

The Rotunda Times



Volume 5 No. 8 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America August 2009

Feature Vehicle: 1968 Mustang owned by Scott Vorrath



“I bought this '68 coupe about five years ago from a person in Arizona, and am slowly putting it back together. My goal is to fully restore it someday,” commented Scott Vorrath as we discussed his 1968 Mustang.

Scott's Mustang was originally owned by fellow club member Mike Riemenschneider. Mike ordered the 428 Cobra Jet Coupe brand new. It is one of 119 made with the 428 CJ and C-6 automatic transmission. Twelve were Acapulco blue and three had 4:30 rear gears which this one has.

Scott put in a more “street-able” 3:50 gear. “Mike said he used



Another roomy interior.

Continued on page 4.

Showtime! by Larry Waligora



Larry's 1948 F6 parked in downtown Manchester during the filming of the movie “Flipped.”

It wasn't a childhood memory that drove me to buy a classic truck. I just needed a truck. I didn't want a “soccer mom” truck so I started looking back to when trucks were... well, trucks. I found an auction in Ortonville with a truck that I really wanted: a 2 ton 1948 Ford F6. It was very much original

Continued on page 5.

Club Picnic a Success by Roxanne Fontana



Captain Mike takes club members for a ride on Loon Lake.

Continued on page 8.

The Rotunda Times



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Editor's Message



This month we thank Scott Vorrath for the Feature Vehicle material, Roxanne Fontana for the Club Picnic article, and Larry Waligora for the fascinating article about how he and his truck ended up in the movies! We also thank Denise Rohde for the new graphic on the President's Page; and Debra Levasseur, Brian Kuta, and Al Orloff for the photos they provided. I'd also like to thank Larry Haase for letting me know about the poison gas incident for our safety series. Finally, thanks again go to our team of Staff Contributors for providing articles for this newsletter.

We'd also like to welcome our new advertiser, Metal Rescue (www.metalrescue.com). Many of you saw their rust removal solution demonstrated at Dearborn '09 and at our last meeting. Looks like a great product!

Please keep materials/leads coming. **We are still running low on Feature Vehicles.** And with a larger newsletter, we do need more material! If you want to report on an event that you attended, let me know.

Just give me a call (734.717.5444), email me, or put something

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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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 videos.

Steve Rohde, Editor



August 2009

Our 40th anniversary and still going strong!

New Members

On behalf of the Board of Directors, a huge thank you to all of you for all of your efforts in making Dearborn's "40th" a big success. This year showed how easily things can get done when you have teamwork. With minor glitches it was one of the smoothest ever. It is really great seeing our new members stepping up to the plate and acting like veterans. "Where do you want me and what do you want me to do?" was their motto. Kudos to you all. Thank you Laurel for coordinating.

All things considered we seem to have ended up financially just about the same as last year, and in this economy that's good. Nice weather (for a change), nice car show....thanks Terri. Thank you Bob for the swap meet section.

I would be remiss if I didn't mention the frosting on the cake: "Thunder over Michigan." What an aerial show was put on! Fantastic, but what was really great was the view Friday's set up team got as they practiced for the weekend. Awesome. And, I'm sure there was a little hot-doggin' going on. Maybe we could arrange this same competition each year. Man that was fun and loud!

We can all look forward to the Fall season coming....just remember there are still a lot of car shows and swap meets we can attend before we put out babies to sleep.

To those of you that attend our monthly meeting I will pass on to our other members just how much you all are enjoying our Chef's Surprise each meeting. We never know what we are going to get, what they put out for us is SUPER! Thank you Chef Albert and Adell for putting on a great spread.

See you in September.....

Art Cervi, President

Jim Cramton (Monique)

4110-134A Ave. N.W.
Edmonton, Alberta, Canada T5A-2N5
780-478-0872
jrcramton@shaw.ca
1949 Mercury M-47 Pickup

Bill Wilson (Linda)

2066 2nd Street
Wyandotte, MI 48192
734-771-8818
1965 Mercury Comet

Gary Hopcraft (Lola)

1542 Suzanne Ct.
Flushing, MI 48433
810-348-5968
ghopcraft@comcast.net
1977 Mercury Grand Marquis 2-dr.

Robert Salem (Joyce)

22685 Ann Arbor Trail
Dearborn Heights, MI 48127
(313) 274-4490
salemv@aol.com
1941 Mercury Club Coupe

Dan Buchan (Gayle)

37850 Grantland
Livonia, MI 48150
(734) 464-3364
autostavar@earthlink.net
1962 Ford Galaxie 500 2dr Hardtop
1962 Ford Galaxie 2dr Sedan
1947 Ford Business Coupe

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



Continued on next page.

NEW MEMBERS *cont. from previous page.*

Adrian Clements (Cheryl)

8740 N. Ridge Rd.

Canton, MI 48187

248-760-4343

amclements@motorcitygalaxieclub.com

1967 Ford Galaxie 500 Convertible

1967 Ford Galaxie 500 2dr Hardtop

1967 Ford Country Squire Wagon

1967 Ford Meteor S-33 Convertible

Louis Thomas (Diana)

35572 Brooke Ct.

New Baltimore, MI 48047

248-376-0047

plymouthsatellite@yahoo.com.

1948 Ford Convertible

FEATURE VEHICLE *cont. from page 1*

to drive it 70 mph on the expressway with the 4:30 gear at 4000 RPM,” Scott commented. This is the same Cobra Jet Coupe with which Mike set the AHRA world record back in 1970 (please see the June 2009 issue of the Rotunda Times http://fmrcoa.org/newsletter/2009/June%2009%20news_Screen.pdf). “The car only has 33,000 miles on it but I would have to say 70% of them are ¼ mile at a time,” Scott stated.

Indeed, of the four previous owners, three drag-raced the car. Scott is the fifth owner. The car still has about 60% of its original paint, and three of the original Goodyear polyglass tires. Mike removed the pollution control system which is still in a box.

Scott drives the car whenever he can and does race it when the opportunity arises. For example, “At the Downriver Cruise a couple years ago I had the perfect race opportunity at a stoplight with a Hemi Road Runner but a cop was behind us,” he remarked. But he did race a '69 Camaro and a Pro street truck and beat both.

Scott, who is single, grew up in Monroe and now lives in Erie, Michigan. He owns a Kentucky Fried Chicken franchise in Monroe.

Scott has been a club member for four years. “I really enjoy Club events – particularly the garage tours,” concluded Scott.

FMRCOA's Own Artist

“I try to bring beauty into peoples lives with my photography and art,” stated Debra Levasseur as we discussed her work. Debra, who was the young woman taking the photographs at our recent picnic, joined the FMRCOA in 2007.

Debra graduated from Melvindale High where she took art classes throughout her four years. She then attended Henry Ford Community College where she majored in Architecture. Until last January she worked in the mechanical engineering field. But now she is following her passion and is a full time photographer/artist!



“I have always loved art and my sister is also an

Debra taking photos at our picnic.

artist,” Debra commented. Since she was young, Debra has enjoyed cartooning and making personalized greeting cards. She enjoys all types of mediums including oils, acrylics and airbrushing; and especially loves learning new ones. More recently she has gotten into digital photography and enjoys creating digital artwork. This includes both “painting” with the computer and starting with a photograph.

In fact, digital photography has opened a whole new avenue to Debra: “I have always been into photography but never really pursued it until the digital era. I got my first digital camera in 2000 and having been shooting ever since!”

Debra shot her first wedding in 2003 and her business took off from there. She has shot weddings, children, pets, cars and everything in between including commercial work. She also shoots for charities which she feels is an enjoyable way to give back to the community.

Debra concludes, “I love both art and photography but was tired of being a starving artist so I thought I better pursue my photography first. I am lucky enough I can combine the two!”

Editor's Comment: Readers are encouraged to visit Debra's website: <http://www.designzbydebra.com/g2/main.php> and view her beautiful work or phone her at 248-459-1225. Some of her Club Picnic and Dream Cruise photos are on page 16.

CLUB CAR IN MOVIE *cont. from page 1*

with a huge 8 x 13 foot bed. It also had a hoist to dump to the back or side and a T98 4-speed with a 2-speed rear end. Well, I won the bid and on July 28th 2007 it was mine.

Since then I've tried to pick off the easy things that needed fixing and to keep it running. Because it is a work truck, when the idea of the truck being in a movie came up, I viewed it as a way for the truck to at least do some work and earn its keep.

On April 27th I received an email from Jim Crawford about Michigan Picture Cars looking for old vehicles. I contacted Sherry Cassar about the movie. Sherry was quite excited about my F6 stake truck. There is a critical scene in the movie about the taking down of a sycamore tree.

The process of getting in a movie is a convoluted one. Sherry and I talked several times. We discussed everything from the truck itself to compensation, taxes, insurance, and even transportation to get my truck to the set. Finally, Sherry and Dave (Castle Rock / Warner Brothers) came out to my house to see the vehicle. The truck was perfect! Sherry and I would talk a couple more times and then things went real quiet for a few weeks.

Then on July 20th I got the call: Sherry told me that they wanted me and my truck for the movie. On July 23rd I heard from Bryan Brown of B & B Restoration. My truck would be picked up on Sunday night the 26th and returned Monday night.

My wife Sharon and I arrived Monday morning at the American Legion in Manchester for the filming. Before we did anything, the studio fed us a great breakfast. We had our fill and then Sherry brought the paperwork that consisted of a W-9 for Uncle Sam.

Most of the vehicles used were local: six cars, six trucks, and two tractors. The local guys arrived early and were directed to move out on to Main Street in front of the stores where Bryan also dropped my vehicle off. Many of the stores had received a fresh coat of paint and signage that would match the time of the scene -- 1963.

All of the vehicle owners and spouses were grouped under a shade tree where we could watch the "movie making" and wait. Most vehicles waited all day and never were in a scene. Other vehicles were pulled off the street for looking "too good" and others for equipment that didn't match the era. After a while Sherry brought a group of us to wardrobe for clothes and a haircut. My stylist, Clifton Chippewa of Ann Arbor, is up for an Emmy for his work on the TNT movie "Gifted Hands." I, on the hand, am not up for any awards.

The morning involved mostly scenes with a 1956 Packard and

a 1962 Mercury Meteor. Then I got my chance -- Sherry came and asked for me and my truck. My big moment, stardom, Hollywood here I come!

So I jumped in and headed up Main Street. In the course of the afternoon I would make several runs down Main Street. It was a hot day and, unlike several other vehicles, my F6 was fine with the heat. I, on the other hand, was sweating bullets as I sat in the hot cab.

Happily we broke for lunch around 2 PM where I met actor Aidan Quinn. I also ran into the young star of the movie, Madeline Carroll, at the lemonade cooler. I helped her fill her cup from the near-empty cooler and she said "Thank you



Other period vwhicles on the set.

sooo much! You're a sweetheart." Twelve years old and already a flirt!

After dessert it was back to work. I would be staged for four more scenes. One scene with a late 50's White dump truck, another

with a Dodge pickup, one with a tractor, and then back with the dump truck again. None of these scenes were ever shot.

Much of the afternoon's delays were due to the cloudy weather; we had to wait for the clouds to get out of the way so that it was a "sunny day" in the movie. This hide-and-seek with the sun kept any other scenes from being shot. That, and the fact that minors can only work 8 hours a day, led to us calling it a day at 6 PM.

As for the tree cutting scene that Sherry was so excited about when this all started? Well, there was a guy from the west side of the state that has a tree trimming business using classic trucks from the forties and fifties. So I was cut from that scene, which would have been an 11-day shoot and would have been a blast.

I found out from Sherry and Dave that Rob Reiner loved my truck. By now I'm feeling pretty good about my F6. Soon I was home again and wishing that Sherry would call me back for just one more day and another scene in the movie. My truck could use the work . . .

Editor's Note: *The movie that Larry and his truck are in is called "Flipped" and tells the story of a young girl growing up in the late 1950s and early 1960s and her friendship with a boy. It will be in theaters next year.*



2009 FMRC Meetings & Events Calendar

Below is the *tentative* table of meetings and events for 2009. 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!*

| | |
|----------------|--|
| Sept. 2 | Club Meeting |
| Sept. 11-13 | Frankenmuth Auto Fest |
| Oct. 7 | Club Meeting |
| Oct. | Color Tour - TBA |
| Nov. 4 | Club Meeting |
| Dec. 2 | Club Meeting |
| Dec. 8 | Christmas Walk-Greenfield Village |



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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 2955 Bateson Ct.
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Monthly Club Meeting Location

Our monthly club meetings are at **St Mary's Cultural Center at 18100 Merriman Rd** in Livonia between 6 and 7 Mile Roads. This is the beautiful facility where we have held the last several dinner dances. Moreover, it has a extremely large parking lot enabling club cars to be easily parked together (and the food is good!).

Meetings will continue to be on the first Wednesday of each month and will begin at 7:30 PM. And do bring a friend!

A Note from the Treasurer

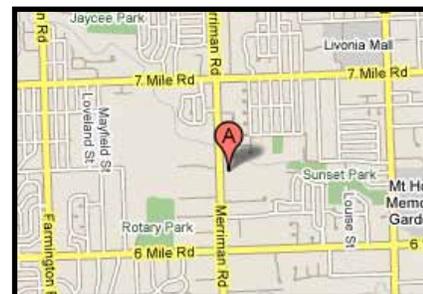
Another typical month. Bills still came in from last month's swap meet and car show which, indeed, was a successful event from a financial perspective.

Steve Rohde, Treasurer

FMRCOA Participates in Dearborn Memorial Day Parade



About 15 FMRCOA cars participated in the Dearborn Memorial Day Parade on May 25. We were in the O'Kelley Knights of Columbus segment. Thanks go to Al Orloff for coordinating this. We plan to parade with the O'Kelley group again next year.



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August 2009 FMRCOA Meeting Minutes August 5, 2009

Many members were out enjoying the cars and weather so Art started the meeting at 7:40pm. We sang the national anthem and recited the pledge of allegiance. Last month's meeting minutes were approved, and there were 120 members at the meeting.



120 club members attended the meeting.

Art thanked everyone for all of their help and hard work in this year's car show and swap meet. He also mentioned that he thought it was the nicest one yet. The Yankee Air show was going on at the same time, which made for an extra exciting day.

Steve Rohde presented the Treasurer's report, which included some of the financials for the swap meet and car show. He also compared this year's financials with previous years and, although it was not a record year, we did very well. The report was approved.

Terry Worful reported on the car show, which was a great success. This year the car show was laid out differently and it was well received. There were 175 cars entered and 200 cars parked. Terry had several compliments on the new plaques this year. She also reported that this was the first year that all of the cars were judged. Terry thanked Tony Rainero for his help, Linda Dicks for her stained glass raffle donation, and a big thanks to all of the others that helped make the car show a success. Terry is looking for a feature car for next year so see her if you have any suggestions.

Bob Guetschow reported on the swap meet, which was down about 35 spaces from last year but overall did very well. Bob

was calling our regular vendors at the last minute reminding them of the swap meet and was able to get some of them to come out. Sadly we did lose about four big vendors this year, which could account for the shortage. Bob thanked several key people for their help.

A great big thanks went out to Mike Fontana and Phil Lyon for hosting this year's club picnic on July 25th. The weather was great and it was reported

that Mike is a pretty good boat captain. Mike thanked

all those who helped with set up and clean up.

The Woodward Dream cruise is fast approaching and we have our spot reserved at Royal Oak Ford. We are restricted in the number of cars that members are allowed to bring and by a show of hands at the meeting those spots were quickly filled.

Bob announced that the new membership directory is done and it looks real good. He thanked Beth Marschner for her help in putting out what could be the best roster yet. These were passed out to members present at the meeting.

Art has graciously accepted the job of dinner dance chairman again this year, and it was agreed by show of hands that we have the dinner at the St. Mary's cultural center again.

Our guest speakers for the evening were Nicole Payne and Candi Williams from Armor packaging. You may have seen their display at the car show. Their product is called metal rescue, which is a rust remover bath. This product is safe, clean, easy to use, non-toxic and environmentally safe. They also offer many rust prevention products as well. A short demonstration of the product proved successful as witnessed by club members. Visit their website at www.metalrescue.com.

The meeting continued with some great car talk, show and tell and the 50/50 raffle. Mike also had club tee shirts on sale for \$5.00. After Art's joke, we adjourned for a delicious snack.



Nicole Payne & Candi Williams explain their product, Metal Rescue, at the meeting.

Beth Marschner for Phil Lyon

CZ Safety Series*: Beware -- Common Cleaners Can Turn into Deadly Gasses

In a recent issue of American Iron Magazine (<http://www.aimag.com/>), there was an article written by Steve Garn (Brew Dude) <http://www.brewracingframes.com/id75.htm> about how he was almost killed about eight months ago by the fumes generated when he welded some diesel tanks that he had cleaned using a chlorinated brake cleaner.

A few drops of cleaner were in a deep dimple on the tank, and when the TIG-welder came in contact Brew inhaled a small puff of white smoke. The gas caused him to have a seizure, and subsequent kidney, lung, heart, and other organ damage – some of which is permanent!

What Brew generated was phosgene gas. I looked this up on the Center for Disease Control's (CDC) website (<http://www.cdc.gov/>) and found that phosgene gas was used extensively during World War I as a choking agent; and, among the chemicals used in the war, phosgene was responsible for the large majority of deaths. Phosgene is also currently considered a potential agent for chemical terrorism. The material below comes from the CDC website where you can get more information.

Facts about Phosgene

- Phosgene is a major industrial chemical used to make plastics and pesticides.
- At room temperature (70°F), phosgene is a poisonous gas.
- The vapors of chlorinated solvents exposed to high temperatures have been known to produce phosgene. Chlorinated solvents are chlorine-containing chemicals that are typically used in industrial processes to dissolve or clean other materials, such as in paint stripping, metal cleaning, and dry cleaning.
- Phosgene gas is heavier than air, so it would be more likely found in low-lying areas.
- Exposure to phosgene may cause delayed effects that may not be apparent for up to 48 hours after exposure, even if the person feels better or appears well following removal from exposure. Therefore, people who have been exposed to phosgene should be monitored for 48 hours afterward. Delayed effects that can appear for up to 48 hours include the following:
 - Difficulty breathing
 - Coughing up white to pink-tinged fluid (a sign of pulmonary edema)

- Low blood pressure
- Heart failure
- Most people who recover after an exposure to phosgene make a complete recovery. However, chronic bronchitis and emphysema have been reported as a result of phosgene exposure.

How people can protect themselves and what they should do if they are exposed to phosgene

- Leave the area where the phosgene was released and get to fresh air. Quickly moving to an area where fresh air is available is highly effective in reducing the possibility of death from exposure to phosgene.
- If you think you may have been exposed, remove your clothing, rapidly wash your entire body with soap and water, and get medical care as quickly as possible.
- If you have ingested (swallowed) phosgene, do not induce vomiting or drink fluids.
- Seek medical attention right away. Dial 911 and explain what has happened.

How phosgene exposure is treated

Treatment for phosgene exposure consists of removing phosgene from the body as soon as possible and providing supportive medical care in a hospital setting. *No antidote exists for phosgene.* Exposed people should be observed for up to 48 hours, because it may take that long for symptoms to develop or reoccur.

How people can get more information about phosgene

People can contact one of the following:

- Regional poison control center: 1-800-222-1222: <http://www.aapcc.org/dnn/Default.aspx>
- Centers for Disease Control and Prevention Public Response Hotline (CDC <http://www.cdc.gov/>)
 - 800-CDC-INFO
 - 888-232-6348 (TTY)

It is also recommended that you post the above contacts and your local hospital phone number in your shop.

** This is part of a series of articles related to safety in memory of Chuck Ziegenbein. The Editor thanks Steve Garn for his permission to publish his experience, and Larry Haase for directing him to it.*

PICNIC *cont. from page 1*

The FMRCOA annual club picnic was hosted by Mike Fontana and Phil Lyon this year on Saturday, July 25. The picnic was again held at the boat launch area of the neighborhood where Mike and Phil live in Wixom. Although the weather that day vacillated a bit with some rain, it held out for our event and we again had a beautiful and enjoyable setting for this year's gathering.

Preparations began the day before with the mowing, weed whipping and general tidying up of the area. Ed Danes loaned us a large tent and helped set things up. Tables were borrowed from friends. Chairs, coolers, and even a couple of Porta-Potties arrived. The neighbors couldn't wait to see what was going to happen and they weren't disappointed!

On Saturday morning, Dick Monroe was the first to come knocking, ready to fire up the kettle and make his famous corn on the cob. After that, anyone who arrived was pressed in to helping. Jack Krompatic again found his calling directing the cars to park. Jack's pretty good at standing around and telling people where to go! Table clothes were laid out and taped down. Coolers were filled with ice. Food was set out for serving.

We had a very good turnout with a smaller but nice representation of club cars to show, and no one went hungry. Chicken, soft drinks and water were provided by the club and everyone brought a dish to share. We had salads, baked beans, fruit, and desserts.

When Dick yelled out "The corn is ready," everyone lined up and dug in. After everyone had eaten all they could, we sliced a watermelon to wash it all down with. This is a crowd that knows what a picnic is all about!

The hit of the afternoon was Mike and his impersonation of Captain Boblo! Mike offered a cruise of Loon Lake on the pontoon boat and the majority of the crowd were eager to set sail. This was a picnic that everyone could enjoy – club members, their guests, and children joined the fun.

Thanks to everyone who came and made the picnic such a big success -- and a big thank you to everyone who helped with the set up and the clean up of this year's event and especially to Ed Danes, Gene Johnson, Mike McLennan, Ed Goff, Larry Miller, and to our photographer, Debra Levasseur (see page 4). Our picnic again shows what our club is really all about – friends, family and fun!

Please see page 16 for more photos!

FMRCOA Members Enjoy the 15th Annual Woodward Dream Cruise

About 25 FMRCOA members and guests with their cars banded together at Royal Oak Ford to enjoy the 15th annual Woodward Dream Cruise. The weather couldn't have been better, and the location was superb.



Guess what these club members are watching?

Car worshipers from not only all over the Motor City, but all over the world, showed up over 1-million strong to show their support for our most precious commodity—the American car.

With the state of the industry and the exodus of people from the Detroit area, some analysts predicted a weaker than normal Woodward event. That didn't appear to be the case. Organizers estimated more than 42,000 classic, specialty, and muscle cars attended the car show and cruise, making it the largest gathering of car lovers at any car event in the world.

From cars to trucks, the strongest, most compelling, most efficient examples in history are rolling out of Motown.

Continued on next page 13.

Ford **VARSITY** **LINCOLN**
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2008 PRESIDENT'S AWARD

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MKT

MKS

Taurus

Largest Selection in Michigan

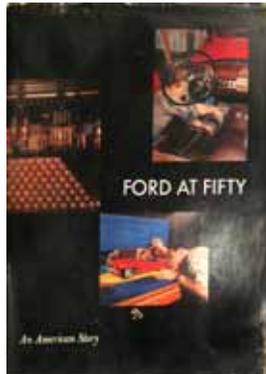
www.varsitycollision.com

August Show & Tell: *Paper & Steel* by Bill Timoszyk

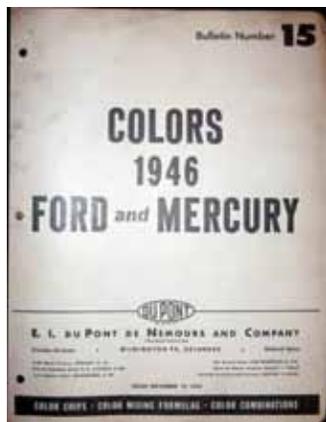
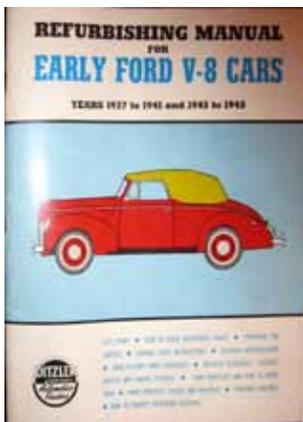
Hot August nights brought open cars and some small items to the Show and Tell.

Ed Danes brought the consumer (non dealer) version of the *Ford at Fifty* book.

Larry Wolahan brought a copy of the Ditzler Paint Company's paint sample book for 1937 thru 1948 Fords, and an original DuPont Colors paint manual for the 1946 Ford and Mercury.



Ford at 50 book.



Ditzler paint book (l) and original DuPont paint manual (r).

I think we should give Cole Grandy kudos for bringing his early Overland touring car to the meeting.

See you all prior to Labor Day next month.



Cole Grandy in his Overland after the meeting.

Ypsilanti Cruise Nights



Every Thursday night from 5-9 PM from mid June until mid September there is a cruise-in in Depot Town. Here we see some photos taken on July 30.

Margaret F. Terrasi Attorney at Law



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Brian's Tip: Storing Your Car by Brian Kuta

We all have our own idea of how a 'specialty car' should be stored, and everyone that has one does what they think to be the correct and best way to store it. Besides the race car, which I take apart every winter, I have a motor home. So, winter storage is a very important issue to me. Because I do not take the motorhome apart in the winter, I have learned a lot about storage. Although you may not agree totally with me on everything, at least consider the alternatives to what you may have been doing for years, and the reasons for doing so.

Some people just stop the engine for the winter, and pull the battery out of the vehicle so it won't freeze. If a good battery is kept charged properly, it will not freeze. Some people put it on a tender, others charge the battery every so often, while others will start and run the engine every so often. Cars were built to be driven, and putting them up in storage causes issues -- many times more than using the vehicle at least once a month during the off season.

Before winter, I strongly suggest an oil and filter change. By doing that, the engine has fresh oil in it, and if you start and run the engine say once a month, it will splash fresh oil all over the inside of the engine. This helps to prevent oxidation inside the engine. Running the engine will also charge the battery to its normal operating level, and open and close different valves so the same springs will not be in compression all winter, and the same valves will not be open allowing moisture into those cylinders all winter.

Using the car on nice days will also keep the brakes in good working order, along with transmission and carburetor gaskets and seals. Remember, the gas in the carburetor will evaporate through the vent tubes, and the gaskets do dry out leaving a gummy residue inside, especially those 'teapots' with leather diaphragms. You would probably be better off to pull the carburetor off and dump the gas out before it evaporates inside.

If you really want to store the vehicle, then the engine should have fresh oil in it, and be run on the road until it's completely hot. Once you have shut it down for the season, the valve train should be undone. That will seal all the valves and take all the spring tension off the valve train. Using duct tape to seal off the carburetor and exhaust pipes would prevent moisture from

creeping in.

But, the carburetor and transmission could have issues in the spring because of non-use. If you intend to not run the vehicle, then it really should be suspended off the ground by jacks under the frame to allow the suspension to hang free. Also, the tires will not flat spot by staying on one spot, even if inflated to maximum pressure.

Hey, let's not even talk about rodents here but, I hope maybe one or two thoughts in this article will have you re-ponder the best way to put your pride and joy up for the off season.

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The FMRCOA Roving Reporter: A Trip to Louisville

Plenty of swap meet action this past month, and I managed to attend three very diverse shows. First: the swap meet in Napoleon, OH the weekend after our FMRCOA meet. It was billed as 1500 spaces, and I don't doubt that at all. However, due to the rain the previous night, probably 1000 of the spaces were empty. We did, however, find some excellent bargains and, in spite of the poor turn-out of vendors, I was pleased with the outcome. Most of the vendors were local, so we were looking at different parts than the previous week, so all in all, a worthwhile drive.

The second swap meet I attended was (don't laugh) the Antique Tractor Show in Mason, MI. The wife and I have attended this one for years, and you would be surprised what farmers find in their barns. How about a mint set of 1932 head lights for \$30 that will soon be on my roadster, or a 1932 Ford grill and shell that had been removed in 1940. However, that farmer knew the value of the shell...he had been to Hershey. I also spotted some 1955 Ford parts, and lots of small stuff. The meet always starts on the last Friday in July, and is held right off M-127 just south of Mason. There are over 500 spaces, but only a few held car parts, but there was plenty to look at.

The third, and final swap meet was at the N.S.R.A. national meet in Louisville, KY. As always, it was hot and humid with temperatures in the high 90's. The swap meet was a little bigger this year in spite of vendor spaces going for \$750 a space! I would guess that is why the asking prices were "out of this world" on most items. However, on Saturday the prices dropped quite a bit and I was able to find a few needed 1932 items.

There were over 10,000 cars attending which is down from the 14,000 expected. This year I saw quite a few stock restored cars on the grounds, especially Model A's. The quality of many of the cars is just fantastic, but I have added a photo of a 1948 Ford truck that had plenty of patina...and a full house flathead engine, and a 1939 four door with flipper caps and fender skirts....right out of the 50's. One nice advantage of the Louisville show is the over one million square feet of dealers inside the air conditioned exhibit hall. All the big name vendors were there: Chip Foose was signing autographs, the Kookie Car was on display, and Norm G. was also signing autographs, really a fun (but expensive) time!



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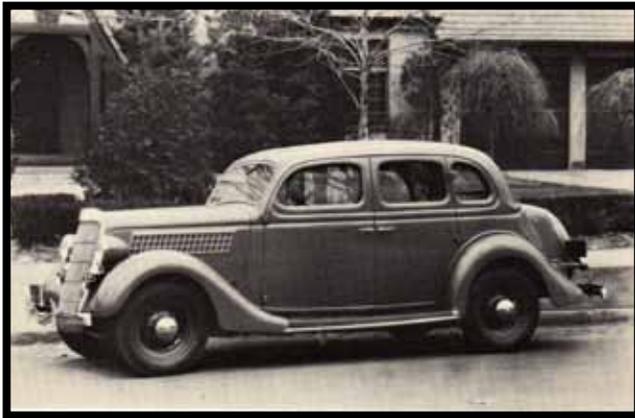
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Postcards from the Past by Lou Ironside

Although I rarely use reproduction cards in this column, I recently found a card that I wanted to use. This card is a copy of an original dealer postcard from 1935. It shows the 1935 Ford Deluxe four door sedan. I found this card in an antique shop and due to the quality of the card, a "zip" code in the address (a sure sign that it is newer than 1965), and the low



1935 Ford Deluxe postcard reproduction.

price of \$1.00 it had to be a repro. However, other than the 1932 Fords, the 1935 is my second favorite, so it ended up in my collection! Just imagine getting one of these in the mail in the late fall of 1934 from your local dealer urging you to come down and see the new Fords. Who knows, maybe you would even trade in the old 1932 on a brand new deluxe four door!

CRUISE *cont. from page 9.*

So the Woodward Dream Cruise is more than just a celebration of the past. It is a declaration of support for the present, and a pledge of support for the future. It shows that no matter how bleak the business climate is right now, there are still people who remember and appreciate what the auto industry does for this country. There are still people who love these cars and trucks.

The auto industry did more to industrialize our nation than any other. It employed us. It connected us. It helped make us the kind of country, and the kind of people, that we are today. When you see what happened at the Woodward Dream Cruise this year, you realize that is still happening today.

The FMRCOA gives special thanks to Royal Oak Ford who not only provided parking for our Club and guest cars, but also hosted us with great refreshments all day! We also thank Bob Guetschow for setting this all up and Debra Levasseur for taking the photos!

Note: Parts of this article were adapted from <http://www.examiner.com/x-10974-Kansas-City-Automotive-Examiner-y2009m8d20-2009-Woodward-Dream-Cruise-is-more-than-just-a-car-show>.

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- 1956 Ford Convertible. Restore mid 1990's. \$48,000. Don Olson. 586-752-7919.
- 1964 Galaxie XL 500 2dr hardtop. Bad rockers, quarters and trunk floor all through. \$1,200. Cole Grandy. 810-735-1671.
- Complete \$275 disc brake set up 1970-71 Torino. Cole Grandy. 810-735-1671.
- Holley Street Dominator 4V. John Stankewich. 248-661-4571.
- 1940 Ford 2dr sedan. Needs restoration – many extra parts. \$4,500. o.b.o. John Stankewich. 248-661-4571.
- 1918 Fordson Tractor. Runs with ACC \$3,750. Ray Crout. George 734-218-1450.
- 276 cu flat head. Don Steinhagen. 313-561-1251.
- 1989 Cadillac Allante Convertible. 49K miles. Red, black top. Beautiful condition. \$10,500. Howard Voight. 734-944-6930.
- Utility trailer. 4' X 8'. Lights, extra steel enforced. \$650. Hank. 810-231-3184.
- 1963 Mercury 4dr breezeway. \$3500. Tom VonMeyer. 810-765-4515.
- Rotating engine stand. \$25. Mike Hilber. 248-651-0437.
- Mustang 8.8 inch 3.31 ratio rear axle. Complete drum to drum, with parking brake cables. New, from Roush project, never used. \$200, call Dan-734-721-8572.
- Car or motorcycle storage. Heated barn. \$60 per month. Clarahill2@yahoo.com or 352-871-5878.

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- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- Childs backyard swing set. Jerry Worful. 313-271-2017.
- 1 pair of 15" X 15" wide wheels. 5 X 4 1/2" Ford bolt pattern. Bill Large. 586-677-4790.
- 16" 5 bolt wheels. Russ Cote. 734-354-4941 or 734-330-8934.
- Maverick parts. '71 Grabber bucket seats, sport mirrors, rear spoiler, corner caps & front after market chin spoiler and rear window shade. Cole. 810-735-1671.
- 1955-1956 Mercury restored or original. Must be nice car. Nick. 313-468-3687.
- Old Honda street bike. Jeff Gniewek. 313-563-6569.
- 1969 or '70 Boss 302 engine. Howard Voight. 734-944-6930.



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- '69 Ford pick-up 8ft. bd. Factory side boards for heavy duty special. \$75.00. Dave. 313-928-2095.
- '66 Lincoln continental coupe. Rebuilt c6, new tires, brakes, water pump, mounts engine needs to be rebuilt but does run. Brake parts and extra c6. \$3,000 o.b.o. Bill Gipperich member, call Robbie 586-803-3726. lincoupe66@yahoo.com
- 1975 Lincoln Continental for parts. No rust, engine fire. Roger Hodyka. 517-282-4738
- Model A fender – model A carb – Mustang II headers. 351w engine block and crank. '32 Ford bitchin' firewall big block indent – make offer. Frank Omilion. 734-765-3853.
- 1966 Corvette convertible 427, Mike. 734-284-0003.
- 1950-51 Chevy rear panel arm rests left and right. Hood ornament 1951 Chevy. Hank. 810-231-3184.
- 1991 Cadillac Allante. 49K miles, red/black. Soft top. Loaded. New condition. Howard Voigt. 734-944-6930.
- 1 pair 24 stud aluminum performance heads. No name. No fins, but they look pretty good. \$200. John Miller. 313-891-2640 or 586-756-4279.
- "Uniroyal hideaway" temporary spare tire. T-125/80D 16" with universal hole pattern rim. \$100.00. Bob Pilarowski. 313-561-0737.
- 1955 Ford Crown Victoria Steeltop – consistent Award-Winner!., 18 year-old professional restoration, 272-2V motor, 3-speed manual, b&w exterior with NOS black & white cloth & vinyl interior. Many other NOS parts including front fenders. 12 volt electrical, electric windshield wipers, new wiring harnesses throughout, and all-new chrome; asking \$27,750. Bill. 248.348.1768.
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- Any police equipment. 60's – 70's. Scott. 734-770-8519.
- Coil springs and struts for 96-2004 Mercury Sable and Ford Taurus. Ken. 734-377-6552.
- Set of 4 port-o-walls 15" X 2". Bob Haas. 248-719-0952.
- '69 or '70 Boss 302 engine complete. Howard Voigt. 734-944-6930.



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