



Volume 4 No. 1 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America January 2008

**Feature Vehicle:
1955 Ford Crown Victoria
owned by
Jim Dalian**



“I had just finished a five year down to the last bolt show car restoration of a 29 Ford town sedan and I realized that this car was not fun to drive,” remarked Jim Dalian. He indicated that the brakes were not meant for today’s traffic and that he “did not want to get caught in the rain and dirty up the car’s bottom because it was a pain to clean.” Jim decided that he wanted to get a car that he could relax in and enjoy driving: a car from the 40’s or 50’s.

Jim worked at Ford Motor Body Engineering at that time with other Club members including Gary Jean, Pat Stanecki and Roy Nasewiz.



Jim’s car on display in the Henry Ford Museum.

Continued on page 6.

Annual Dinner-Dance a Hit!



Bob and Art present Terry Worful with the Generator Award.

“What a great event,” remarked many FMRCOA members and guests as I roamed the party with my camcorder. Indeed it was -- thanks to Art and Suzanne Cervi and their son and daughter-in-law, Jon and Michelle, who organized the entire dinner dance!

About 165 people attended the almost six hour event held at the **St. Mary Cultural Center** in Livonia. We started partying at about 6 PM with hordeurves and cocktails. This provided members and their significant others the opportunity to mingle and “catch-up.”

Continued on page 4.

**Postcards from the Past
by
Lou Ironside**



Globe in the Ford Rotunda.

Continued on page 9.

The Rotunda Times



The Rotunda Times

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P.O. Box 2938 Dearborn, Michigan 48123
www.fmrcoa.org

Newsletter Staff

Editor

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

Display Ad Editor

Phil Lyon 734.578.6223 pjlyon39@att.net2002
Hopkins Drive, Wixom, Mi. 48393

Staff Contributors

Bill Gipperich 586.826.8813 gipp@juno.com
Vic Hollingshead 248.474.4356
Louis Ironside 810.798.8803 louisironside@aol.com
(The Roving Reporter)
Phil Lyon 734.578.6223 pjlyon39@att.net
Bill Timoszyk 734.421.2076 williamt3@wwnet.net
Terry Worful 313.271.2017 kercrest@aol.com

Membership Roster Editor

Bill Gipperich 586.826.8813 gipp@juno.com

Club Historian

David Cheklich 248.391.3934 vidachek@juno.com

WEBMASTER

Gil Brueckner 810.310.0467 gil_brueckner@yahoo.com

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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:

FMRCOA Membership Secretary

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Dearborn MI 48123

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



FMRCOA

FORD AND MERCURY RESTORERS
CLUB of AMERICA

P.O. Box 2938 • Dearborn, MI 48123

2008 OFFICERS

President	Art Cervi	248.553.8897 ltc_acervi@yahoo.com
Vice President	Bob Guetschow	248.328.9113 rguetschow@comcast.net
Secretary	Phil Lyon	734.578.6223 pjlyon39@att.net
Treasurer	Steve Rohde	734.717.5444 steve@quantumsignal.com
Director	Brian Saylor	248.486.8851 bsaylor22@charter.net
Director	Mike Fontana	248.926.0160 mike34pu@hotmail.com
Director	Doug Osborn	248.597.0940 dougosborn@wideopenwest.com

The Ford & Mercury Restorers Club is a hobby organization whose purpose is to foster and promote the acquisition, preservation and use of all Ford vehicles, 25 years of age and older.



Editor's Message

Thanks this month go to Jim Dalian for providing the Feature Vehicle material; Bill Timoszyk and Terry Worful for the for the Show & Tell and New Members' columns, respectively; and Brian Kuta for his technical article. Thanks also go to Louis Ironside for his continuing "roving reporter" articles and his series about automotive postcards. I almost went to the State Fairgrounds swap meet on Sunday, January 13, but woke up to an email with Louis's article, and didn't go!

I'd also like to thank the Cervis for the wonderful dinner-dance that they hosted on January 12. Some pictures from that event are on page 5. We'll get all of the photos up on our website soon.

Some of you saw parts of the DVD that was playing at the dinner-dance. That DVD contains a review of Club activities in 2007. I put the DVD together and we'll show at a future Club Meeting. (My intent is also to put parts of it on YouTube so you can watch it anytime!)

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

January 2008

A big thank-you for electing me your 2008 President. I am truly honored!

The old clown will do his best to keep things going the way they've been the last few years.

I will do all I can to keep the garage tours and special events going...those have been fun! Please let us know about places you know about or may have visited and thought the rest of us would enjoy too. I am as far away as phone call.

Give some serious thought as to where and when you would like to work at the swap meet/car show. It's your efforts that make this event successful. Ideas as to ways we can improve the meet are welcome too!

I look forward to serving as your president.

**Art Cervi,
President**



Bill Gipperich receives his "Generator Award" key chain.



John Szwaast receives his member badge.

Presidential Quotes

"If one morning I walked on top of the water across the Potomac River, the headline that afternoon would read "President Can't Swim." -- Lyndon Johnson

"That's all a man can hope for during his lifetime - to set an example - and when he is dead, to be an inspiration for history." -- William McKinley

"I hope you're all Republicans." -- Ronald Reagan to surgeons as he entered the operating room following his assassination attempt

WELCOME NEW AND RETURNING MEMBERS

Bill & Linda Bozgan

351 Fort Dearborn Avenue
Dearborn, MI 48124
313-278-8250
1967 Ford Fairlane GT

Gary Riddell

9175 Silverside Drive
S. Lyon, MI 48178
248-486-9207

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!

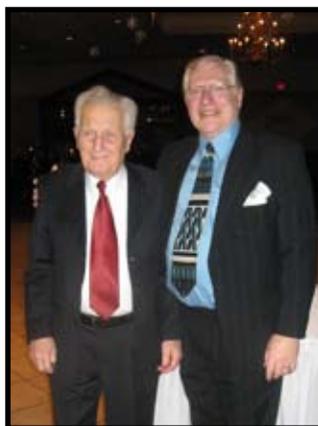
February 6	Club Meeting
February	Garage Tour TBA
March 5	Club Meeting
March 7-9	Autorama
March	Garage Tour TBA
April 2	Club Meeting
April	Garage Tour TBA
May 7	Club Meeting
May 3-4	ACS Relay for Life Car Show
May 26	Memorial Day Parade
May 31	Choral Connection at Washtenaw Community College
June 4	Club Meeting
June 8	Carnival of Cars
June 8	Wilson Barn Show
June 15-15	Motor Muster
June TBA	Downriver Cruise
July 2	Club Meeting
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

DINNER-DANCE *cont. from page 1*

We then had a delicious (large) dinner at 7 PM.

After dinner, the Ann Arbor based **Choral Connection** (<http://choralconnection.johnstonetal.com/index.html>) provided us with an outstanding musical tribute to old time radio and the Big Band era. This included hit parade songs, comedy skits, stylized choreography, and commercial jingles (including one for Chevrolet – which too got much applause). This colorful, upbeat musical revue is a hit with audiences of all ages and certainly was with ours! In fact, on May 31 the Choral Connection will have a major musical review called “The Joint is Jumpin” at Washtenaw Community College. That event has been added to our Club Calendar.

Following the **Choral Connection**, our past President, Bob Guetschow, introduced the new Board and recognized various Club members.



Maurice Horger receiving 35 year badge from Art.

Recognized for their contributions during 2007 were: Suzanne Cervi, Dave Cheklich, Paul Coleman, Jim Crawford, Ed Goff, Gene Johnson, Cole Grandy, Roger Hodyka, Brian Kuta, Bill Timoszyk, Terry Worful, and Ed Meurer.

Gerry Radtke, Karl Chase, and Phil Lyon received 25 year membership badges; and Maurice Horger received a 35 year badge.

Bob then briefly reviewed how the Club had been founded in 1968 by 9 founding members, 3 of whom are still in the Club: Roy Stull, Joe

Mooradian, and himself. Art presented Bob with a 40 year award.

The major award in the FMRCOA is the Generator Award. Last year Bill Gipperich received that award, and was given a plaque commemorating his receiving that award.

The 2007 Generator award was then presented to Terry Worful for her service to the Club including being Membership Secretary, running our car show, and contributing to this newsletter. Terry is the first woman to receive this award in the history of the Club. Well deserved Terry!

Last but not least, Steve presented Bob with a gift from the FMRCOA membership for his tremendous contributions to the Club during the past five years as President.

After the award ceremony, the DJ, Herb Mentzer from O'Brien Entertainment in Taylor, did a superb job of providing music that was enjoyed by all! There were oldies, slow and fast dances, and line dances from many eras. We all danced!

At near midnight, the place thinned out and the music stopped. However, the table at which Terry Worful and Brian Kuta sat was still fully populated. These must be the real party people!

We again thank the Cervis for organizing this event and look forward to 2009!

Please participate in these Club events!

The Rotunda Times

DINNER-DANCE PHOTOS



FEATURE VEHICLE *cont. from page 1*

Roy was getting Mustangs from a junkyard in Colorado and finding buyers for them in Michigan. Jim saw a picture of a nice 55 Crown Victoria among the Mustangs on Roy's desk.

"I called Charles Martin, the owner of the yard, and started asking questions. I called him every day for a week with questions and he had all the right answers," said Jim. The car was built in San Jose, and spent its entire life in Pacific Grove, CA until Charles bought it as a present for his father. His father had had a new one in 1955.

Charles had the car painted and new chrome, a new exhaust, and a new interior installed. The engine was rebuilt and new tires mounted. At that point he found another all original car that was the same color as the one his father had owned. So he decided to sell this one.

Jim agreed to buy the Crown Vic sight unseen. "This could have been a disaster but the car turned out to be everything that he said it was," remarked Jim. (Cars & Parts did an article on this junkyard in the Sept. 2006 issue). The car was perfect except the engine compartment was left undone. Jim thought he could just drive the car and enjoy it as it was, but before long he pulled the front sheet metal off and did the engine compartment.

The car has been to some interesting places. Gary Jean talked Jim and the Dearborn Inn into bringing the car into the dining room for Pat Stanecki's retirement party. Pat had started at Ford in 1955.

Jim had to drive the car with a tank of gas and a leaky transmission through the kitchen with about three inches to spare getting through the doors. "I could not figure out who was dumber me or the management for allowing an old car with a tank of gas to stay overnight next to the kitchen with all those burners in use," Jim said. He looked in Free Press the next morning but there nothing about the Dearborn Inn burning!

Randy Mason, who was the Curator of Transportation for the Henry Ford Museum, called Jim and asked if they could display his car in the museum for their grand reopening after the museum was remodeled. Randy wanted a flashy 50's car for the donor's party. Jim offered to let them keep it there all winter, but they only kept it for two weeks. They knew enough to drain the gas tank and push the car in.

Jim kept the car for ten years then sold it because he wanted a T-bird convertible. "I always missed that car so 13 years later I called the gentleman that I had sold it to and asked if he still had it because I never saw the car at any shows or the Woodward Cruise," Jim stated. The current owner said he still had it but was thinking of selling it because his wife had died. He only drove it once in a while around his neighborhood and had only put 100 miles on it in thirteen years!

Jim went to look at the car not expecting much from a car that sat in a garage for 13 years. However, the car looked like the owner kept it in a plastic bag. "It looked exactly as nice as when I sold it to him. I knew he had me -- I had to get this car back," exclaimed Jim. He made him an offer and said that he still had to pay a lot in taxes. The owner indicated that he thought he could save Jim the taxes. "I said how can you do this? He said the car is still in your name. He never transferred the title, so I have legally owned this car for 23 years. Now it is back in my garage," concluded Jim who joined our club in 1981.



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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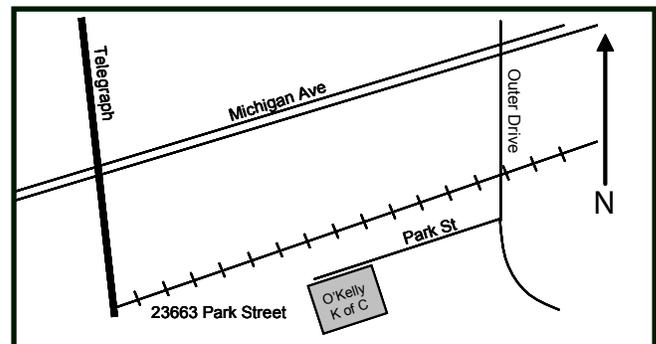
Ann Arbor, Mi. 48105

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 month with lots of expenses--most notably the dinner-dance! However, dues continue to come in, and, hopefully, we'll have a strong Car Show & Swap Meet to replenish the Treasury!

Steve Rohde, Treasurer

The Rotunda Times



January 2008 FMRCOA Meeting Minutes January 2, 2008

Happy new year to everyone! The meeting got underway in good order with the switch in the executive branch. There was not even much “clowning” around. (OK, perhaps a little.) There were no guests, but a couple of new members were introduced. They were Gary Ridell who is restoring a 1936 three window coupe, and Bill Bozden, who judged our 1932 class at our last car show. Welcome to both.



86 members in attendance! Is Bill taking notes?

Bob gave us a report about the Greenfield Village trip saying that it was sold out, but we had 79 people who did attend. Since it is such a popular event each year Bob suggested that we get started earlier this year. The December minutes could not be accepted because the Rotunda Times was a bit late reaching the members due to the US mail system. Our membership now stands at 261 with more expected to renew. 86 members were present tonight and Roger Hodyka was the official counter.

The new contract with the Wayne County Fairgrounds’ Board has been agreed upon by both parties, and though we were victim to some expected rising costs, it is good to have that under our belts. Thanks are due our past President, Bob Guetschow, for working out as equitable a deal as possible. If we all work hard at it and do our part we’ll have another successful meet.

The winter and spring swap meets are starting, and with this unseasonable weather, some are thinking ahead. Jim Ullery brought in a suggestion for a garage tour in Lansing. The board is depending on the membership for some new ideas for activities.

Congratulations go to Don Harris for having a nice enough Mustang to be on the cover of the National Parts Depot catalog. That goes all over the Country! We’ll be looking forward to seeing Don’s car as a Feature Vehicle in the newsletter.

We welcomed our newest and youngest member, Dominic Anthony Fontana, who now has the smallest club jacket, complete with logo.

Dominic is planning to drive his kiddy car up from Cincinnati if he can get his learners permit by his 6 month birthday.

Thanks go to Lou Stanford of Varsity Ford for his continuing support of our car show in the form of a check covering the cost of the show.

Bill Gipperich received his key chain with the picture of his ‘29 as the last year’s Generator Award winner.

Our resident old car historian, Bill Timoszyk, explained some things about the proposed U.S. mint coin commemorating the 100 year anniversary of the Model T Ford. He suggested that we may want to write a letter to the powers that be to help bring this to fruition (see page 10).

Phil Lyon passed around some pictures of a 1927 Model T flathead powered roadster which took a recent jaunt into the snow. A picture is on page 12. Some of us wimps put our closed cars away when the temperatures hit 50 degrees! The roadster belongs to Bill Jagenau of Brother’s Custom in Clawson.

There was a generous payoff in our lottery drawing and some great car talk with lots of guys putting in their two cents worth.

Art had to ad lib a bit while Charlie got the snacks ready. We adjourned to the back room for some welcome Pizza.

Phil Lyon
Secretary



Members snack before the meeting.



Phil Lyon discusses beautiful bumper that he fabricated. The bumper was polished by Jerry Worful.

Meet the New Members by Terry Worful



Bill Bozgan



Hi, I'm William (Bill) Bozgan. I was born on November 16, 1950 in Detroit. I am retired from Ford Motor Company.

My very first car was a Mercury Turnpike Cruiser.

I started collecting cars in 1982 with a 1971 Mustang convertible. My other Hobbies are music and model cars.

Is there any car other than a Ford? Yes, I work on my own cars. I joined the the FMRCOA for the technical knowledge.

Gary Riddell



I'm Gary Riddell and I was born on March 4, 1945.

My occupation is service engineer.

My first car was a 1930 Ford.

My first collector car was that 1930 Ford.

I have no other hobbies.

I would own a 1976 Morgan if I could have any other car other than a Ford.

Some Tips on Big Block Ford Engines by Brian Kuta

My first Thunderbird was a 1970 Burgundy Fire and Black Landau 429 cid rated at 360 horsepower. Considering the car titled at 4700 lbs., it was a 'rocket ship'. My next car was a 1973 Thunderbird. However, with the same basic 429 cid for power, that engine was rated at 202 horsepower. I never fooled around with the engine, or anything else for that matter. I then purchased a 1974 Lincoln Mark IV with the 460 cid, rated at some boring 212 horsepower. The Lincoln titled in at 5400 lbs. So you can imagine I never challenged any Volkswagens to a race, and completely ignored anyone that wanted to give it a go.

In 1976 I sold "Battlestar Galactica," and decided I needed to get back to a sportier and quicker car. So I bought another Thunderbird but this time I paid the extra bucks for the special edition performance

460 cid engine rated at 225 horsepower. Perhaps FoMoCo thought those dual exhaust would scare everyone away -- but they didn't, and my neck never suffered any injuries from hole shots.

Because I did own that 1970 'Bird, I knew in my heart that a Ford engine could do way better than what it was doing and set out to pick up the pace. You all know that I am a drag racer and, after making some relatively simple changes, that car picked up almost three seconds in the quarter mile, and my gas mileage increase by a little over four miles per gallon. Besides all that, I was one big ole happy camper driving a car that demanded respect: because now it was something to reckon with!

If you are one of the many people in our Club that owns a big block Ford/Mercury/

Lincoln from that early detuned era of the early 70's, I just have to be getting your attention by now. I bought a book titled RX for RV Performance & Mileage by John Geraghty and Bill Estes. I read the section on the big



429 in a 1970 Boss Mustang.

block Ford engines thoroughly several times, because it does take some commitment to change what is already in place from the factory. The first thing I did was to pull off the timing chain housing cover to find a very worn out nylon cam gear, ready to give out from running against the steel crank gear. I bought a 1969 Lincoln 460 (same as 429) timing gear set. I bought the steel cam and crank gear set, so I wouldn't be bothered by getting stranded some day in future from one of those 'quiet' nylon gears wearing out at some inconvenient time. The 1969 gear set does not have that eight degree retard in the cam timing, which brings the valve and piston events back to what they were prior to those lame running early '70's engines. After I had that all back together and running, I was totally amazed at how much better my car ran!

Then I moved on to the next step. Because those engines just never ran in their designed power band, I ripped out the 2:75 rear gear set to install a 3:25 gear set. That was another change that just amazed me. I also decided to re-curve my distributor as the book suggested. However, that didn't make too much difference to the overall performance.

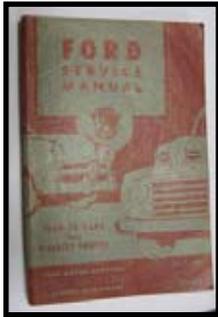
Finally, those Motorcraft four barrel carburetors had a tendency to 'waterlog' the floats, and that will cause a lot of fuel consumption, and eventually cause the engine's performance to become unbearable. If you notice those symptoms, you may need to have the floats replaced, and that could need to be done every two years.

I believe I may have gotten a bit more wordy than usual here so, I will end my 'Brian's Tip' here and now, and invite anyone wanting to really get their big block up and running to email me at mbhouse@chartermi.net for any more information they may need.

January Show & Tell: A Holiday Version

by
Bill Timoszyk

The January meeting attendance was a bit slim due to weather. Some locals don't come out due to cold weather, and other locals go to Florida to get warm weather. So.....the show and tell was a bit slim also.



Service Manual (l) & Floyd Rice frame (r).

Joe Piziali brought in an original copy of the Ford service manual for 1949 and 1950 Ford cars and F series trucks that was printed in 1951. These books are good! They always contain some tidbits of information that you did not know.

Harry McAuliffe brought in a Floyd Rice license plate frame. Rice was a very popular Ford car and truck dealer on Livernois in Detroit for years, closing (I believe) around 1980.



Cole Grandy and his toys.

Cole Grandy brought in 8 very interesting toys. 7 of these were current production quality reproductions of early American toys. The lot of seven consisted of 3 motorcycles, 2 land speed race cars and 2 trucks. Cole is very knowledgeable on these and their original counterparts. He explained to us all of the differences and nuances of this production run. The 8th item Cole brought was a Lionel train set billboard (circa 1949) extolling the virtues of the new Ford V-8 car.

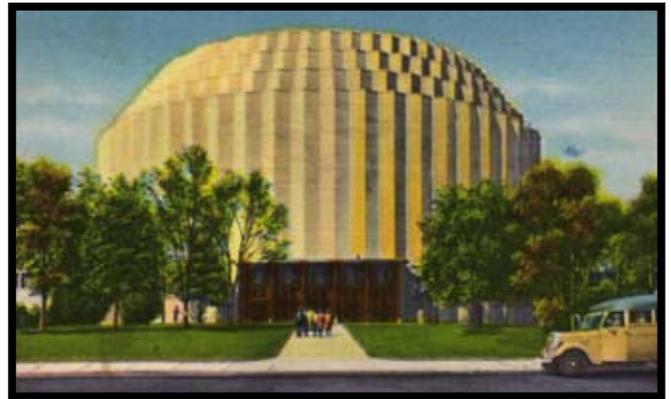
See you next month.

POSTCARDS *cont. from page 1*

Remember those good times visiting the Ford Rotunda? Well, here are two postcards from the pre-war era to help jog your memory.

The first card shows the interior. Look close and you will see the late 1930's style V8 emblems making up part of the fence around the globe. Having only visited the Rotunda in the 1950's until it burned in the early 60's, I do not ever remember ever seeing a globe in the center.

The second card shows the outside of the Building. Note there is no Ford name on the building, as that was added in the early 1950's. There is a 1936 era bus out front, which pretty much dates this to the mid 1930's.



Outside of the Ford Rotunda (circa 1935).

It has been over 40 years since the loss of the Rotunda, and it will be only us older members that will have many memories of visiting there. Our family went every holiday season to see the Christmas displays, then dinner at Big Boys on Telegraph on the way home. Hard to believe it has been that long, it is still so fresh in my mind!

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

Frank Rochowiak
President

10871 Quirk Road • Belleville, MI 48111
(734) 439-3268

BY APPOINTMENT
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Support Model T Commemorative Coin

In the March 2007 issue of the Rotunda Times, we reported on a Bill that is going through Congress to create a commemorative Model T coin. Recently, at the January Club Meeting, the coin was discussed as well as the need to support that legislation. On the website <http://www.modeltcoin.org>, there is much information about this effort some of which we present below.



The **U.S. Mint** is authorized to strike a maximum of two commemorative coins per calendar year. Commemorative coins have documented some of America's most significant historical and cultural moments - celebrating and honoring people, places, events, and institutions. MotorCities National Heritage Area and

The Henry Ford are working to promote the passage of the *Model T Ford Automobile Commemorative Coin Act* which would authorize the U.S. Mint to produce a commemorative coin, celebrating the centennial of the Model T.

Although commemorative coins are legal tender, they are not minted for general circulation. Each commemorative coin is produced by the U.S. Mint in a limited quantity and is only available for a limited time. The *Model T Ford Automobile Commemorative Coin Act* directs revenues from the sale of each coin to be made available to MotorCities National Heritage Area and The Henry Ford. All revenues will be divided equally and used to establish an endowment at each institution to fund educational programs associated with the Model T, and support the celebration and preservation of the Model T story.

But why the Model T? Historian David Hounshell called the Ford Model T "the only truly revolutionary automobile of the twentieth century." That is because what the Model T did could be done only once. It made automobile ownership available to millions, and made the desire for automobile ownership virtually universal.

By fostering unprecedented personal mobility, the Model T drove the transformation of the landscape, the economy, and the social life of America.

The auto industry became the driving force in the US economy. The abundance of affordable cars powered the rapid growth of suburbia, the building of the interstate highway system, the spread of shopping malls, the popularity of family vacations, and changes in habits of courtship. Without the revolution sparked by the Model T the world as we know it would not be possible!

To support the creation of this commemorative coin, please contact your legislators. This can be easily done at http://www.modeltcoin.org/email_support.html.

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The FMRCOA Roving Reporter: A Tale of Two Cities

A Tale of Two Cities...with my apology to Charles Dickens for stealing his title! In January the roving reporter attended several swap meets to get the season started, and to use an old English teacher instruction, I will compare and contrast them.

On January 6th, a fellow old car buff and I attended the Super Swap held at the Indianapolis, Indiana fairgrounds. The weather was perfect for a winter trip, and the stop in Auburn, Indiana at the ACD Museum, and the National Automotive and Truck Museum of the United States (NATMUS) really added to the fun. If you have never visited either one, it is well worth the time. The NATMUS Museum has an extensive collection of "muscle cars", several early Fords, and the lower level has the IHC truck collection. All in all, very interesting when combined with the collections of toys, pedal cars, and gas station artifacts on display.



Some Fords on Display in NATMUS.

The Indianapolis fairgrounds are in the downtown, and the area around them is filled with well kept buildings and homes. We arrived at 8:00 A.M. and found no lineup on the road, as there were plenty of parking attendants to collect the \$3 parking fee. We found a great parking space, and proceeded to the entrance. Again, there were no lines as there were about ten windows open and the entry fee was a modest \$5. Inside there were 800+ vendor spaces, the aisles were wide, the building was spotless and well lighted, the food reasonably priced, and a large area of picnic tables to sit at while eating. There were quite a few vendors of good old "used" parts, with the usual number of vendors with the import chrome parts. I do have to admit however that the Chevrolet parts seemed to be in the greatest number, with Ford parts a distant second, and if you were looking for MoPar stuff....you were mostly out of luck! We found some great bargains, covered the meet several times, and when the money was spent returned to the car and headed North. Granted, it is a 250 mile trip, but as a nice jump start on the swap meet season, we felt it was worth the time, effort, and money.

The second swap meet I attended was January 12th at the Michigan State Fairgrounds. Again, we arrived at about 8:00 A.M., but were greeted with a line on Woodward Avenue a half-mile long. As we slowly crept forward I wondered why people would park outside in that neighborhood, instead of the fairgrounds. When we arrived at the gate I found out why....it was \$7 to park, and those walking were

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probably inside the building by now! Oh well, we paid the money and eventually found a parking space not far from where the walkers were parked on the other side of the fence. When we got to the entrance there was mass confusion with only three windows open and people coming from all directions. Finally we got to the window where we paid \$10 to enter. The first thing you noticed was the first room was reduced to about half size, the second room remained the same, and there was a third unheated building across the fairgrounds street. There were several outdoor spaces, and due to the nice weather these probably were some of the best spots to vend from...people could see what you had to sell. The aisles were very tight, there were tires and other car parts out in the aisles, and it was very difficult to move or really see anything very well. I won't even comment about the food, or lack of place to eat it if you ever got waited on. There were very few good old "used" parts offered, and unless you wanted cheepo tools, valve covers, or drag racing parts, you were basically out of luck. With the amount of money this swap meet generates, they should be able to make it a spectator/vendor friendly meet with aisles that allow people to move. Detroit may be my home town, but \$7 to park, \$10 to get in, and aisles so tight you can't move, it makes some of the small local meets look like a real bargain! You don't mind paying....just make it worth the money.



Bill Jagenu of Brother's Custom in Clawson is sure a dedicated hotrodder!

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.

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- 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 V8 intake manifold. Any & all considered including (3) 2's, (2) 4's, etc. Call Bill Krueger at 248-348-1768.

Classified

December 2007

For Sale

- 1928 Chrysler Restored 4 dr 6 cylinder \$15,000. Pete Von Vrouwerff. 519-738-4516.
- 4—15x7 American classic wire wheels 5x5 1/2 bc with good 225-70x15 tires. \$400. Karl Chase 248-879-0854.
- TV3G steps for 95-00 4dr Explorer black \$100; 04-07 F150 std cab black; 99-07 F250 crew cab black \$125. Will install at my shop or take with you. Also current Mustang coupe Rousch designed 3M stripes silver. Marty Pelker 313-382-6161 before 6:00 PM.
- 12" radial arm saw with 6 ft wide angle iron stand \$150. Greg Petrovich. 734-453-4354.
- Early 60's Ford 8" 313 open rear end drum to drum \$50. Gary Holmstrom. 313-277-3475.
- 1990 97 T Bird airfoil \$50; 1966 Mercury Parklane convertible original nice driver bo Hank Dawson 810-731-3184.
- 1966 Ford cast iron 4 bbl intake manifold restored \$100, Bob. 744-674-8483.
- 1974 AMC Matador V8 cherry 44K original miles must see, must sell \$ 6800 Jerry Clos 586-786-6027.
- Rockwell jointer \$50; 4 Goodyear Wrangler XL tires 31x15 lt (2 are on rims). \$100; Delorto carburetor intake and air cleaner for Volkswagon still in the box \$25; 1968 302 cid engine and C4 trans runs. Roger Hodyka. 517-282-4738.
- 1965 restorable Ford pickup some work done good straight 6 engine located in Taylor, Mi \$2150 or acceptable offer. Call Glen 313-291-5394.
- Fresh 460 Big Block Ford (no overbore), Performer RPM intake, .550/.560 hydraulic cam, Cobra Jet aluminum heads, new rods, pistons and crank, 750 CFM Holly carb. Complete engine from carb to pan, damper to flexplate, with dyno slip to verify 550 HP \$5,000.00. Brian Kuta @ 734-753-3788 or mbhouse@chartermi.net

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- 1939 Ford standard hood latch Brian Kuta 313-770-1264



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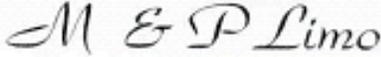


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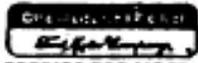
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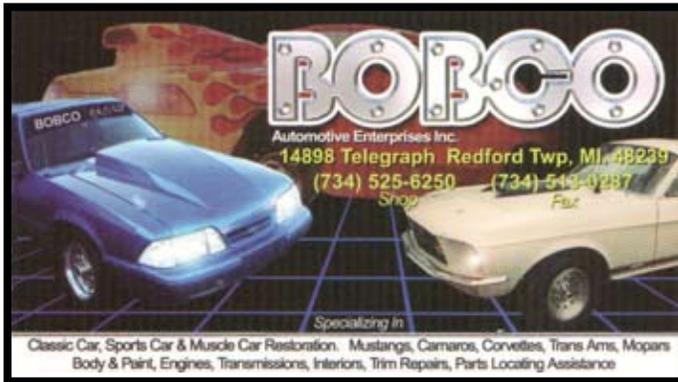
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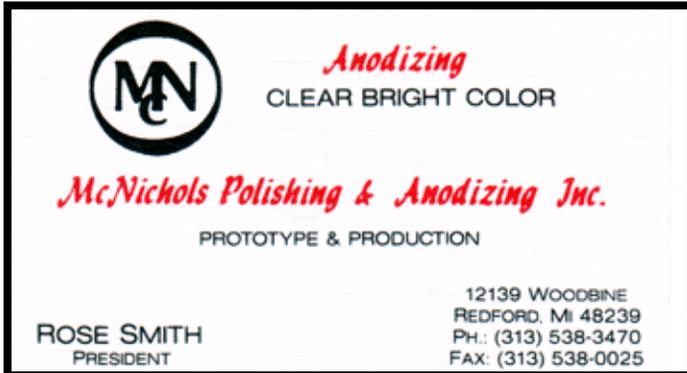
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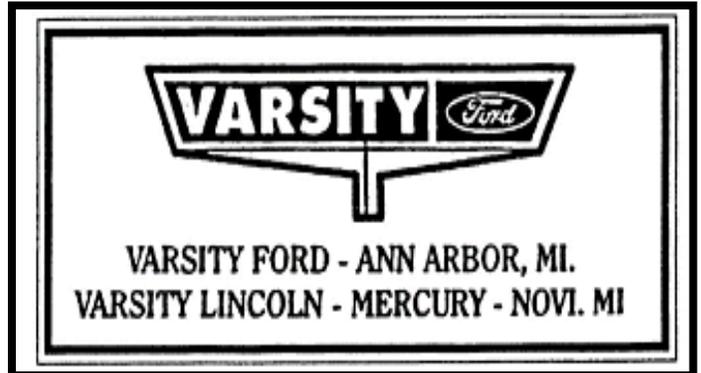
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