



Volume 4 No. 3 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America March 2008

Feature Vehicle: 1936 Ford Roadster owned by Don Olson



Don purchased his 1936 Roadster in 1997 through former FMRCOA Club member Jim Ogden. "Jim was selling the car for the family of Dick Stickle, who passed away in 1991. Dick was a Ford Trim Engineer at the Utica Trim Plant and would drive an early 1950's Ford Pickup all the time. I have a copy of the title showing that Dick bought the Roadster in 1950. I believe that Dick was the Chairman of the first Autorama held at the University of Detroit Fieldhouse," commented Don. Don and a friend (Ford retiree) George Zsifkov went to look at the car on a cold October evening



The beautifully detailed underhood.

Continued on page 4.

Commerce Tour: Cars & Trains



Club Members learn about Motor City Steel from Dave Droulard .

On Saturday morning, February 23, about 50 FMRCOA Members and guests participated in our Commerce Garage Tour. The first stop was at Motor City Steel (<http://motorcitysteel.net/index.htm>) on Martin Road where we were graciously hosted by owner Dave Droulard.

Continued on page 6.

Club Member Creates GDT Speedster



At the March Meeting, Club Member Gene Dickirson made a presentation about a new book that he had written entitled "GDT Speedster from Dream to Reality," and discussed the speedster.

The GDT Speedster is an exciting, one-of-a-kind, high performance sports car designed and fabricated by a team of automotive

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The Rotunda Times



The Rotunda Times
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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 Don Olson for providing the Feature Vehicle material; and to our team of Staff Contributors for providing articles for this newsletter!

We really appreciate our advertisers. In fact, this month Brian Kuta and I visited Kar-Go in Garden City and interviewed Bob Hunt (page 8). Our intent is to visit other advertisers and report on their products/services in future Rotunda Times issues.

We are now extremely short of Feature Vehicles. So please contact me if you'd like to see your vehicle highlighted in the Rotunda Times.

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.

As you may have noticed, the newsletter is now getting out a bit earlier than before. This is due to the fact that I am getting the materials sooner. **Hence, consider the 15th of the month as a deadline for getting announcements or other materials to me for that month's newsletter.**

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 2008

I'm happy to report that some of our snowbirds are starting to return home. The March meeting was a full house; especially after the February (snowstorm) meeting which only had about 60 true-blue members venture out.

Once again we look to our April meeting, hoping that the weatherman will allow us to pull out some of our cars for a spring dust-off before the meeting. Please remember that our next meeting starts at 8:00 p.m. I'll do my best to have us eating by 9:15.

Laurel Gottlieb, our Swap Meet Work Roster Chair, should have the sign-up sheets ready for that night. Pick your spot and sign up.... remember, it's only 2 hours of your time.

It's also nice to see that we are still maintaining our 300+ members!

**Art Cervi,
President**

WELCOME NEW AND RETURNING MEMBERS

Larry Waligora (Sharon)

3001 Herbey Rd.
Canton, MI 48188-2417
734-397-2299
ILBCNU2@comcast.net
1948 Ford F-6
1950 Ford 8N Tractor

Tom Proudlock (Karen)

14380 Heritage
Riverview, MI 48193
734-479-1540
tomproudlock@comcast.net
1940 Ford Convertible

Mark Schwab

7750 Mill Rd.
Brooklyn, MI 49230
517-414-7966
diannerschwab@peoplepc.com
1969 Mercury Cougar

Tim Pusilo

3229 Lincoln
Dearborn, MI 48124
Dean35aw@gmail.com
1969 Mercury Cougar

Jack & Muriel Vandeventer

210 Bradley
Commerce Twp., MI 48328
248-366-1493
1956 Ford 4-door Station Wagon

Ron Trella (Sandee)

9058 Lotie Ln.
Inkster, MI 48130
734-255-8774
rons-garage@hotmail.com
1964 Lincoln Convertible
1927 T Roadster

Richard Moote

22557 Brookforest
Novi, MI 48375
248-349-4254
rlmoote@yahoo.com
1939 Ford 4-door

Larry Wolohon (Maureen)

46963 Brooks
Plymouth, MI 48170
734-454-4816
larrywolohon@comcast.net

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



FEATURE VEHICLE *cont. from page 1*

evening at the Stickley home garage in Utica MI. Another man had looked at the car previously and was coming again the following day. After looking at the car in the dark crowded garage George said to Don, "Don, if you don't make an offer on this car, I will." Don made an offer that evening and a few days later Mrs. Stickley accepted the offer.

When Don purchased the car, there were quite a few parts missing including the soft top. The top irons were there but in rough shape, and the car was painted Washington Blue (it is now Light Fast Maroon).

Don drove the car occasionally for about 3 years, and then George and Don started taking it apart.

The Roadster was the lowest production model in 1936 with only 3862 produced. "The only other '36 roadster that I know of in the Detroit area is owned by fellow Charter Club member Ed Meuer. Ed was very helpful in allowing me to check details of his car at any time -- and even loaned me soft top pieces to use as patterns," commented Don appreciatively.



The Roadster looks good at any angle!

Some of the shops and individuals who worked on the car are as follows: the body work was done by Innovative Fab and Design in Ortonville, MI (owned by Bill Zsifkov, the son of George Zsifkov); the paint by Earl Parsons, owner of EP Collision in Romeo MI; the custom soft top was created by Carl Claus of Waterford MI using material from LeBaron-Bonney; the interior was done by Scott Manning of Rochester MI, using leather and vinyl materials from LeBaron Bonney; the woodgrain Instrument Panel and other detail work was done by former FMRCOA Member Cliff McKillop of Rochester, MI. Club Member Maurice Cash, a retired GM experimental mechanic, rebuilt the original 85 hp insert bearing (LB) Ford V8. Early 1936 cars used Babbitt Bearings. Some fitting and detail work was also done by Brent Keener and Tom Paternoster Sr. and Jr. at Anything Cool Custom in Oxford, MI.

Original 1936 Ford Aluminum Heads were added to improve performance and appearance.

Don is very proud of his car—and rightfully so! The Roadster, although still not finished, was invited to be shown in the 2007 Eyes on Design Show at the Edsel and Eleanor Ford Estate in Grosse

Pointe. In 2008 the car will be entered in the Early Ford V8 Club of America Grand National Show to be held in Dearborn in July, and it MAY also be invited to the Concour's d'elegance at Meadowbrook in August.

"The car is beautiful (almost too nice to drive) but the car will be driven, it will not be a trailer queen," comments Don.

"Thanks go out to many club members and friends who helped with parts and information. Many Roadster parts are unique to the Roadster and Phaeton models and are very hard to find. I would also like to thank my friend George Zsifkov who did not live to see the completion of the car. George was one of the sharpest guys with cars I have ever known. He quit high school in Pennsylvania to join the Navy, and then moved to Detroit to work as a mechanic. He ended up as the supervisor of the Ford Motor Company Tire Test Lab in Dearborn. He was so good that in the mid 1950's he was sent out to test drive a 1956 Chevrolet with none other than Henry Ford II, who wanted to know why the Chevy had more pickup than the Ford cars (a great true story but too long to tell here). I wish George had lived to see the completion of the car," Don continued.

Don is retired from Ford Motor Company where he ended up at Ford Customer Service Division as a Product Analyst. Prior to that, Don worked for the Ford Tractor Division for 17 years as a process engineer and program timing analyst (Hence his interest in old Ford Tractors—he now has 8 of them!). While with Ford Tractor Division, Don worked at Highland Park, Troy, Romeo, and Basildon England.

Don's wife is Sandy who always helps us at the Swap Meet & Car Show. They have a daughter, Kris Zoumbaris, who works for the Madison Heights Police Department; and a son, Bill, who owns Tile North and does beautiful tile work.

Don's other hobbies are softball, volleyball, and golf. His wife Sandy hand crafts beautiful quilts and has won many awards.

Besides the 36 Roadster, Don's current cars include a 1938 Ford Station Wagon, a 1956 Crown Victoria Skyliner (glass roof), 2 1956 Ford convertibles, a 1956 Ford big back window pickup, 3 1968 Ford ranger pickups (one with 1100 original miles and a North Carolina 1968 inspection sticker on the windshield), a 1970 Mach I Mustang, and a 1994 Indianapolis 500 Cobra Pace Car Convertible.

Don has been a Club Member since 1969! It is always a pleasure to see his friendly, smiling face at Club Meetings and other events!

SPEEDSTER *cont. from page 1*

professionals led by Gene. In fact, GDT Speedster stands for Gene Dickirson Team Speedster.

A speedster is the type of vehicle that typically has no top, no side windows and a raked back windshield intended for fun driving in good weather. The GDT was hand crafted and, from the "get-go," was intended to be sold to a discriminating collector who appreciates beautiful automotive styling, excellent engineering and fine craftsmanship.

Gene's team included experienced automotive engineers, stylists and a body-surfacing expert who love cars and who wanted to do a complete vehicle from scratch without the bureaucratic encumbrances of a large corporation. The project was initiated as an exercise in engineering and styling with "no holds barred". It was

also considered to be an engineering challenge because many projects like this one are started and very few are completed. In addition, the project was intended to be completed at a “reasonable” cost when compared to OEM produced one off show cars.

The vehicle body panels are molded fiberglass bonded to a steel support structure. The interior was also custom designed and built from scratch and features a unique instrument panel molded in fiberglass and covered with leather. Custom gauges were fabricated and fitted to the instrument panel. The frame is fabricated from rectangular steel tubing and the underbody is steel sheet welded to the frame. It utilizes a drive train from a 1994 Corvette including the engine, automatic transmission, rear axle, steering, suspension and brakes.

More than 2,000 components were designed and fabricated to construct the vehicle. There were more than 13,000 total man-hours devoted to the project!

The vehicle specifications are: Overall length 4110 mm (161.8 inches), Overall width 1897 mm (74.6 inches), Overall height 1068 mm (42.0 inches), weight 1471 kg (3244 lb), Engine power output is 224 kW (300 hp) @5000 rpm. Estimated top speed is 273 km/h (170 mph).

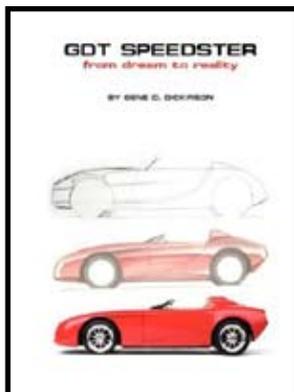
The project began in February 2000 and the vehicle was completed in November 2005. The 2006 GDT Speedster was purchased by noted Texas lawyer and car collector John O’Quinn in February of 2007. Mr. O’Quinn’s collection of over 900 collector cars has a total value of over \$100 million. He will display this work of art along with numerous other outstanding vehicles from his vast collection in the museum he is planning to have built in Houston, Texas.

Gene’s book, published in October 2007, is very comprehensive. Several of the topics covered include: team formation, architecture definition, drive train, frame/underbody/dash panel, windshield, body panels, cockpit, brakes, electrical system, fuel tank, wheel and tire size development, publicity campaign, driving experience and selling the completed vehicle.

This book will appeal to people who like to read success stories. It will also be extremely useful to the people who have often wanted to design and build their own vehicle but had no idea of how to begin the process. The book, published by LuLu (www.lulu.com), is available online and at bookstores.

Gene and his team are now planning the 2010 GDT Speedster. This vehicle will be built for a client (perhaps you?) who will participate in the vehicle creation process.

For more information, please see www.gdtspeedster.com.



The cover of Gene Dickirson’s new book.



YOUR CAR!

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

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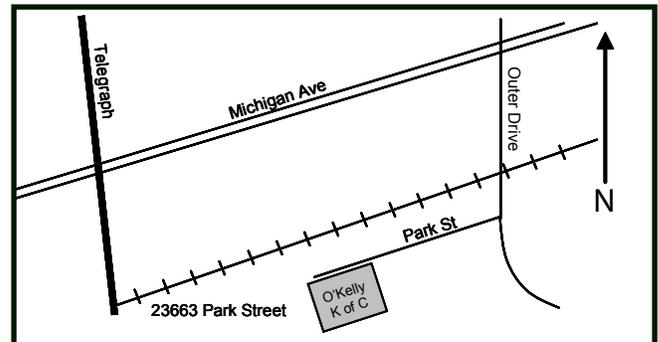
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Club Meetings

The FMRC meets the first Wednesday of each month at the Knights of Columbus Patrick O’Kelley Hall in Dearborn (313.278.5600). Refreshments are served after the meeting!

Come and bring a friend!



A Note from the Treasurer

Another typical month. Now we start to prepare our IRS report!

Steve Rohde, Treasurer



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!*

April 2	Club Meeting
April 26-27	RM Auction
May 3-4	ACS Relay for Life Car Show
May 7	Club Meeting
May 26	Dearborn Memorial Day Parade
May 31	Choral Connection at Washtenaw Community College
June 4	Club Meeting
June 7	Kar-Go Auto Show in Garden City
June 8	Carnival of Cars
June 8	Wilson Barn Show
June 8	Crosspointe Cruise In
June 14-15	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

COMMERCE TOUR *cont. from page 1*

Motor City was founded in 2004. Their services include chassis and brake improvements, custom auto body repair and paint, exhaust work, fuel injection install and testing, computer / PROM re-programming, as well as complete tune and Dyno testing. Motor City's facilities include a Mustang MD1100 chassis dynamometer and a state of the art down draft paint system.



Club Members explore Motor City's facilities.

At Motor City we had coffee and doughnuts as we strolled around and looked at the various project and other cars in the facility. Club Members were very impressed with the quality and the scope of Motor City's work.

Next, our contingent headed over to the CHI-TOWN UNION STATION, an “0” Scale (1/4” = 1’) model railroad display that represents railroads in the Chicago (Chi-Town) area as they were in the 1950's and 60's.

Started in July 1999, the layout covers 5,700 square feet and has more than 6,000 feet of track and is America's Largest 2 Rail O Scale Model Railroad. A 65' long mural on the backdrop that depicts the Chicago skyline as it was about 1955 overlooking the 12 track passenger station (Union Station).



Now that's a model train layout!

Construction of the final phase of the layout is planned to begin by July, 2008. (http://www.greatesthobby.com/wgh/directory/publiclayout_info.asp?recid=299&type=4&mode=view).

Club Members viewed the model railroad nostalgically – particularly since many of us had had Lionel and other trains as children. The facility was very busy with individuals and even another car club! At noon, we had pizza delivered for lunch.

Many thanks go to Mike Fontana for organizing this event!



Lunch time!



March 2008 FMRCOA Meeting Minutes March 5, 2008

Our meeting started promptly at 7:03 PM. Guests at the meeting included Charles Hedberg, Dick Moote, and Jack Vandervetter, who owns a 1956 Ford station wagon. Pat Stanecki rejoined and reported on a car accident that he had in Florida. Art also welcomed back Ron Gossett, who is feeling better. There were 127 Members in attendance!



A packed meeting with 127 Members & guests present!

Bob Guetschow distributed some new member badges, and the Minutes of the February Meeting were approved. Steve reviewed the Treasurer's reports for January and February and these were also approved.

Art indicated that FMRCOA "trinkets" that had been handed out at the Dinner-Dance were still available for other Members who had not received one yet.

The Commerce Garage Tour was reviewed. About 50 Members and guests attended, and kudos were given to Mike Fontana for organizing the event!

Terry Worful reported that there were now 302 members in our Club – and that only 5 or 6 hadn't renewed. Thanks here go to Terry and Bob for their hard work on the membership!

Art Cervi polled Members to see who would work at the Swap Meet and Car Show, and there was consensus that everyone present would put in at least two hours! This is critical as that event funds our activities throughout the year. Laurel Gottlieb is handling the work roster this year and will bring it to the next meeting.

Art also announced that Haggerty Insurance, which currently supplies the cloth "goodie" bags for our Swap Meet and Car Show and advertises in this newsletter, is very interested in additionally supporting the event. Thanks Haggerty!

Dave Lukkari reported on the upcoming Autorama that he, Mark Hamilton, and several other Club Members will participate in. The

Club has a new sign that will be displayed there.

Art mentioned that he had all the volunteers that were required for the RM Auction on April 26-27. A breakfast will be held at the Big Boy on Saturday morning for the volunteers and other interested Club Members.

During discussion, it was mentioned that the interior work done by new Club Member Mario Martinez is excellent and reasonably priced. Don Olson also reported that Bob's Auto Parts will be auctioned off.

Guest Diane Ramsey made a presentation about her company, Momster Designs, that does custom embroidery on jackets, coffee mugs transfers, etc. (<http://momsterdesigns.com/embroiderygallery.html>) They specialize in "one-of-a-kind" unique designs. A display table highlighted some of Momster's beautiful work. They may be contacted at momsterdesigns@comcast.net or 734-915-3834.

Club Member Gene Dickirson made a fascinating presentation about the GDT Roadster that he and a team of car enthusiasts had designed and built. (See article on page 1.)

Larry Haase reported on the FMRCOA Snowbird's dinner in Zephyrhills, Florida. Following this, another "Bozo Award" was presented to Art complements of Tom Melhouse!

We had our raffle drawing with Rick Jones being the big winner, and then adjourned for refreshments!

Steve Rohde



MOMSTER Design samples were very attractive.



Larry Haase reports on Snowbird activities.

Meet the New Members by Terry Worful



Jack Vandeventer



Hi I'm Jack Vandeventer. I was born on July 7, 1928, in Highland Park.

I am a retired Truck Driver
My first car was a 1937 Hudson, That car started me wanting to collect cars and my first collector car was a 1976 Dodge D300.

My other hobbies are coins and stamps.

If I could have any other collector car other than a Ford, it would be a Dodge. After all, I built one once!

I do my own motor work but not the body work.

I joined the FMRCOA for togetherness.

Richard Moote



My name is Richard Moote. I was born on February 9, 1936, in Grand Rapids.

I am happily retired!

My first car was a 1946 Ford, and I started collecting cars in 1960 with a 1931 Model A.

Cars are my only hobby, and there is nothing but a FORD!

I do not do the work on my own cars.

I joined the FMRCOA because of my friend John Miller.

Tim Pusilo



I'm Tim Pusilo. I was born on June 9, 1951, in Detroit.

I am a designer.

My first car was a 1963 Corvair. Hey Nader they are still out there!

I got my first collector car in 2006-- a 1969 Mercury Cougar.

I also love to fly: planes (just in case you thought I was a speed demon).

I do the work on my own cars.

A Visit to Kar-Go Carburetor

by
Steve Rohde & Brian Kuta

"I've been involved with carburetors since I was about 6 years old," remarked Bob Hunt, Jr., owner of Kar-Go Carburetor in Garden City, Michigan to Brian Kuta and me during our visit to his shop recently. Indeed, Bob Hunt's father, Bob Hunt Sr., founded Kar-Go in 1953; and Bob Jr. learned the business from him. When Bob Sr. became ill and ultimately died in 2006, his son took over the business.

Nestled in a strip mall on Ford Road, Kar-Go's shop is literally "chock full" of carburetors, carburetor parts and cores. He has in stock/on display carburetors from Model T updrafts to the latest high performance huge double pumpers. Kar-Go specializes in car and inboard marine engine carburetors. "There are so many parts involved that I'd need much more floor space if I did truck or other types of carbs," remarked Bob.

Since modern cars don't come from the factory with carburetors, Kar-Go's business has evolved over the years. A large portion of their business is currently from hot rodders. And Kar-Go has rebuilt carburetors

from all over the United States, and from as far away as Australia! Besides just rebuilding the carburetors so they perform well, Kar-Go now can powder coat them so they look "beautiful" as well!

An avid performance enthusiast, the time flew by as Bob reminisced about various hot rods that he had owned and driven. Currently Bob owns a 1969 Mach 1 that he drag races. Kar-Go is also a sponsor of Brian's Maverick, and an advertiser in the Rotunda Times.

During our conversation, Brian recalled how Kar-Go became a sponsor of his car. Bob Sr. had worked on Brian's carburetor years ago and got it to perform extremely well – but had not charged him for the work. Instead, Bob Sr. told him to "try" the carb and see how it performed. When Brian came back ecstatic about the carb's performance, Bob Sr. requested the sponsorship!

This year Kar-Go will hold its second annual Auto Show on Saturday, June 7 from 10 AM to 4 PM at their shop at 30952 Ford Road. Awards will be given and over 100 cars are expected. (For more information please call 248-280-0342.) FMRCOA Members and guests are invited.

Bob Hunt Jr. grew up in Madison Heights and now lives in Ferndale. He is married to his wife Kelly. They have 3 sons: Bob, 33; David, 29; and Dalton, 7. "...and Dalton really loves cars," commented his proud dad!

The FMRCOA is happy to have a quality carburetor rebuild shop such as Kar-Go as a sponsor!



Bob with a Trolson Model T carb.

March Show & Tell: *Different!*

by
Bill Timoszyk

This month, the day after the BIG storm, the meeting was well attended and had a different type of Show & Tell.

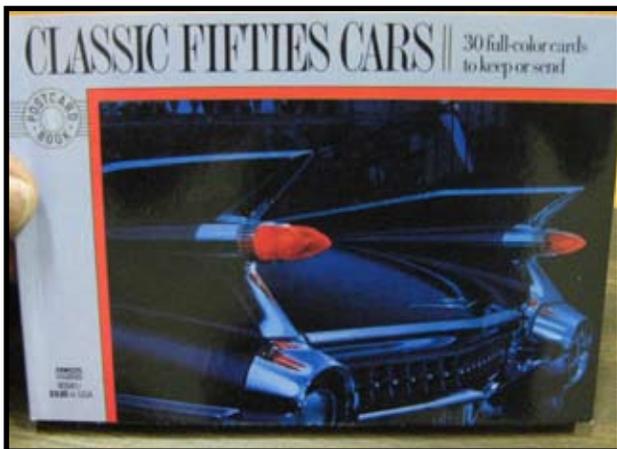
The nucleus of this Show & Tell was our long time Club Member Dave Lukkari, in from California to attend Autorama.

First up was Karl Chase. Karl brought in a recent purchase, a Delco factory coil in a finned aluminum case. As the photo attests, it is in "as found" condition. Karl plans on restoring it, including new innards if necessary, and installing it on his 47 Ford coupe.



Delco finned aluminum ignition coil.

Karl also brought in a booklet of old car ad postcards. Karl gave Members the opportunity to tear out their favorite postcard and take



Postcard booklet giveaway.

it home with them. Not only show and tell, but giveaways to boot!

Dave Lukkari then spoke to us about some of the high points in his automotive-centered life. Amongst the topics were his infamous Ardun powered Crosley and its trip to England, the creation of his also infamous Ardun powered "A" roadster, and others.

Dave also brought along a few magazines and photos that showcased his past. Dave, the genius behind the Generator Award (and also its builder), has been involved in a lot of automotive activities dating

back to the 1960's. He is a real asset to the club and we enjoy seeing him when he is in town!

See you next month without the storm!



Dave Lukkari reminisces.

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Frank Rochowiak
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Some Tips on Axle Ratios

by
Brian Kuta



Today I am going to spend a little time talking about axle ratios, because it seems there is some misunderstanding about the importance of selecting the correct one for your specific application. In doing this, consider that it doesn't matter if the vehicle is a one speed, two, three, four, five or whatever speed transmission.

To simplify writing about this subject, let us assume that 'high gear' is the one to one ratio in your vehicle. When we talk about axle ratio, we're talking about torque multiplication, more commonly known as gear reduction. Torque is the measure of twisting force. When a small gear is used to drive a larger gear, torque is multiplied. Assuming the engine is the same, a vehicle with a 4:00 to 1.0 axle ratio will have more torque at the wheels than a vehicle with a 3:00 to 1:0 axle ratio.

The axle ratio can most accurately be determined by counting the teeth on the pinion gear, then dividing that count into the ring gear tooth count. As much of the time that is not feasible, many times the ratio can be determined by reading the door code tag, or deciphering the VIN code, and sometimes by reading the tag on the axle housing itself.

If your vehicle is not front wheel drive, and you can see the driveshaft, you can determine what gear ratio is with the help of a couple of assistants. Put the rear end of the vehicle up on jack stands or a frame lift. After marking the driveshaft, you have the assistants each ready to turn both rear tires at the same time. As they simultaneously turn the tires exactly one revolution, you can now count how many times the driveshaft revolved. If you counted three and one half turns, you have a 3:50 to 1.0 ratio. If the propeller shaft made two and three quarters turns, you have a 2:75 to 1:0 axle ratio. If you turn the wheels three times and divide by three, it will be more accurate than just doing one revolution.

Now that your 'wheels are turning', you can more readily understand how your vehicle could be more "powerful" with a higher numerical axle ratio, and perhaps now believe that the vehicle could have a higher top end speed with a lower numerical axle ratio. Assuming no slippage, and you are in 1:0 to 1:0 high gear, and you have a 3:00 rear axle ratio, the engine will be revolving three times for every one turn of the wheels.

Now you have come to deciding what is most important to you: performance or mileage. As an engine turns faster, it may use more fuel. Consider that an engine working with more throttle will usually consume more fuel than one turning more rpm but operating under less throttle. If you are working the engine with a lot of throttle, the manifold vacuum drops and then the carburetor enriches the fuel mixture by some 25-30+% (sometimes called lugging the engine), and can use considerably more fuel than the engine using less throttle that is spinning faster. Indeed, for any demanded vehicle power, there are optimum engine speed-throttle settings. Besides these considerations, also consider that the 'lugging' engine will not have the spark advanced fully, and besides possibly detonating the engine, the ignition timing is not on target to provide maximum power or mileage.

To conclude this article that could go on to much more depth on the subject, I need to briefly mention the misconception about tire sizes. No matter what, if you have a 3:00 to 1:0 rear axle ratio, the wheels/tires will always make one turn to every three turns of the engine. If the circumference of the tire is larger, then the vehicle will go further in that one turn of the wheels/tires so, that too needs to be put into your equation when considering the correct axle ratio for your personal application. As usual, if any member needs to discuss further his/her particular needs, I am available by phone or email.

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Postcards from the Past by Lou Ironside

In this postcard, we have a fantasy view of the Ford Rotunda, Administration Building, and the River Rouge Plant. I call this a "fantasy" view in that the buildings have been re-arranged slightly, and all the other buildings in the area have been removed from view. These eliminations allow the postcard to show only the Ford buildings.

We can date this postcard quite easily, as it was mailed on April 28, 1940, from a father in Detroit to his daughter in Steubenville, Ohio. The father wrote that he had found a job (probably with Ford based on the postcard) and was hoping the family could join him soon. I certainly hope all went well for them.



Artist's "fantasy" view of the Ford Rotunda.

The FMRCOA Roving Reporter: Two Ford Winter Michigan Meets

This past month I was involved with two Ford-related swap meets in the Detroit area. The first was the Mustang swap meet at Gorno Ford, in Woodhaven, Michigan. There were plenty of spectators and the weather wasn't too bad, but the vendor count was down, with quite a few empty spaces in the second room. In past years this meet has been pretty much sold out, but that obviously wasn't the case this year. I don't know if the space was sold and the vendors didn't show up, or it was a lack of interest on their part. There were, as I said, plenty of spectators, but most kept their money in the pocket, and sales were pretty slow according to most vendors.

The second swap meet was the 38th annual East Side A's swap at Milne Ford in Macomb, Michigan. This swap meet was a sold out affair. Heavy snow to the south kept two major pre-registered Ford parts vendors from being able to attend. However, in spite of that, there was an excellent turn out of spectators, and the crowd was fairly strong until almost 2:00 PM. The late arrivals might have been a result of the time change the night before! Again, wallets were kept in the pocket, and it was a pretty slow selling day for many of

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the sellers. A few said they had an excellent day, but others weren't so lucky.

Is it the Michigan economy, e-Bay, or the "ageing" of our hobby? One or all of these seems to be affecting the swap meets. It will be interesting to see how the rest of the Michigan swap season 'plays out' in our area. I guess that the best thing to do is support our swap meet and other clubs' swap meets and hope for the best.

Next month I will report on the March 29th Mustang swap in Dearborn, and the Charlotte, N.C. AutoFair, where hopefully I won't see any snow!

Classified

March 2008

For Sale

- 4 15x7 American classic wire wheels 5 1/2 BC very good condition \$300 Edmunds 24 stud aluminum heads used, but good \$200. Karl Chase 248-879-0854.
- 2003 XLT Ranger V6 auto, all elect. long bed with liner, tow pkg, special paint, only 17000 miles, \$11000 or best offer. Vic 248-474-4356.
- Car hauler 20ft. 2002 \$2800 or best offer. Dan O'Hara 313-304-8103.
- Philco radio, table model, code 121 Model #397 6 tuning buttons, year, 1938 no reasonable offer refused. M. Horger 734-927-4651.
- 1976 Matador 4 dr V8 340 CID 45000 original miles all original mint condition, winter priced at \$6,500. Jerry Clos 586-786-6027.
- 1951 Mercury 2 dr. 1950's custom with 55 Olds headlights, 51 Ford dash, 53 Buick side moldings custom made grille, 54 Merc bumper guards, flush stock skirts and rounded corners. New glass and weather strip, Nova sub frame and wide whitewall tires. AOD 302 engine, ps, pb, pw, Kenwood CD player, 3000 miles. \$35000 owner will e-mail you a picture on request. emgdmg@hughes.net. Lynn Goodwin 248-684-0984.
- 1965 Thunderbird convertible. Rebuilt 390 CID engine, automatic transmission. Car is in primer. Denny 517-548-1841. (Paid ad.)

Wanted

- Y8 Ford multi-carb intake manifold 3x2 or 2x4. Bill Krueger 248-348-1768.
- Steering box and pitman arm for a 1955/56 Ford F150 pickup. Don Harris Livonia, 734-522-4050
- 1934 Ford radio control head. Bill Timoszyk 734-421-2076
- Front end rebuild parts for 1951 Mercury Harry Markerian, 760-900-2267
- 1958 Edsel hood ornament. Jerry Spear 505- 836- 3649.
- 49-50 Mercury 4 dr sedan project car (cheap). Lynn Goodwin 248-684-0984.



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- 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, 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 Szwast 248-344-2957 or johnszwast@aol.com.
- Offset generator mounting bracket for flathead V8. Call Bill Gipperich at 586-826-8813.
- 1936-37-38-39Ford artillery wheels Bill. 734-421-2076.
- 1989 Mustang GT rear hatch , front cover, hood, John Walker. 313-702-5688.



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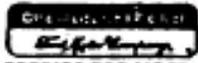


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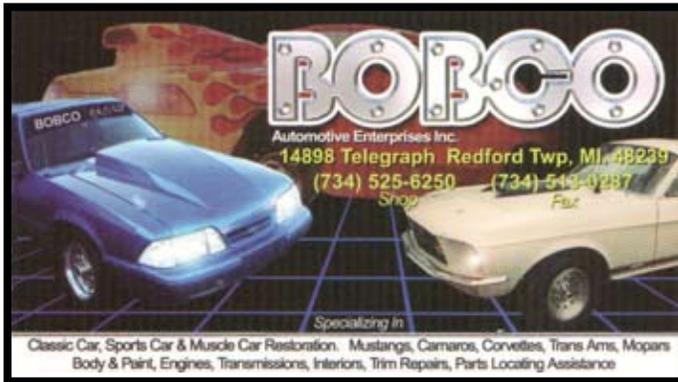
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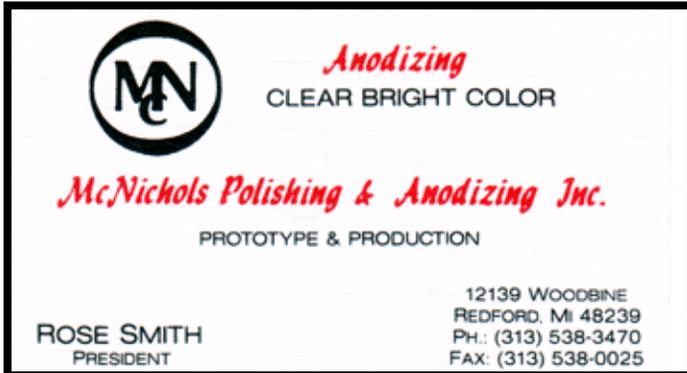
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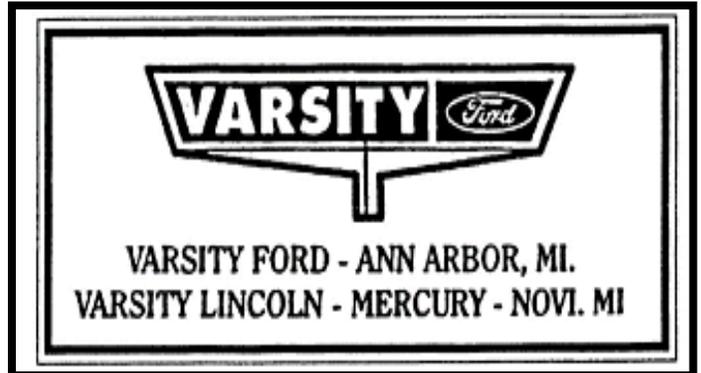
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