 Lincoln Continental Mark II
1986 Ford Crown Victoria
1965 Ford LTD*

Dale Levasser

4070 Rahalee Lk. Rd.
Holly, Mi. 48442
248-535-3904

TwoGalaxies@juno.com

*1963 Ford Galaxie
1966 Ford Fairlane GTA
1969 Ford Mustang Mach I
1969 Ford XL GT*

Debra Levasser

4070 Rahalee Lk. Rd.
Holly, Mi. 48442
248-535-3904

TwoGalaxies@juno.com

*1966 Ford Fairlane DHTP,
1967 Ford Fairlane Conv.*

Alex & Patricia Mackenzie

2504 Geofry
Warren, Mi. 48092
585-751-4359

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





2008 FMRC Meetings & Events Calendar

Below is the *tentative* table of meetings & events for 2008. 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 5	Club Meeting
March 7-9	Autorama
March	Garage Tour TBA
April 2	Club Meeting
April	Garage Tour TBA
May 7	Club Meeting
May 3-4	ACS Relay for Life Car Show
May 26	Memorial Day Parade
May 31	Choral Connection at Washtenaw Community College
June 4	Club Meeting
June 8	Carnival of Cars
June 8	Wilson Barn Show
June 8	Crosspointe Cruise In
June 15-15	Motor Muster
June TBA	Downriver Cruise
July 2	Club Meeting
July 11	Rolling Sculptures Car Show Ann Arbor
July 19-20	FMRCOA Swap Meet and Car Show
July	Club Picnic TBA
July 26-27	Telegraph Cruise
August 6	Club Meeting
August	Dearborn Homecoming TBA
August 16	Woodward Dream Cruise
Sept.	Overnighter TBA
Sept. 3	Club Meeting
Sept. 5-7	Frankenmuth Auto Fest
Oct. 1	Club Meeting
Oct.	Color Tour - TBA
Nov. 5	Club Meeting
Dec. 3	Club Meeting
Dec. 8	Christmas Walk-Greenfield Village

ROLLING SCULPTURE CAR SHOW NEEDS VOLUNTEERS



JULY 11, 2008 - 2-10 pm

The 14th Annual “Rolling Sculpture Car Show” will be held in downtown Ann Arbor on July 11 from 2-10 pm. This top-quality show features more than 400 exotic, antique, classic, concept cars. In addition there will be educational and race car demonstrations, and awards presented to participants.



Larry Miller with his exquisite 1957 Ford at the 2007 Rolling Sculpture Car Show.

A number of FMRCOA Club Members have participated in this show over the past several years, and some have helped out as volunteers. This year more volunteers are needed. Volunteers typically work at least one two hour “shift” between 12 PM and 11 PM. **To volunteer, please contact Ellie Serras at 734-668-7112x26 or eserras@ameritech.net.**

For a vehicle registration application, email info@mainstreetannarbor.org, call Bob Elton 734-663-1020, or call MSAA at 734-668-7112 X 26. There is a non-refundable pre-registration fee of \$15.00 or \$20 the day of the show.

Also, please let Steve Rohde know if you plan to attend/volunteer so we can get together at the show!

For additional information, please see <http://mainstreetannarbor.org/newsdetail.asp?id=20>.

Fifth Annual Crosspointe Cruise In on June 8th

Phil Lyon is again running a FREE car show for his church at Thirteen Mile and Meadowbrook Roads.

There will be FREE refreshments, goody bags, and prizes. This year Phil may have “senior” church ladies do the judging!

Most of the participants will be from the Ford and Mercury Restorers Club, the Early V8 Club, and the Klassic Haulers Club.

You will only need to be there from about 11:30 AM until around 3:00 PM. Phil needs to know who will attend ahead of time so he can plan the food, etc. His numbers are 248-669-5549 (h) or 734-578-6223 (c) or email him at pjlyon39@att.net.

THE ENGINE RUNS!

BY
BILL GIPPERICH

Recently I was telling someone how each time that I previously have joined a car club I didn't have a car that ran. I would let my membership lapse before I got the car running, and didn't go back to the club when the car was finished.

Last November was this first time in decades that my '46 flathead came to life, and this time in my '29 Model A roadster. I am more confident than ever that this year I will, for the first time, have an operable car and belong to not just one -- but two car clubs at the



I wonder why these guys are smiling?

same time!

Fellow club members, Phil Lyon, Mike Fontana, Gene Johnson, Dick Monroe and Ed Goff (the usual suspects), came together at my garage to deck the body on the chassis and get the engine started.

After the obligatory coffee and doughnuts, I outlined the tasks which needed to be completed that day on a white board which helped to avoid confusion and let each one of us know what needed to be completed so that the engine could be started. We lifted the body off of its mobile stand and onto the awaiting chassis.

The tasks went like clockwork. Without any further discussion, the radiator was installed and filled, the fan belt adjusted, the battery connected, the ignition wires strung over the firewall, and a temporary fuel supply jury rigged in place.

We first cranked the engine over without plugs to bring up the oil pressure. On the first turn of the starter with ignition on it fired once signaling to me that it was going to run. With Dick as the throttle man, and my thumb on the starter button the engine finally came to life and ran for an extended period of time.

The carburetor had some issues and we were going through the small tank of gas pretty quickly. Each time the fuel began to run out the mixture would lean out and the engine would sound much healthier. All of our efforts to make adjustments couldn't overcome the over rich condition. I didn't care, my engine was running! I would soon work through the remaining tasks and this year I knew I would drive my car for the first time ever...

(Editor's note: Those of you that would like to see Bill's engine run, please go to <http://www.youtube.com/watch?v=W5rKxa88tEw> and see the video that Bill put online!)

In Memoriam

Lawrence Lee Lothringer

Club Member Larry Lothringer died February 4, 2008 at Applewood Nursing Care Center in Woodhaven. He was 86 years old and was buried with Military honors on Friday, February 8.

Born March 25, 1921, in San Antonio, Texas, Larry was the son of Bernard & Agnes (Lee) Lothringer. He married Pauline Gilbert on May 11, 1945. She preceded him in death on March 9, 1986.

A Heavy Equipment Mechanic, Larry worked at Acme Equipment for over 20 years, retiring in 1976.

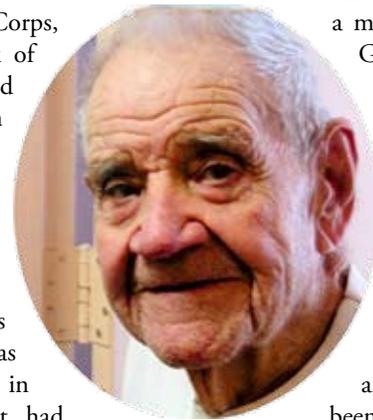
Larry was a World War II veteran of the Army Air Corps, a member of the VFW Rock of Gibraltar Post and the American Legion in Trenton.

Phil Lyon remembers some stories that Larry used to tell of his days in the Army in North Africa. Hewas part of a team that went in and recovered aircraft that had been downed for one reason or another.

According to his old buddy and fellow Club Member Jim Chapp, Larry was able to "stretch the truth a little" in order to make a good story; and he had plenty of them. One was that a Lockheed Lightning (P-38) had made an emergency landing in the desert. Larry repaired it, dug it out of the sand, and it was able to take off and fly it back to the base!

Larry is survived by a son John (Lisa) Lothringer of Carleton, two daughters; Cheryl (Bob) Forry of Manistique, MI and Alyce Salinas of Flat Rock. He is also survived by seven grandchildren: Robert (Holly), Jeffrey, Katie (Cam), Cheryl (Paul), Jeny (Branko), Joshua and John; as well a great granddaughter Lilah. In addition to his wife and parents, Larry was preceded in death by a son, Larry Lothringer Jr., and two brothers, Walter Lothringer and Junior Lothringer.

Larry was a Club Member since 1983. He usually had a smile on his face and drove an old pickup truck. "Not only would Larry offer you a beer when you walked past his swap space, but he would pop it open for you and not give you a choice! He was a truly great old Ford guy, and wherever he goes, I hope they have an old tan 35 coupe for him to drive!" remembers Phil Lyon fondly.



FEATURE VEHICLE *cont. from page 1*

person bought a 1940 Ford convertible and decided that he didn't want it. Simon became the proud owner of that convertible!

The 40 Ford was in perfect condition except that it was hard to start leading Simon to suspect that it needed rings and a valve job. However, after he pulled the engine and gave it to Club Member John Price to rebuild, John found that the block was cracked and located a replacement block. With the rebuilt engine and a new clutch, the car runs like a "charm."

Simon, who is 84 years old, was born and raised on the west side of Detroit. He graduated high school in 1942 and spent a short amount of time in the Navy. In 1947 he got married and started working for Detroit Edison as a Stationary Engineer. Simon worked in the Central Heating Department which was responsible for heating many of the buildings on Woodward near Jefferson. He retired from Detroit Edison in 1987 after 40 years.

Simon has two daughters and a son. One daughter is married to Vartan Kupelian, the Detroit News' golf writer and columnist (<http://info.detroitnews.com/golf/golfcolumns/vartan/archive.cfm>). He also has two grandchildren and two great-grandchildren.

Besides his 1940 Ford, Simon also finally acquired a 1962 Nash Metro Convertible in the past several years.

Simon participates in many car shows and parades. These include the Fort Street and Telegraph Cruises; and Dearborn, Dearborn Heights, Canton, Kalamazoo, and Wyandotte Park events. He has even participated in car shows in Canada!

One thing that amazed me was how busy Simon is as a retiree (although I can identify with this). One day a week he drives a bus for seniors in Dearborn, he delivers Meals on Wheels, ushers for the Detroit Symphony, and plays Euchre regularly. Simon also was a Shriner for almost 50 years.

Simon has been a Club Member since 2001. "I do enjoy the Club and the people in it," Simon remarked at the conclusion of our interview.

RELAY *cont. from page 1*

Thanks in part to the donations from the Relay For Life and other events, the American Cancer Society is saving lives, helping those touched by cancer, and empowering people to fight this disease all over the world and right here in Dearborn.

The Dearborn community is holding its 10th Relay this year. In 2007 that Relay raised \$119,358, registered 38 teams, celebrated 71 survivors including Jerry Worful's mother, and received much recognition from the American Cancer Society.

The Dearborn event will take place on May 3-4, 2008 from 10 a.m.-10 a.m. at a new, more visible location: the Ford Community & Performing Arts Center on Michigan Avenue. We are again planning a car show on Saturday May 3 and would appreciate Member participation. For additional information please contact Steve Rohde (steve@quantumsignal.com) or see http://main.acsevents.org/site/TR/RelayForLife/RelayForLifeGreatLakesDivision?pg=entry&fr_id=4462.



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:

PHIL LYON

pjlyon39@att.net

ROTUNDA TIMES

2002 Hopkins Drive

Wixom, Mi. 48393

734.578.6223

or

STEVE ROHDE

steve@quantumsignal.com

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1955 Bateson Ct.

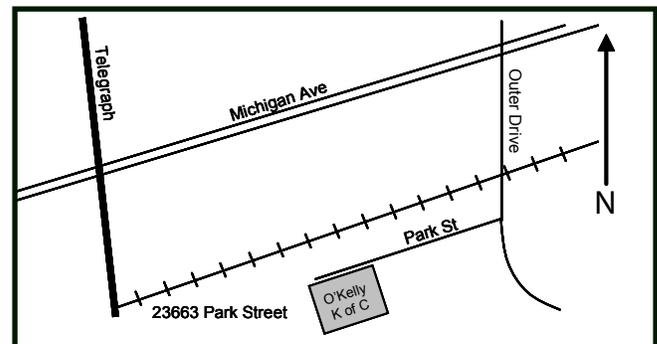
Ann Arbor, Mi. 48105

734.717.5444

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

A slow, rather typical month Dues continue to come in.

Steve Rohde, Treasurer



February 2008 FMRCOA Meeting Minutes February 6, 2008

New President Art Cervi began our meeting at 7:15 as the last few souls who braved the big snowstorm straggled in. We even had a few guests who came and signed our guestbook for us as Hank Dawson takes care of that duty for us faithfully! They were Larry Waligora, who expressed an interest in Ford tractors as well as cars. Tim Pusilo, John James, and Matt Saylor (Brian Saylor's son) were



Only 54 Members in attendance because of the weather.

the other guests. John owns a 1965 Ford LTD and Tim has a 1969 Mercury Cougar.

The January minutes were approved and a Treasurer's report was given by Steve, but due to his extensive travel, it was only an approximate one. Steve announced that the Club is not only a contributor to the Relay for Life, but now we are a sponsor. (See page 1.) Of course that supports breast and other cancer research, a good cause.

Art assured us that swap meet plans are all intact and encouraged us all to make early plans to attend and work our "tour of duty" (or more if possible). The food vendor will be the same as last year.

Thanks to Bob Guetschow's perseverance and many phone calls, there are only a very few Members who have not renewed their membership for the new year.

After much discussion and advice Mike Fontana has finalized plans for the swap meet T-shirt, and they will go to press early to act as advertisement for the meet. The more we wear them to cruises and such, the more our visibility.

Mike announced a garage crawl to Motor City Steel, a restoration facility, and Chi-Town Union Station, America's largest "O" scale model railroad.

Brian Kuta did our head count and there were only 54 people who showed up which is about half of our normal attendance.

There was some discussion of some questionable hits on our web site.

New business included a decision by the club not to spend \$750 to have a membership booth at Autorama, but Mark Hamilton will display our new sign with his car.

Bob Guetschow arrived after a long drive in the snow, and announced that he had driven the farthest to the meeting. That claim was challenged by Roger Hodyka. This may call for a measurement!

The R&M auction may be a three day affair this year, but Art seems to think the actual auction will take place on Saturday and Sunday as usual.

Jerry Worful brought us up to date on the restoration of a 1937 LaFrance fire engine that is being restored for the funerals of firemen who are killed while on duty.

There was some good car talk and Show & Tell which was enhanced by Bill Tymoszyk from his wealth of knowledge.

Art told a joke with the promise of another one next month, which led to a timely motion for adjournment.

Phil Lyon, Secretary



Terry Worful hard at work at the membership table.

Some Tips on Ford FE Big Blocks by Brian Kuta

The Ford FE engine was a Ford V8 engine used in vehicles sold in the North American market between 1958 and 1976. It was intended to fill the need for a medium-range displacement engine in Ford's lineup of available V8's created at the demise of the Lincoln Y-block V8 engine (317, 341, 368 cubic inches and truck sizes 279, 302, 332 cubic inches).

Some claim "FE" is an acronym for 'Ford-Edsel', while others insist the name meant simply 'Ford Engine'. A careful search of the FoMoCo Engineering archives by currently employed engineers shows that the earliest references to the engine group made reference to 'Ford/Edsel and very soon that was shortened to F/E. Ultimately the designation was simplified to FE. Another engine family, the MEL,

stood for “Mercury-Edsel-Lincoln”.

Since there are quite a few FE engines in our club, and I have owned quite a few, I thought I would talk about some things I have learned that may help our club members in the never ending quest for maximum performance and fuel economy. I personally do not place ‘specialty’ cars very high on my priority list of fuel economy importance, because they rarely bite into an owner’s pocket book very deeply, as they are not usually driven many miles annually. Just so you know that I am familiar with these engines, I have owned a 1961 Ford Galaxy convert 390/375 (hipo), a 1967 Ford Galaxy 500 2 dr. ht 390/315, a 1957 Ford Fairlane 390/315 (first transplant), and several others. It seems that everything has to breathe, be it us or our car engines. The FE’s first came in to our lives in 1958 with the short lived 332 cid (cubic inch displacement), that soon became 352 cid. The 390 was introduced in 1961, and they went on from there to become 360’s, 406’s, 427’s and 428’s. The 332, 406, 427 and 428 cid engines had a relatively short lifespan. The longer living FE’s was the 352 that was discontinued in 1967. The 360’s and 390’s came to their end in 1977, to be replaced by 351’s and 400’s of entirely different block designs.

No doubt the most common FE found in our ‘specialty’ cars would be the 390, and it had two major breathing issues that limited its potential; that being that it was plugged at both ends. The usual two barrel carburetors seriously limited what that engine could ingest, and the stock exhaust manifolds were very shallow, and therefore not well contoured to the flow of gases exiting the combustion chambers. To put on a bigger carburetor is totally useless unless you can expel those burnt gases. Because of the poorly designed exhaust manifolds, those engines had a tendency to not evacuate the burnt gases very well, causing the cylinders to run hot, and therefore shortening the lifespan of the engine by way of ‘toasted’ valves.

Another major reason that those engines burnt up valves around 40,000 miles, was the incorrect air/fuel ratio supplied to the engine via the main metering system in those stock carburetors. Lean burning cylinders because of the carburetion, and too hot gases being retained in those combustion chambers, seriously limited performance, mileage and the longevity of those engines.

As with many other engines, there are quite a few fixes but, I intend to just stick with the biggest bang for the buck in my “Brian’s Tips” writings. To make those engines really wake up and run right, I would strongly suggest headers and a decent four barrel carburetor. If you do not intend to use headers, dual exhausts are a must, and that engine would need at least 2” tubing, preferably mandrel (no neck downs) bent tubing. If you are against installing a good aftermarket intake, then use at least a four barrel intake to allow the use of a 600 CFM Holley four barrel carburetor.

Remember, for those of you that consider fuel economy to be of paramount importance, those front two barrels that the engine normally runs on during regular driving conditions are smaller than the stock two barrel carburetor. Therefore, the fuel will atomize better, and better gas mileage is possible, provided you keep your ‘lead foot’ out of that carburetor.

Lastly, and as usual, if you have further interest in my article, or would have the interest in more changes, I can be contact at the phone number or email address that I provide for that purpose.

(Please see <http://www.answers.com/topic/ford-fe-engine> for more information on the FE engines.)



1966 352 FE engine in a Mustang.

Meet the New Members by Terry Worful



John James



I’m John James. I was born on September 7, 1941 in Starkville, MS. I am CEO of the James Group International.

My first car was a 1965 Ford Galaxie 500 LTD.

I started collecting cars in 1973 with a 1947 Chrysler Town & Country. My other hobby is fishing.

If I could have another car other than a Ford it would be a 1941 Packard which tops the list of my must have cars! (I already own the other three.)

I work on my own cars.

I joined FMRCOA to share information

Larry Wolohon



I’m Larry Wolohon. I was born on August 28, 1949 in Denver, CO. I’m a retired Design Engineer for Ford.

My first car was a 1965 Mercury. I don’t have a collector car yet but I’m looking. I have other hobbies (but I’m keeping them secret).

If I could have any other car it would be a Corvette, because I just like them.

I do some work on my own cars. I joined the FMRCOA to learn more about old Fords and possibly acquire one.

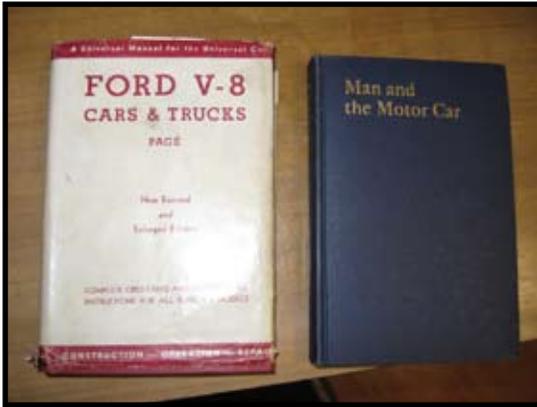
The Rotunda Times

February Show & Tell: A Bad Weather Version

by
Bill Timoszyk

Our February meeting brought out a few members in the snow storm with a few pieces for Show and Tell.

Mark Sapiens brought in some paper goods that covered Fords for a few decades. First was Page's book on the flathead Ford V-8 which is



Some "classics" brought in by Mark Sapiens.

a real bible for working on the 1930's Fords. Next were some good black and white photos of Ford NASCAR racers in the 50's and 60's. He also brought in the 1936 edition of "Man and the Motorcar" published by the State of Michigan. This was a teaching aid on how to get a drivers license.



NASCAR photos from the 50's & 60's.

George Patrick brought in an old PR photo from 1934 showing the Detroit Tiger manager Mickey Cochrane taking delivery of his 1934 Ford.



Mickey Cochrane receives his new 1934 Ford.

Resident toy expert Cole Grandy brought small metal Ford like toys from the 1970's.

See you next month with better weather we hope!



More toys from Cole Grandy!



Bill presents Art with another "Bozo-esque" picture!

Wayne County **F A I R** Assn., Inc.

Frank Rochowiak
President

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Read Your eBay Mail Using "My eBay" by Tom Dingman

A recent experience with a major on line auction site (yes, eBay) led to this article. It's a warning to all.

My neighbor Bob owns a small, but nice low mileage 1967 Honda Scrambler. I agreed to mix it in with a few parts I was selling on eBay. I've never had the kind of responses, e-mails and "watchers" this little Honda generated! In fact, it attracted too much attention. Why?

I've never had a bidder CLAIM someone else bid for him, causing eBay to kill the auction (No Sale.) Within one minute of the auction, I started getting "phishing" (fishing for id) e-mails. The first message looked a lot like a normal paypal mailing. It stated that I should "Get details by clicking here". However, this didn't come from eBay or Paypal!

Don't take the next step! Learn to recognize the fake messages! Sadly, this is a common method the bad guys use to get you to sign on. You end up on websites that only look like eBay, PayPal, or even your banking site. At the fake site, they can record your password, sign on and collect your credit card number and identity.

Rule Number One. Avoid "logging on" by clicking inside anybody's e-mail. Make it a rule to review such messages from inside of eBay, not with MS Outlook, AOL, Yahoo, or the like. You may have already seen one that didn't actually come from eBay. It did not appear in "your messages" inside eBay. Many eBay pages, and sometimes even the bad guys' e-mails, include a bunch of links with advice on this subject.

Looking at the links inside of messages, learn to recognize the true secure sign in address vs. one slightly different. For example, <https://signin.ebay.com...> is not the same as

<http://signin.ebay.com...> (Second one is the fake.) eBay has volumes of training pages with other examples like this.

The same rules apply to stuff that appears to come from your bank. If you get one, call the bank (not using the number in the e-mail) or log on to your banking site in the usual way, NOT from the e-mail. If your bank actually sends such e-mails, change your bank... or at least ignore Internet banking all together.

I spoke with a heavy seller of Corvette parts who actually uses his name as his eBay ID. He says he gets three to four "phishing" messages per month. He does not bother to change his ID like I did. He (and I) always forward the messages back to spoofofebay.com or spoofofpaypal.com. You will get mostly automated replies, but at least you might assist in the capture of some of the bad guys.

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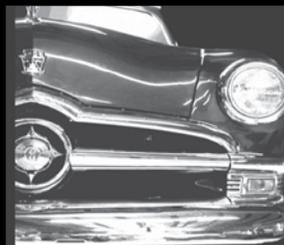
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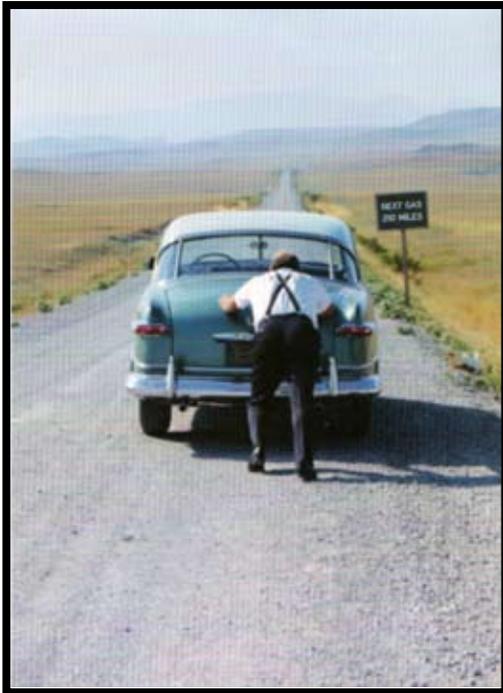


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Front of birthday card given to Ed Goff by Larry Miller. Is that Ed pushing the '51?

POSTCARDS *cont. from page 1*

This month our vintage postcard is from the early Model "T" era, and shows the "Branch and service station of Ford Motor Company of Canada, Limited, London Ontario." If you look closely, the cars in the postcard have brass radiators and white tires, so this would indicate that it is probably from the 1910 time period. But, like most postcards, they were sold for many years after originally printed. This card was never used or mailed, so there is no postmark to help date it. I wonder if the building still exists...and what is it used for now?

The FMRCOA Roving Reporter:

As a swap meet "junkie", I need to get a regular fix of rusty or greasy old car parts. Well, this past month provided several opportunities, and all proved to be worthwhile. On January 20th, the annual swap meet in Jackson Michigan at the fairgrounds found us hitting the snow covered highways in the early morning darkness for a small, but always interesting meet. I have been attending this meet since 1965, and always find a few nice items for the current project. What I enjoy about this meet is that many of the vendors are from the local car club and this is the one meet a year they sell at. As in years past, everyone in our car found a few nice items, and enjoyed the meet.

The following weekend was the meet in Saginaw, Michigan put on by the local Model A Club. If you are looking for any Model A parts, then this is a great meet. Again, many of the vendors are

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from the local club, and this is the only meet they sell at. The meet is held at a Cadillac & GMC dealership, and it is pretty obvious that the owner is a car buff as the waiting room and lounge have old gas pumps and Sinclair signage everywhere. My wife always attends this meet with me, as there are several excellent antique malls in the Saginaw / Bay City area. So, if you can't spend all your money at the swap meet, there are other places that will gladly accept it. I should mention that the Bay City antique malls have quite a few car parts and related items, so between the wife and I, we rarely leave with a full wallet.

Finally, the weekend of February 2nd and 3rd was the annual Kalamazoo, held at the Kalamazoo fairgrounds. Again, this is a meet I have attended since the mid 1960's, and basically nothing has changed....it is still very crowded, but with lots of good parts available. As usual the largest of the rooms is jammed with people and it is very difficult to move. In all there are five rooms, with three large and two quite small. There are also a few brave outside vendors, but with the always cold weather, they are usually too cold to speak! One thing which was unusual this year was that there were empty tables...it could have been the weather, as this meet is always a sell-out. There are a few of the large commercial vendors, but again, many are locals who sell once a year, and often some great deals can be found. Again, there were some excellent deals to be had, and everyone in my group went home with needed items.

Three swap meets in three weeks....it just doesn't get any better!!

Classified

February 2008

For Sale

- Parting out 1991 Mustang convertible – excellent running 5.0 liter V8 high output engine, Jasper rebuilt transmission, power top, power windows, lots of parts, call for your needs. Don Beers. 989-883-2341.
- 1964 Galaxie XL 500 2 dr hardtop 289 auto, bad trunk floor and rockers, good car for tubing or low rider where you would cut out floor for hydraulics Cole Grandy. 810-735-1671.
- 1949 (8BA) ford crankshaft 10 under fresh cut \$100 Gene Johnson 734-261-8334.
- 4 Goodyear Wrangler tires 31 x 15 lt 2 are on 14"x 115 rims. \$100 Roger Hodyka. 517-282-4838.
- Misc. flathead parts, LaSalle transmission, best offer Mike 313-561-1251.
- 1931 Model A 2 door Briggs body, excellent condition, hydraulic brakes, leather interior, 2006 Cobo Hall winner, 35,000 miles. Ray Crout. 313-291-7717
- Car brochures from 1970-2002 priced reasonably. Hank Dawson. 810-231-3184
- One pair of Unity roof mounted 6 volt spot lights \$35 Gary Holmstrom. 313-277-3475
- 1987 Ford Ranger no rust, short bed, no engine or transmission,

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The Rotunda Times

was set up for 302 \$1000 OBO. 1968 302 available for \$250. Roger Hodyka. 517-282-4738

- 351 Cleveland w C4 trans. \$500. 4.6 L Ford engineering engine. \$300. Steve Wolsh. 734-284-6772.
- Trifold cover for F150 shortbed pickup truck. Make offer. Call Phil Lyon for info at 734-578-6223.

Wanted

- Ford Life magazines Vol. 1 #1,2,3,4 Vol.3 #2,3,4 Rodder's Journal #1,2,3,4, 5,6,7,8 Cole Grandy. 810-735-1671.
- 1969 Galaxie 500 drivers side front fender and door, passengers front fender and door. If you have any or all parts call Chuck at 248-879-9406
- Gear shift knob , white, flat type that has day molded in the top. Ford gear shift knob San Francisco 1939 New York 1939 World Fair call Herb at 734-285-2240.
- 1949-1954- Mercury 1958- 1960 T- bird 1968-1970 Mustang 1968 -1970 Cougar Jonn Szwest 248-344-2957 or johnszwest@aol.com.
- Offset generator mounting bracket for flathead V8. Call Bill Gipperich at 586-826-8813.
- 1936-37-38-39 Ford artillery wheels Bill. 734-421-2076.
- 1989 Mustang GT rear hatch , front cover, hood, John Walker. 313-702-5688.

Classified

January 2008

For Sale

- Restored 1928 Chrysler 4 door 6 cylinder \$15,500 OBO. Peter Van Vrouwerff 1-519-738-4516.
- 1966 Mercury Parklane convertible lots of new parts asking \$15,500. Hank Dawson. 810-231-3184.
- 1942-48 Ford convertible rear window frame and glass kit from Le Baron Bonney new never used \$120. Bill Large. 586-677-4790.
- A couple of nice "wheelie bars" for 1965/66 Mustang or Falcon Sprint \$10. Grant Beard. Novi 248-305-8031.
- Michelin 245/70 x 16 new on rim \$35 gas T 60# gas 30# OG with cart \$100. Ray Crout. 313-291-7717.

Wanted

- Holley Model 92 and Stromberg 81 carburetors for V8 60 motors complete or parts. Harry McAuliffe. 313-534-5974.
- 1953 Ford wheel covers. Jerry. 1-248-544-3711.
- 1949 right side (key side) trunk handle. Vic Hollingshead. 248-474-4356
- Any police equipment 1960's or early 1970's. Scott. 734-770-8519.
- 1937 Buick front wheel spindle. Any condition. Steve Rohde. 734-717-5444.
- A multi-carb Y8 intake manifold. Any & all considered including (3) 2's, (2) 4's, etc. Call Bill Krueger at 248-348-1768.



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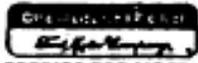


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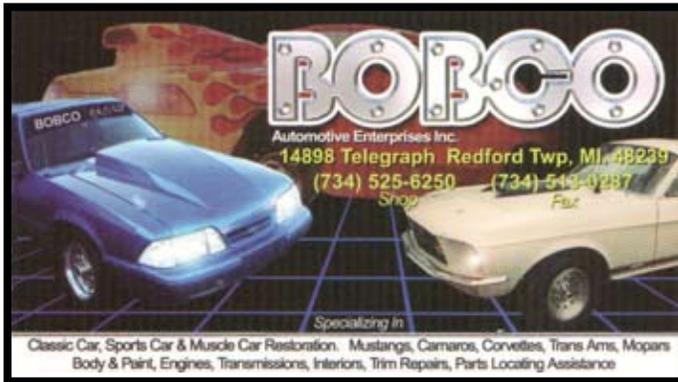
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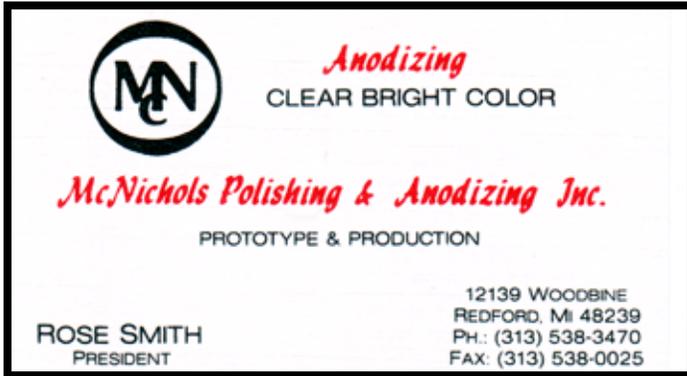
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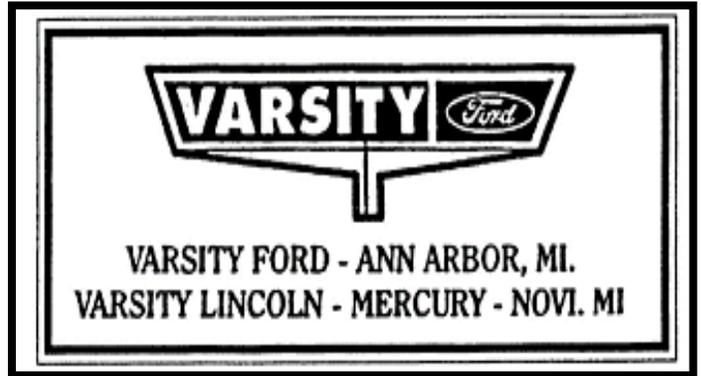
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