

THE
ROTUNDA
TIMES

Volume 4 No. 10 *The Official Monthly Publication of the Ford & Mercury Restorer's Club of America* October 2008

**Feature Vehicle:
1929 Model A V8
owned by
Bill Gipperich**



How many people does it take to build a 1929 A V8? One if it is Bill Gipperich -- according to his wife Annette. "Seriously, I got help in the form of parts sources, machine shop time and expertise," Bill corrected. It took him five years to accomplish this fun but challenging task: one year of gathering the main components and four years of fabrication, restoration and assembly.

Bill thought of this project around 1995 when he was



Bill coming out of a tunnel at the Ford proving grounds in Romeo.

Continued on page 5.

**A Bus Trip to Indiana
by
Roxanne Fontana**



A bus load of happy campers en route to Auburn!

It was still dark when we climbed on the bus in Dearborn, but you could tell it was going to be another great day. A second pick up in Ann Arbor, and about 60 club members were headed to Auburn, IN to visit the Auburn Cord Duesenberg Museum and the National War History Museum. The wheels on the bus went round 'n round and off we went!

The DVD player was being choosy and had its own idea of what it wanted to play, but thanks to Mark Sapienz



Club Members at the Kruse Museum.

Continued on page 8.

The Rotunda Times



The Rotunda Times
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Editor's Message



Thanks this month go to Bill Gipperich and his wife Annette for the Feature Vehicle article;; to Roxanne Fontana for her article about our Auburn trip; and to Bill Krueger for his article about driving in China. Don Olson's and Hank Dawson's contributions are also very much appreciated.

Please **do** keep materials/leads coming. With a larger newsletter, we need more material! 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 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, and now videos. Thanks for your support!

Steve Rohde, Editor



FMRCOA

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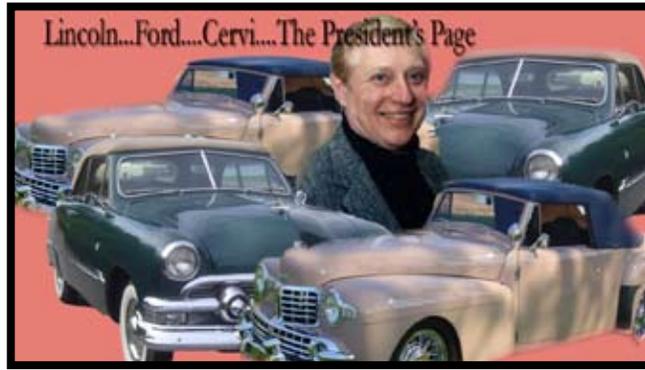
The Ford & Mercury Restorers Club is a hobby organization whose purpose is to foster and promote the acquisition, preservation and use of all Ford vehicles, 25 years of age and older.

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The Rotunda Times



Time seems to be going by so quickly! Already we're looking toward November, and cars (and trucks) are going into storage for hibernation 'til Spring. Plus the fact that a lot of our Snowbird members are heading off toward warmer climates. Our September meeting was well attended and we got quite a bit covered in a relatively short time.

The election process went rather smoothly. Your 2009 Board remains the same as no one volunteered to run against a present volunteer. Kind of means you're stuck with me as Pres for another year, and once again I promise to do all I can (with your help) to continue preserving all our club stands for.

Also, that night we had a guest telling us about the '33 Ford Roadster that they are re-popping in STEEL, brought one to show us what it looked like..... awesome!.....they also invited us to visit their shop so we can see first hand how they make the bodies. Looks like it will be quite interesting.

November will have another garage crawl, and it looks like we will be going to 3 different places. We'll be revisiting Alex Attard's place (the one with his homemade western town), Jack Krompatic's place, plus one other to be determined. Should be a lot of fun.

Happy Halloween!

Art Cervi, President



**Art with Bozo
memorabilia at the
Kruse Museum in
Auburn.**

WELCOME NEW MEMBERS

Tom Berge (Ruby)

6800 Vista Del Norte Drive
NE #921

Albuquerque, NM 87113
505-730-9962

berge01@comcast.net

1959 Ford Galaxie

Robert E. Guetschow

6786 Stahelin
Detroit, MI 48228
313-457-5465

John Pilarski

3813 Fieldview
West Bloomfield, MI
48324

248-360-1684

1978 Lincoln Mark V

Bill Jagenow

664 S. Rochester Rd. #102
Clawson, MI 48017
248-760-0700

billjagsix@yahoo.com

1927 Ford T. Roadster

1949 Ford 2-door

Roxanne Fontana (Mike)

2155 Hopkins Dr.
Wixom, MI 48393

248-926-0160

rocksand712003@yahoo.com

[com](http://rocksand712003@yahoo.com)

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



Scott Dodge (Louise)

6105 E. Hill Rd.
Grand Blanc, MI 48439
810-694-8146

scott_dodge1@yahoo.com

Elizabeth Marschner (Dan)

17445 Norborne
Redford, MI 48240
248-231-4892

emarschner@twmi.rr.com

Meet the New Members by Terry Worful



Bill Jagenow



I'm Bill Jagenow and was born on 12/8/1968 in Fuvoka, Japan. I am a shop owner.

My first car was a 1972 Cadillac.

I started collecting cars in 1986 with a 1963 Caddy. I now own a 1949 Ford tudor sedan and a 1927 Ford Model T roadster.

I do my own work on my cars.

The reason I joined the FMROCA? *Why Not: I'm a flathead guy!*

John Pilarski



My original introduction came on 4/2/1937 when I was born in Detroit. I am now retired.

My first car was a 1942 Ford coupe.

I started collecting cars in 1969 with a 1965 Corvette convertible.

I work on my own cars.

Wally Wigand enticed me to join!

Robert Guetschow



Hi! I'm Robert Guetschow and was born 8/15/1973 in Detroit and I work at Argent Auto Supply.

My first car was a 1977 Cougar. I have no collector cars at this time.

I also play guitar.

My dad made me join!



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

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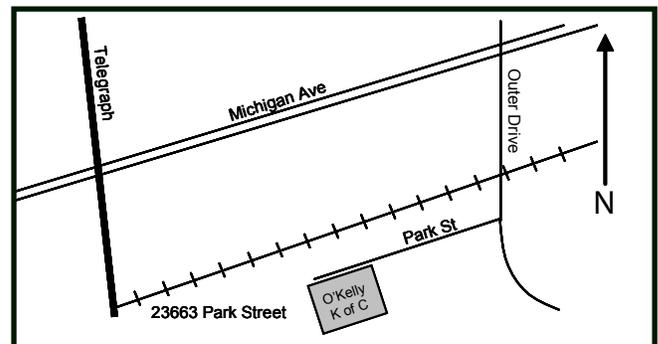
Ann Arbor, MI. 48105

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

This month was another fairly typical one. Dues are starting to come in.

Steve Rohde, Treasurer

FEATURE VEHICLE *cont. from page 1*

considering hot rodding his 1927 Model T. “The T just wasn’t very easy to drive in traffic or stopping for lights. I wanted to put a small V8 or V6 in it. I really didn’t have the heart to undo all of my restoration work so I figured I’d start fresh. I had an idea of the car I wanted to build but I didn’t know the key to which old Ford parts were needed to make it all work together,” Bill remarked.



Looks like Phil likes this car too!

One of Bill’s old friends and co-worker from his Ford days was Ron Guinn. Ron was building an A V8 himself in the form of a ’31 pickup and was a very knowledgeable source as well as an inspiration in the planning stages. Unfortunately, Ron passed away suddenly before the actual work began. “Ron, Bob Carlson and myself used to go to all the local swap meets together and Ron was always looking for flathead speed parts. At that time I was restoring the Model T and didn’t have any interest in early V8 stuff. If only I had known that someday I would, I could have gotten some really neat stuff and at much better prices than today,” lamented Bill.

When Bill joined the Ford and Mercury Restorers Club of America in 2005, his new friends became a dependable source of knowledge and encouragement. Bill wanted to remember Bill Hillen, another Ford Motor Company co-worker and old friend who got him to join the Club and introduced him to Model A hot rodders both inside and outside of the Club. “At the very first meeting I met the people with the knowledge for things done in the traditional ‘Hot Rod’ way,” Bill recalls.

The particulars of the car are a 1946 Ford V8 with stock stroke, .040” over for 245 cubic inches, ported and polished and balanced. The cam was reground by H&H in California to .355” lift, 274 deg. duration which gives

it a nice lobey idle. Right now and for awhile it’s a single Holley 94 with the stock heads. The frame is a ’29 with a cut down ’32 K-member. The rear axle is ’40 refitted with 3.54 gears. The transmission is the basic Ford top shift 3spd with internals from a ’48 transmission. The springs have reversed eyes and the rear one was slightly rear arched with a couple leafs removed.

Last October a few of these new friends came over to get the engine running and tighten up loose bolts. Bill had much fun last summer treating family and friends to excursions to Woodward, Mt Clemens or visiting friends. He has logged nearly 650 miles already working out the kinks and finishing some details since the initial drive. So far his most exciting drive was around the Ford Proving Grounds High Speed Track where he clocked 75 MPH. “I’m looking forward to either taking it to a Club Meeting or a garage crawl with the Club on some Saturday,” Bill concluded.

October Show & Tell: A Very Diverse Month Start

by
Bill Timoszyk

Paul Coleman brought in a NOS Southwind car heater with the original box and paperwork. These came out in the mid 1930’s and were used for approximately 20 years. Many were installed in Fords.

A menu/meal ticket from the Ford Rouge plant cafeteria for their 75th anniversary was brought in by Bob Haas. Great food at seemingly (today) give away prices!



Southwind car heater kit.



Rotunda complex postcard.

Tony Skomra brought in some Ford Postcards circa 1940 showing the Ford Rouge Factory, the Administration and Rotunda buildings. He also showed one picturing the new 1969 Ford Torino.



A prime rib lunch for \$3.30!

Leo Chouinard and Tom Mehlhose both brought in a special “Bozo” items for our famous President.

Don Olson brought in a large Ford tractor “Jubilee” crest sign that he had just purchased (see article on page 9).

Two other Club Members brought in a the book “The Ford Model A,” and a home built garage diorama

with two Edsel cars: one in the garage and one outside. This was truly a work of art.



Amazing garage diorama built by Club Member Greg Steinmayer.



Saturday December 13

6:30-10 PM

Members free!

Additional tickets: \$14.50 adults

\$12.75 children 5-12

Children under 5 free

Register/order tickets by check payable to FMRCOA and send to:

**Bob Guetschow
16291 Worden Rd.
Holly, MI 48442
248-328-9113**



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!

Nov. 1	Garage Crawl
Nov. 5	Club Meeting
Dec. 3	Club Meeting
Dec. 13	Holiday Nights -Greenfield Village

Garage Crawl Organized for November 1

First Stop - 9:30 a.m.

Jack Krompatic’s House

29114 Greening

Farmington Hills, MI

*** Cider and Donuts ***

Second Stop - 11:30 a.m.

Alex Attard’s House

28805 Middlebelt

Farmington Hills, MI

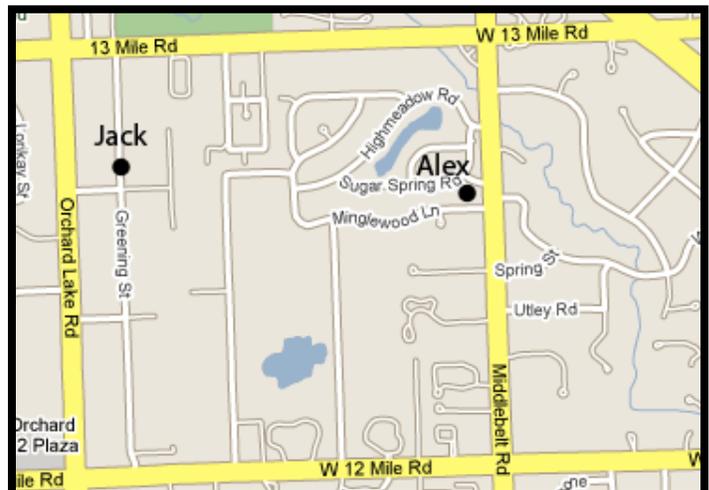
Club Cars Park in His Backyard

Regular Cars Park on Minglewood (side street) and

in his driveway.

*** Lunch -- Pizza and Drinks ***

Both stops are just south of 13 Mile Rd.





October 2008 FMRCOA Meeting Minutes October 1, 2008

Several guests were present and included Herb and Marge Offord from Milford; Dennis Gibbish from Plymouth; Bill Jagenow, who arrived in his low low quadruple carbureted flathead 27 T roadster and became a new member; Mark



138 Members & guests attended the meeting!

Trostle from Plymouth, who brought his equally as low, but lots shinier 33 roadster from American Speed Company (he was our guest speaker); Mike Loewengruber from Southgate; Kevin McLoughlin from Plymouth; and Kurt Guetschow from Trenton. All these guests helped to swell our attendance to a near record crowd of 138 as tallied by Terry Worful.

The minutes were accepted and the Treasurer's report was read aloud and accepted. Steve seemed to think we're surviving better than Wall Street!

Bob Guetschow outlined the election procedure as it now stands and all the Board and officers have agreed to stay on in the same positions. Cole Grandy expressed his willingness to run for a position on the Board but he was reluctant to run against any one person in particular.

Rick Jones came into possession of an undamaged shipment of toys imported from China which could not be sold because of a smeared label. He and Jim Ullery loaded the toys in a 25 foot car hauler and donated them to the Marines for TOYS FOR TOTS in the name of FMRCOA. Some were given to other charities, but 800 toys went to TOYS FOR

TOTS. Lets all try to top the scales this year with our individual toy contributions at our Dec. 3rd meeting.

Lots of announcements were made of upcoming car shows, color tours, and cruises.

Bob mentioned that "Holiday Nights" at Greenfield Village will be a Club event again this year. Bring your



Ed Goff (I) & Mark Trostle in front of gorgeous '33 roadster. money to the next meeting or send it directly to Bob as soon as possible, so he can confirm our reservations.

Terry reported that we now have 343 members in our Club.

Our speaker for the evening, Mark Trostle, told us about the all steel 33 roadster bodies that American Steel Co. is manufacturing. they will fit on an original or reproduction Ford 33-34 frame but, unlike its "grandfather," it has power roll up windows, a hide away convertible top, can be either fenderless or with fenders, and way more comfortable and driveable than its original predecessor.

On November 1st we will have another garage crawl and details will also be found in this issue of Rotunda Times.

Show and Tell this month brought out a N.I.B. (New in Box) Southwind gasoline heater. This item caused member Al Orloff to relate a hilarious tale about his smoky 38 Ford which almost burned up and called out not one but two hook and ladder trucks from the Detroit Fire Department. The fire was extinguished by what else -- a fire extinguisher!

Our resident clown got his own license plate and his own BOZO bank. Art concluded the meeting with his usual joke. Raffle and eats and "That's all folks"!

Phil Lyon, Secretary

The Rotunda Times

BUS TRIP *cont. from page 1*

and Larry Miller the DVD's were rolling. Donuts and cider were shared, and the sound of conversation and laughter made the miles fly by.

Our first official stop was the Auburn Cord Duesenberg Museum (ACD). The building itself is a tribute to the Art Deco architectural era and provides an ideal setting for the dozens of cars that were on display. Even a non-technical car buff could appreciate the beauty of these cars and our Club members were thoroughly checking them out.

There was a separate display of later model vehicles in the National Automotive and Truck Museum of the United States (NATMUS) housed in a building (that also once was part of the Cord factory) behind the ACD Museum, and some of our members visited it too.

After a brown-bag lunch on the bus, we headed over to the Kruse National Military History Center. One side of the building held an impressive display of military might including items such as Eisenhower's and Rommel's staff cars, and a full display of the Battle of the Bulge. There was even a highly-detailed, miniature PT109 that was powered by twin-electric motors that one could actually sail. We can proudly claim several military vets as members of our Club including two WWII vets, Dick Hood and Grant Beard.

The other half of the building held displays of custom built, unique vehicles that would catch anyone's eye. Antique fire fighting equipment, Indy race cars, and a dog catcher's truck were on display next to Batman's car. A large portion of the museum was dedicated to Carl Casper, a legendary custom car designer.

There was also a room dedicated to television where we found Art Cervi's alter-ego – Bozo (see page 3). Phil Lyon must have been lost in the nostalgia because he had to be paged to get on the bus!

While we were there, Darrell Harding contacted a friend and the Ford Early V8 Club opened its doors. Their museum is in its beginning stages and is really not ready for viewing, but you can see it will one day be a must-see stop.

A tired, hungry group headed home and, with a quick stop at Old Country Buffet, for dinner it was every man (and woman) for themselves. We made the restaurant earn its keep as we filled up after a long day. Back on the

bus the tired group was quieter now with their stomachs full, and the laughter and talk slowed down. There were a few heads nodding and light snoring floated in the air.

The Auburn Cord Museum stood out as a true tribute to a classic of its time. The military museum made you reflect on the respect, honor, courage and sacrifices of our military; and the Kruse car museum was an added bonus.

A special thank you goes to Ed Goff and Dick Monroe for suggesting and laying the groundwork for this trip, and to Bob Guetschow for helping coordinate the arrangements. I'm not sure it qualifies for a "thank you," but now I have to get Mike Fontana a new toy for Christmas -- a microphone!



Above: Members in the ACD Museum. Below: The NATMUS Museum was more like what we were accustomed to!



Below: Our WWII veteran Grant Beard in the Military Museum. And Dick & Steve with General Patton!



Some Tips on 60's Engines

by
Brian Kuta

OK now, let's get this all straight. You don't want to run race gas, are reluctant to change the timing, think the compression is too high, and want both performance and mileage? Are you running a fever now?

Fever or not, consider the following: You can boil the issue down to excessive cylinder pressure, especially at wide open throttle. Combustion chambers designed in the 60's can't accommodate today's gasoline, and, therefore, are poor propagators of a stable combustion flame and are potential contributors to detonation. So now you're facing a reduction of cylinder pressure. What we're going to say now will unleash a few letters of incredulity, but that's fine, as it helps keep the juices flowing.

You should change the camshaft events. and can try shortening the intake duration by closing the valve sooner. Also, consider reducing the lobe separation angle to two degrees less than stock. Another option is to install the cam two degrees retarded. That will help even with a stock cam, assuming you have adequate piston to valve clearance. Then you can use spark timing as a yardstick to find the point of maximum cylinder pressure for the fuel used. By then you will come pretty close to doing most of the things you didn't want to do anyways.

Rare Ford Tractor Sign Purchased

by
Don Olson

I attended Bob's Auto Parts auction in Fostoria, MI. (north of Lapeer) on September 14 and purchased a rare Ford Tractor sign. Recall that Bob's Auto Parts was a place that we went on during a garage crawl a couple of years ago, and its owner, Bob Zimmerman, passed not too long ago.

The sign is very heavy and is made of cast aluminum; it is 32" high by 22" wide, and was made by the Brown and Raisch Company in Detroit. I worked for Ford Tractor Division for 17 years but have never seen this sign. It is the same image that is on the nose emblems on 1953 thru 1961 Ford tractors as shown in the photo.

Regarding the auction, it was on a very rainy Sunday. I was at the auction for 11 hours and watched a lot of stuff being sold. I have never seen so many oil cans in one place! Also, many signs, gas pumps and gas pump globes were also sold.



Nose emblem (l) & sign Don purchased (r).

FMRCOA Members at the WCC Car Show



Over 200 cars participated in the October 5 show at Washtenaw Community College.

The top picture shows Steve, Pete, Pat, and Paul on the field.



The bottom picture shows Darrell Harding with his '52 Mercury that was chosen as a special display vehicle.

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Driving in China

by
Bill Krueger

The immaculately-detailed black Buick LaCrosse slowly rolled curbside before coming to a stop, inches away from striking the pedestrian as she stepped off the sidewalk, not looking and without a care in the world. As the well-dressed rear-seat passenger exited, the driver deliberately opened his window and wantonly discarded the empty pack of Double Happiness cigarettes onto the street.

Simply said, that's the difference between the United States and China. Here, in Shanghai – as elsewhere in China, someone will soon sweep up the trash. That's what they are paid to do – 24/7/365.

I've been traveling to China since May 1993, and lived here from 1997 to 2000. Words cannot describe the change. But this is a car rag and I'll stick to cars, trucks, and possibly everything else that's mobile.



Transporting furniture in China!

But first, simply because it's such a difference to what I'm accustomed, I will list Rules of the Road, China-style, as I've come to see and experience them:

- The pedestrian has absolutely no rights.
- The vehicle making the right turn has the right-of-way, regardless of traffic signal, on-coming traffic, and pedestrians.
- The vehicle making the left turn has the right-of-way, regardless of traffic signal, on-coming traffic, and pedestrians.

...that said, just think about those last two for a minute!

- Traffic signals are merely suggestions and not necessarily meant to be followed.
- Traffic directional signs (e.g. one-way signs) are merely suggestions and not necessarily meant to be followed.
- Traffic infractions are settled with the ticketing officer on-the-spot.
- Traffic accidents are settled on-the-spot before any vehicle is removed from the scene, even in the cases of minor property damage and death. Yes, even death.
- Policemen – and policewomen – are to be argued with.
- Horns are to be honked at all times and in all places, repeatedly.
- The louder the siren in the privately-owned or government-owned vehicle, the more latitude in disobeying the Rule of Law and Order.

While I've yet to see a 1955 Ford or 1977 Avanti, it is safe to say that if it's a current-production vehicle, it can be found here. If not with OE-badging as we know it, the vehicle is a near look-alike with similar-looking OE logos and model names.

Once, years ago, I saw a 1959 Cadillac in Beijing.

Today's China, is much like the USA of old where we saw Fords in Dearborn, Chevys in Warren, DeSotos in Highland Park and Nashes in Kenosha. In Shanghai, we see VWs and Buicks. In Beijing we see Jeeps



A Lincoln in Shanghai?

and Hyundai/Kia. In far-away Chongqing, we see Fords. In Hubei's Wuhan, we see Citroens. In Guangzhou, we see Honda. In Tianjin, we see Toyota. You get the picture.

Because of the sheer number of people and vehicles, there are exceptions. Many, in fact. For instance, during a brief stop at an intersection in Shanghai, one would think she's in Germany by the number of BMWs and Mercedes-Benz that pass by! Last week, during a 20-minute walk, I saw 2 late-model Rolls Royce (Silver Clouds?). I can't recall the last time I saw a late-model Rolls Royce in Metro Detroit!

I'll be in Shanghai a bit longer – watch for more news From the Other Side!

Fords of Auburn on Labor Day Weekend

by
Hank Dawson

As we approached the exit ramp 126 for the Auburn Car Show & Meet & Car Coral plus auction day on August 30th 2008, we were faced with a traffic lineup that we had not seen at previous visits to this show. Then we realized the show fell on Labor Day weekend, and that there were a lot of guys out of work with time to attend this show. With the line up of cars, it took us about 15 to 20 minutes to arrive in a parking spot at 10:15am. We finally did park and headed for the entry gate that also had a lineup to enter! Fortunately this line moved pretty fast.



The motley crew: Bob, Hank, Pat, & Pete in front of a Rolls Royce that they were contemplating!

The event was packed! Pat and I decided to visit the car coral first and then move to the swap meet area. Some of the cars had hefty price tags as usual, but for the most part there were some very nice cars in #3 and #4 condition for good prices, and the owners were willing to deal on price. The car that caught our attention was a very clean red 1972 LTD convertible from Florida with a 429 V8 engine. It was now owned by a gentleman from Ohio and sported a price of \$8000.00.



Pat eyeballs '72 LTD.

We should have bought it! There was also a black 1951 Ford 4dr. V8 with a gray stripe interior that was very original for the same price.

We then went through the entire swap meet area. There were some good prices on parts this year -- but not a lot of the old Ford car stuff. There were a lot of hub caps and wheels.

After Pat and I left the swap area, we went to the auction

and caught up with Bob and Pete. As we sat down to rest our feet, a 1962 Corvette was going across the auction block and the reserve was lifted. In no time flat the already bid price of \$113,000 went to a sold price of \$131,000 dollars! The auction did very well the day we were there.

Then we left the auction and went out into the lot and viewed the cars. I found four Fords of interest. All four were very rough for actually being restored cars. We also saw the Blackhawk and Hayman collections of fine cars.

We had a great time and would recommend going to the fall show in Auburn if you have not been there. Smooth cruisin'....

The FMRCOA Roving Reporter at "The Zoo"

If you thought that we had mud and rain at our Annual FMRCOA swap meet, you should have been to the NSRA North street rod show and swap meet in Kalamazoo! That was the weekend hurricane Irving paid us a visit and it rained for three solid days. We had tents and tarps, and hopes that it would get better.... boy were we wrong! Friday was soggy, Saturday was terrible and by Sunday we were stuck in six inches of mud and, in some places, 18" of water.

I took my 28 Ford woodie wagon to sell, and had to be towed out by a four wheel drive tractor! Several weeks later the wood still is swollen and the doors don't shut correctly.

They say this is a "hundred year rain"....good, I am set for this lifetime! In spite of all the rain, there were still a lot of cars that showed up including the "other" 1942 Mercury wagon in Michigan. I still had a good time, but it would have been better if I wasn't soaked to the skin most of the time.

The following weekend a group of us ventured south to the annual Hoosier swap meet at Indianapolis, IN. In contrast to the week before, the weather was perfect with sun, and temperatures in the 70's. There were deals everywhere this year and one fellow in our group bought a NOS 1947 Ford hood for \$50. Plenty of money was spent between us, but it we would have spent even more if we had sold better the week before at Kalamazoo.

The same group of us are heading off to Hershey soon, so next month lets hope you hear about clear skies and warm weather! Until then....good swap meets to you.

Postcards from the Past by Lou Ironside

In honor of the recent Hershey swap meet, I am going to show a postcard that could bring back memories to some of the "older" members, who attended the Hershey swap meet in the 1960's. Back then, the "in" place to stay while attending the meet was either the Hershey Hotel, or as depicted on this postcard: Gene Zimmerman's Automobilarama hotel/museum/restaurant. This long gone establishment housed the personal mostly pre-1920 car collection of Gene Zimmerman.

Although I never had the pleasure of spending the night there, we did eat breakfast there on several occasions and the dining room had several old car chassis hanging from the ceiling, and brass lights and artifacts hanging all over the room. And the small museum was wall to wall with brass cars most of which were unrestored survivors.



Gene Zimmerman's Automobilarama hotel/museum/restaurant.

Needless to say, it was quite a thrill to eat surrounded by that automotive history. If memory serves me correctly, Gene passed away in the late 1960's, and I seem to remember the ad in Hemmings for the sale of the collection. The building sat vacant for several years in the early 1970's, as I remember passing the empty shell on our annual trip to chocolate town. Then, one year it was gone. Now, like the collections of Joe Temrowski, Bill Harrah, and so many others, they remain only as a distant memory to the older collectors.

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- 4 GR 78x14 radial tires and wheels from a 1963 Ford Galaxie. Tires have 80% tread left \$150. Charles Rivers. 248-446-1534.
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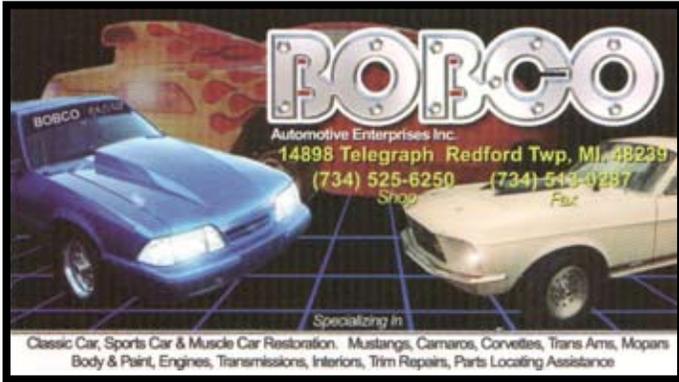


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