

# The Rotunda Times



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

**Feature Vehicle:  
1962 T-Bird Convertible  
owned by  
Bob Munson**



It's no secret that the cars we most cherish are the ones of our youth. And so it was with me when I developed a crush on Thunderbirds of the Square Bird and Bullet Bird eras. It got me into trouble then, and it got me into trouble now. Well, maybe just a little. Such is love.

I found this '62 convertible in 1995 in Haslett quite by accident; I was not really looking for a project but, like love, I knew it when I saw it. She had potential but she needed my care and affection. She had been neglected and I could save her. So it began.

When I bought her she had no mufflers to speak of, no rear window and a bad header. I drove her home not even knowing if it had brakes. It didn't fall apart and I got it to my pole barn



Those Bird interiors were always elegant!

*Continued on page 5.*

**Club's Oldest WWII Veteran is Honored in Washington**



Grant Beard (r) and fellow WWII Veteran, Walter Maze (l) stand in front of the WWII Memorial in Washington, DC.

**Editor's note:** *At the last Club Meeting, we instituted a new policy of saying the pledge of allegiance before each meeting begins. Grant Beard, our oldest WWII veteran, led that pledge. Afterwards he recounted his trip to Washington in April to see the WWII Monument which is presented on page 8.*

**April Garage Crawl:  
Tractors, Trucks, Cars and More  
by  
Roxanne Fontana**



Don Olson poses with our gracious host, Diane Flis-Schneider, at Stonegate Farm.

*Continued on page 8.*



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**Editor's Message**



This month we thank Bob Munson for the Feature Vehicle article—looks like we have another good writer in the Club! We also thank our team of Staff Contributors for providing articles for this newsletter.

In addition, we thank Grant Beard for sharing his WWII recognition trip with us, and Brian Saylor for discovering a new glass shop.

We also welcome our new advertiser **EpoxyGuard**. Kudos go to Bob Guetschow for the fine job he has been doing with the advertising!

Please keep materials/leads coming. **We are still running low on Feature Vehicles.** And with a larger newsletter, we do 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.

**FMRCOA**  
**FORD AND MERCURY RESTORERS CLUB of AMERICA**

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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.*

**In this Issue**

President's Page	3
New Members	3, 4
A New Glass Shop	5
Club Calendar	6
Meeting Minutes	7
Safety Series: <i>Welding Part 3</i>	9
Show & Tell	10
Fordite: <i>The Ford "Gem"</i>	10
Brian's Tip on Air/Fuel Ratio	11
Sodium Silicate Auto Repairs	11
The FMRCOA Roving Reporter	12
Postcards from the Past	13
Classifieds	14

Consider the 15<sup>th</sup> 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](http://www.fmrcoa.org) where you can read these newsletters in color and see more event pictures, and now videos.

**Steve Rohde, Editor**



May 2009

## New Members

What a great turnout for our spring dust-off! As most of you know, we decided to have it at the St. Mary Cultural Center in Livonia. Nearly 40 club cars showed up. The nice part about it is that with that huge parking lot we had room for 100 more cars. Even with a lot of the members bringing their family vehicles there was so much space left. Because of all the comments from the members as to how much they were impressed with the facility we took an impromptu vote. With 138 members in attendance 136 voted to relocate our meetings. In a discussion with the facility they would love to have us the first Wednesday of each month as it is available. As to the food, it was at least on a par with what we currently get at the K of C.

The board has decided to have our June mini-swap meet there to see how that works. Please read your newsletter or check your emails to keep in touch as to what is happening.

Again, I cannot stress enough the closeness of our upcoming swap meet. Make sure you are signed up. Double-check with Laurel Gottlieb. Don't assume that just because you've worked at the same spot for years that she's aware of it. Better to be safe than sorry. Please put in your 2-hour shift at the very least. This year we are faced with some minor traffic conditions as we will be going against the Yankee Air Force air show. Looking on the bright side, we should be in for a spectacular overhead show. We take a negative and turn it into a positive. See you in June.....

**Art Cervi, President**

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31265 Bobrich

Livonia, MI 48152

734-421-3716

*1966 Mercury Cyclone GT Convertible*

### Robert Nicholl (Eileen)

17347 Crosswinds

Livonia, MI 48152

734-261-1595

[bobsunliner62@yahoo.com](mailto:bobsunliner62@yahoo.com)

*1962 Ford Galaxie Sunliner*

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



### A Note from the Treasurer

This month was a typical one – a bit more transactions due to the upcoming Swap Meet

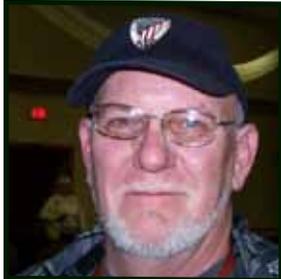
In that regard, please volunteer to help with our Swap Meet & Car Show – our major source of income!

**Steve Rohde, Treasurer**

## Meet the New Members by Terry Worful



### Gerald Turnbow



**M**y name is Gerald Turnbow and my wife is Josephine. I was born on December 6, 1946 in Wyandotte and am a homemaker.

My first car was a 1954 Ford and I started collecting cars in 1977 with a 1947 Chevy.

Cars are my only hobby and I work on them myself.

If I could have any other car other than a Ford, it would be a 1961 Chevy.

I joined the FMROCA because a friend asked me to.

### Kim Stichler



**I**'m Kim Stichler and was born on July 5, 1956. I married my wife Debra on May 14, 1983.

I am an auto body shop owner (Stones Collision). In fact, I am doing the frame work on Terry's car.

My first car was a 1965 VW bug.

I started collecting cars in 1972 with a 1972 Chevelle SS, and have no other hobbies

If I could have any other car other than a Ford, I guess it would be a 1970 Chevelle SS 454 convertible.

I work on my own cars and I joined the FMRCOA to hang out with other Ford enthusiasts, further my interest in old cars, and preserve this "rolling art" form!



**Bill Bella attempts to sell his car at the Bearing Burners Swap Meet in Warren on May 3.**



## YOUR CAR!

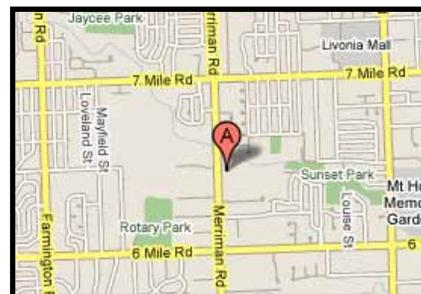
**T**he Rotunda Times would like to feature your old car or truck in an upcoming issue. We are interested in how you came about finding your vehicle of choice, and what you have done to enhance its beauty, and / or mechanical condition. Simply mail or e-mail us your article accompanied with a photo to:

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## New Location for Monthly Club Meetings

Our monthly Club meetings will now be 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. At the June meeting, however, we will hold our annual mini swap meet so please plan to come early to buy/sell stuff! And do bring a friend!**



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## FEATURE VEHICLE *cont. from page 1*

with only a horrendous exhaust headache. I then proceeded to remove the radiator, the fuel pump (which leaked) and left her for the winter.

The following spring, with the help of a dear friend, I removed the engine and transmission as a unit. I also removed the top, the bumpers, the seats, dash and fuel tank. The engine went to a NAPA machine shop for cleaning and re-boring. The heads were rebuilt (valves, lifters; the usual). The bumpers went out for re-chroming. The radiator and heater core were reconditioned. A new oil and fuel pump were installed and the starter and generator were reconditioned.

The most enjoyable part of this project was the people I became acquainted with. From the Thunderbird vendors at spring Carlisle to the many owners at car shows to the mechanics to the suppliers. People who share an appreciation of these cars are more than willing to give of their time and expertise. And there is a lot of expertise out there. I not only traveled to Carlisle (twice) but to Auburn, to Mac's in Niagara Falls, to Wisconsin, and to New Jersey.

My receipts file kept growing as my check book kept shrinking. And I became good friends with my local UPS driver. I wonder how many miles I could have saved if I'd known about the FMRCOA back then! I learned a whole lot about how the hydraulics of the convertible top work, and about the limit switches and relays.

I had decided early on that I had no interest (nor financial means) to restore this car to "show" condition. I wanted to drive it, not hang it on a wall. So the radiator hoses have no FoMoCo logos, the battery is a Die-Hard and the tires are radials. The brakes are new. The new top was installed on the frame professionally.

After the engine and transmission were back in the car, the new upholstery installed, and the dash replaced, it was time to go to work.

And work I did. I stripped the car to bare metal (chemically – mostly elbow grease) and touched up the dings with body filler. New sheet metal was installed in the floor



**Looks like new under this hood!**

pan and trunk area. And I sanded and sanded and sanded -- all through a very hot summer. Then I prepped the car with metal prep and sprayed primer in two coats. It was ready for re-paint. I found the original color (Patrician Green metallic)

from Finnish Master in acrylic. The car was driven to a highly qualified professional for the paint and a clear coat finish. Of course that made all the difference.

I purchased a tonneau cover which was part of the Ford "Sports Roadster Package." I also assembled "wire" wheel covers just to dress it up. The Roadster package included chrome valve covers, chrome wheels, chrome air cleaner and a tri-power carburetor setup along with a passenger grab bar.

The car was never intended for show but for driving. It gets driven during the summer and can turn quite a few heads. Mostly ones on old guys' bodies but a few younger ones as well!

Having completed the car (with the usual tweaking here and there) and getting the itch to try again, I have put it up for sale. I must say that I have mixed emotions about it but isn't that the way car guys are? Unlike a lot of men though, I have dreams about an OLDER model.

I just recently joined the FMRCOA with my wife, Penny. I have driven Fords since my first Cortina in college.

This is the first car I have extensively worked on and I sure wish I had been a member all along! I joined because of my friend Dave Woodburn and, although it's a long haul to attend meetings (I live outside of Lansing), I look forward to outings when I can.

I am retired from the state Treasury department and enjoy photography and fishing as well as cars. If anyone wants to go to Carlisle some time, please let my know!

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## A New Glass Shop

by  
**Brian Saylor**

I have found that the number of glass shops that actually cut and grind the edges of laminated safety glass has been diminishing. Needing new glass for my 1937 1-1/2 ton truck, I started calling. Everyone has now become R&R for catalog windshields, i.e., most of the "auto glass" places are just R&R of ordered windshields.

Well, I found a guy that's still cutting and shaping flat safety glass. And, as a bonus, he is very reasonable. Call Mike Dion, of Michigan Auto Glass in Flint (810) 577-9943. I gave him a windshield that was broken and he cut a new one from that pattern. He also cut a rear window from a cardboard pattern. Both turned out excellent!



## 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!

<b>May 25</b>	<b>Memorial Day Parade</b>
May 30	Ed Kriewall's Car & Air Show
<b>June 3</b>	<b>Club Meeting</b>
<b>June 13</b>	<b>Troy Garage Crawl</b>
<b>June 14</b>	<b>Wilson Barn Show</b>
June 14	Crosspointe Car Show
June 20-21	Motor Muster
June 27	Downriver Cruise
<b>July 1</b>	<b>Club Meeting</b>
July 11	Michigan Avenue Cruise
<b>July 18-19</b>	<b>FMRCOA Swap Meet and Car Show</b>
<b>July 25</b>	<b>Club Picnic</b>
July 25	Telegraph Cruise
<b>August 5</b>	<b>Club Meeting</b>
August	Dearborn Homecoming TBA
August 15	Woodward Dream Cruise
<b>Sept.</b>	<b>Overnighter TBA</b>
<b>Sept. 2</b>	<b>Club Meeting</b>
Sept. 11-13	Frankenmuth Auto Fest
<b>Oct. 7</b>	<b>Club Meeting</b>
<b>Oct.</b>	<b>Color Tour - TBA</b>
<b>Nov. 4</b>	<b>Club Meeting</b>
<b>Dec. 2</b>	<b>Club Meeting</b>
<b>Dec. 8</b>	<b>Christmas Walk-Greenfield Village</b>

**DEARBORN '09**

July 18 & 19 – Rain or Shine - \$5/day  
Swap Meet, Car Corral, &  
**Free\* Car Show (Sunday)**  
**All makes of cars & parts!**

Belleville, MI: Wayne County Fairgrounds, 194 Exit 190  
For more info: Call Bob at 248-328-9113  
or Terry at 313-271-2017



**Ford & Mercury Restorers Club of America**  
(www.fmrcoa.org)

\* With paid admission.



## Volunteers Needed for the 2009 Car Show & Swap Meet

Laurel Gottlieb is again coordinating the work roster for the Car Show & Swap Meet this year. All members are urged to participate as this is the FMRCOA's major annual fundraising event. Please call her at 734-525-8445 or email her at [lgottlieb@sbcglobal.net](mailto:lgottlieb@sbcglobal.net) to sign up.



## Troy Garage Crawl

### June 13th, '09

- 1** Classic & Exotic Service, Inc.  
2032 Heide Dr. @ 9:00am  
Troy, MI 48084  
<http://www.classicandexotic.com/>
- 2** Brother's Customs (Member)  
317 Park St. @ 10:15am  
Troy, MI 48083
- 3** Masterworks  
32327 Stephenson Highway @ 11:30am  
Madison Heights, MI 48071  
<http://www.mwauto.com>
- 4** Jerry Mattson's Garage (MEMBER)  
31248 Edgeworth After lunch  
Madison Hts, MI 48071





## May 2009 FMRCOA Meeting Minutes May 6, 2009

President Art began the meeting promptly at 7:30 in our new digs. The parking lot has lots of room for our old cars. Quite a few of us drove our toys to the meeting. Perhaps the weather is finally breaking!

130 members and guests attended the meeting. The guests were Bruce Anderson, Bob Sungbiel, and Robert Nicholl.



**130 Club Members & guests attended the meeting in our beautiful new meeting room!**

Bob has a '66 Cyclone GT convertible and Robert has a '62 Ford Galaxie.

The April minutes were approved and the Treasurer's report was read and also approved. Art thanked all of those who helped at the R&M auction pushing classic cars around. The Club receives a generous donation from them. The helpers also get free parking passes, bidding passes, and food tickets.

Art congratulated Steve and the Rotunda Times Editorial Staff for winning a 2008 OCW Golden Quill Award!

Al Orloff announced the Dearborn Memorial Day Parade on Monday, May 25<sup>th</sup>. The parade starts at 8:00AM. Signup sheets were passed around.

Terry Worful is still looking for donations for the car show raffle, and could use several more helpers too. She has contracted for new trophies and has worked in some discounts. Bob Guetschow says that he has signed up 55 swap spaces so far and that is about on schedule for this date. He has passed out lots of fliers at the early swap meets.

Mike Fontana has shirts for sale and he and Brian Saylor are

pooling the proceeds from the fire truck raffle and the buckets to make one donation to Children's Hospital.

Brian Saylor is getting a garage crawl together for Saturday, June 13<sup>th</sup>. It will include the following: Classics and Exotics, Brother's Custom, Masterworks Automotive (where we will have lunch), and finish up at Jerry Mattson's place.

Mike Fontana and Phil Lyon will be working on the picnic this year. Hopefully Phil will be some help this year! The proposed date is for the Saturday after the swap meet, and the same place as last year. More details will follow.

We are moving our meeting place to St. Mary's Cultural Center in Livonia. The support from the members present to do this was overwhelmingly positive.

American Speed is having an open house May 16<sup>th</sup>. It will be from 9:00 AM to 2:00 PM.

The 25<sup>th</sup> annual Balloon/Car Festival is on June 27<sup>th</sup> and June 28<sup>th</sup>. They are offering \$6 off ticket prices.

Bob wants to remind us to use our advertisers and make sure that they know where you are from. Two members reported using these businesses and were very satisfied with the services provided. Badges were given to new members and Clay Grandy and Norm Greig both got their 30 year pins and Leo Chouinard, (a Charter Member) received his 40 year pin!

After show and tell, the 50-50, and Art's monthly joke, we partook of a nice snack complete with real table linen. CLASS!

**Phil Lyon Secretary**

## Meeting Photos



**Top left (2): Member cars in parking lot. Top right: Leo Chouinard receives 40 year pin. Bottom: The food line after the meeting!**

## **GARAGE CRAWL** *cont. from page 1*

When Mike told me we were going to see a collection of antique tractors I said “huh?” and found myself and about 50 other club members on our April 26, garage crawl. Knowing this group enjoys anything with a motor, Don Olson made the arrangements for our club to tour an unusual and fascinating collection of antique tractors and memorabilia at Stonegate Farm. He also arranged a second stop at Gordon and Natalie Riewe’s home to enjoy the unique collection of cars and odds and ends they’ve collected throughout the years.

Our first stop brought us to Stonegate Farm and hostess Diane Flis-Schneider. An impressive, working farm of about 240 acres, the barns held treasures for everyone. Diane explained they had about 70+ orchard/vineyard tractors that were the heart of their collection along with cars, trucks, signs, antiques, and just plain odd items, and as Diane said, “Most people first say Wow! And then say Why?”

Diane explained, her family has long been interested in engines and motors, so when her husband admired a tractor one time, she bought it for him. That was the beginning. The farm was purchased four years ago, “as-is” and they renovated it to house and display their growing collection.

As you approached the farm, the white fencing and street-light-lined driveway with a caboose on the side told you this was somewhere special. The Club members walked the aisles of the immaculate barns in awe of the number of different tractors and designs. I learned these tractors have a low-profile, full steel wheels, lower headlights and a somewhat racey look. The design enabled the farmer to work between the trees and vines without damaging his crops.

For every car manufacturer on the road today, there was a tractor manufacturer during the agricultural heyday and Diane may have one of each. Tractors were made by Massy Ferguson, Oliver, Pacemaker, Case, McCormick-Deering, Plymouth, Ford, and others, and just like car manufacturers today, they were designed with features to lure buyers.

Moving to the next barn, we entered a world of cars, trucks, tractors, neon signs, stained glass and more. You could see a soda shop on one side, a full bar in the next room and an antique barbershop on the side where you could get a quick trim or catch the latest gossip.

Diane and John are members of the Tin Can Tourists Antique Travel Trailer Club and had two of their trailers at the Farm. We were able to see a 1932 Travel Trailer inside one of the buildings. The ornate woodwork, tiffany style glass, and intricate ceiling decorations justified the chauffeur and limo the original owners used as a tow vehicle.

Moving on to the next garage, we found the more “contemporary”

items – like the 1932 Ford, the 1972 Chevy Cheyenne Pick Up and a 1937 one-ton, 9-foot bed cargo truck that Diane likes to drive to the truck cruises. Another thing I learned – there are truck cruises. You’ll have to contact Diane to learn more.

Diane introduced us to her friend, Gabriella (Gabby) Vaara, of Michigan Picture Cars, LLC. Gabby has a database of old cars, trucks, etc., that she provides to the fledgling Michigan based film industry. Our members were invited to send photos of our cars and trucks for consideration. She can be contacted at [Gabrielle@michiganpicturecars.com](mailto:Gabrielle@michiganpicturecars.com). Here’s your chance to be in the movies!

The day was still young and we were invited to tour Gordon and Natalie Riewe’s private collection. Gordon is a retired auctioneer who has collected a wealth of interesting and unusual items. His beautifully landscaped yard holds barns that house about 20 cars and he proudly shared them with our members. There sat the “Doc” Hudson from “Cars” near the beautiful 1957, Dusty Rose, Thunderbird. A 1959 Town & Country Chrysler sat gleaming and Gordon’s favorite is a beautiful 1956 Lincoln.

We had a long and fun-filled day and there is much more that could be said, but our newsletter is only so big. Our thanks go to Don Olson for making the arrangements. Great job, Don! A huge thank you to Diane Flis-Schneider, John Wentzel, and Gordon and Natalie Riewe for their hospitality, time, and willingness to share. The day was a big success and proves, once more, that FMRCOA is a fun and exciting club. We’re looking forward to seeing you at our next Club function.

*Photos on page 16.*

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## **WWII VET HONORED** *cont. from page 1*

“Pride/Honor Flight of Michigan is a nonprofit organization located in Ann Arbor and Royal Oak whose mission is predicated on the desire to have veterans of WWII see the WWII Monument before they die. 400,000 men and women served in that war, and the death rate for those still alive has risen to about 1500 per/day.

On an extremely beautiful Saturday, April 18th; I and 111 of my WWII buddies (twenty in wheelchairs) boarded a Southwest jet with the assistance of many volunteers from Pride/Honor at Detroit Metro Airport. Each of us was given a grey Pride/Honor T-shirt to wear. By 8:30am, we were airborne winging our way toward Baltimore with our civilian companions.

As we disembarked from the plane 1 1/2 hours later, we were met by a welcoming group of at least 150 flag waving, shouting and ever helpful Americans who praised us for our service. It was a sight not easily forgotten, and was extremely emotional. I can only remember it happening to me one other time in Texarkana, Texas during the war.

We were then divided and put onboard three buses. Each vet received an Arby’s box lunch and a bottle of water. Soon afterwards the buses pulled out into the tortuous traffic. We passed Arlington,

the Pentagon and other impressive Washington buildings.

The very skilled bus driver soon had us at the WWII Monument. Each of us received a colored plastic strip from the bus commander to identify our vehicle and ourselves. We were regimented!

My chaperone, Jim Maze (a Vietnam vet) and the son of Walter Maze, a WWII veteran, also had responsibility for Leonard "Bud" Hanline, a professional baseball umpire.

After finding the Michigan column at the monument, we took a few pictures and then I escaped to see things on my own.

Soon I saw a group of people gathered around an individual whom I recognized almost instantly as Senator Robert "Bob" Dole and his entourage of assistants! I took a few pictures and then headed back to my bus.

We had been at the Monument for more than two hours. Masses of veterans, also with Pride/Honor Flights from other places including Ohio and North Carolina gathered in groups while discussing their viewpoints.

After finding a vet who had strayed, we were off to see the Lincoln Memorial, and the Vietnam and Korean Memorials. After two or three more hours of viewing I was about "memorialed" out! My legs ached and we still had one more stop to make at the Iwo Jima memorial, where we took group pictures and watched as a young Marine was married.

We then headed to the "Old Country Buffet" for an evening repast of unlimited gorging before passing once again through tough security and boarding our "silver coach" for the short trip home.

Our plane pulled into its gate at 10pm. We were a tired lot. The black of night had settled in and busses waited at the curb to take veterans back. Vets in wheelchairs were helped into family vehicles, and the wheelchairs were collapsed into piles to be used again by Pride/Honor for still another veterans' trip to Washington to see the WWII Monument: a trip that this organization makes once a month except in July and August (when the temperatures are just too warm).

Everything is voluntary and the volunteers pay for themselves with smiles on their faces in even the most contentious of times! What a great group and a great experience!"

## CZ Safety Series:

### Safe Welding In The Workplace – Part 3\*

This month we are going to continue our safety series focusing again on safe welding and gas systems, in particular.

#### Cylinders

When using cylinders, securely chain them to a stationary, upright support or cart at all times. When moving or storing a cylinder, fasten the threaded protector cap to the top



Secure gas cylinders!

of the cylinder. This shields the valve system from impact damage. Also, welding guns and other cables should not be hung on or near cylinders. A gun could cause an arc against the cylinder wall or valve assembly, possibly resulting in a weakened cylinder or even a rupture.

#### Regulators

Immediately remove a faulty regulator from service for repair. Do not attempt to repair a faulty regulator. Instead, send it to the manufacturer's designated repair center, where it will be repaired according to the manufacturer's specifications.

#### Hoses

Use only recommended ferrules or clamps designed to connect hoses to fittings. Never use ordinary wire or other substitutes. Always suspend hoses off the ground to keep them from being run over, stepped on or otherwise damaged. Coil up excess hose to prevent kinks and tangles. Examine hose regularly for leaks, wear and loose connections. Immerse pressurized hose in water to check for leaks (bubbles will indicate leaks.) Repair a leaky or worn hose by cutting out damaged area and splicing. Do NOT use tape.

*\*Editorial content courtesy of Miller Electric Mfg. Co. More information can be found at: <http://www.millerwelds.com/education/articles/articles29.html>.*

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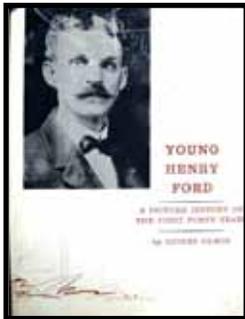
## May Show & Tell: *Paper & Metal* by Bill Timoszyk

May Show and Tell had some neat paper and metal items from six different members.

I brought two items. The first, a 2.5 inch metal badge that read “Member Liberator Club,” and had a print of a Ford Liberator Airplane on it. The badge looked approximately 20 years old. No one could identify its origin. Any input?

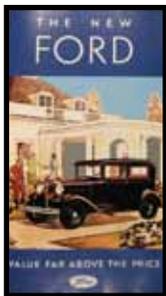


The other was a hardbound book titled: “Young Henry Ford - The First 40 Years” by Sidney Olson (1963). When published, it contained many unpublished photos of a “young” Henry Ford. Mr. Olson was Senior Editor of Time, Life, and Fortune magazines from 1939 to 1950.



Young Henry Ford book cover & a photo from the book.

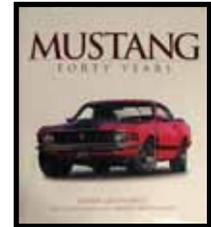
Larry Wolohon brought A reproduction brochure for the 1930 Ford Model A cars and Karl Chase displayed an old car siren.



Model A brocure (l) and old car siren (r).

Harry McAuliffe showed a nice array of original and rather scarce Ford paper from the 1960's and early 1970's, including some spec sheets on Ford show cars, and Ford hi-po catalogs.

Cole Grandy brought a nice thick hardbound book: “Mustang - Forty Years.”



Ford paper (l) & cover from Mustang book (r).

Tom Eriksen brought early metal models of 1948 Ford and Hudson(s), and a 1953 Mercury and Kaiser(s). Tom is quite versed on the details and intricacies of these early metal toy promo's and is willing to share this knowledge!



## Fordite: *The Ford “Gem”*

Ford is known for many transportation and other products. Recently, thanks to Don Olson, I learned that Ford is also known for a material that is used to make jewelry, Fordite.

Fordite, also known as Motor Agate, is a unique automotive enamel material with an interesting history. The original layered automotive paint slag “rough” was made years ago by the now extinct practice of hand spray-painting many production cars in big automotive factories.



The oversprayed paint in the painting bays gradually built up on the tracks and skids that the car frames were painted on. Over time, many colorful layers built up there. These layers were hardened repeatedly in the ovens that the car bodies went into to cure the paint. Some of these deeper layers were even baked 100 times. Eventually, the paint build-up would become obstructing, or too thick and heavy, and had to be removed. As the story goes, some crafty workers with an eye for beauty realized that this unique byproduct was worth salvaging. It was super-cured, patterned like psychedelic agate, and could be cut and polished with relative ease.

As word got around about this remarkable material, rock

hounds started showing up at auto factories, offering to help remove that problematic paint!

Today, as we know, cars are no longer painted as they used to be and there is little or no overspray. Hence, the Fordite "mines" are dry! However, on eBay there are numerous dealers who sell pieces of Fordite (called cabochons), and Fordite jewelry at quite reasonable prices

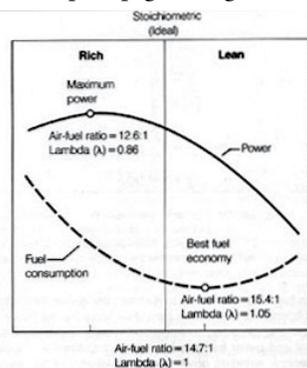
For more information, please see <http://www.fordite.com/forditehistory.htm> from which sections of this article were adapted.

## Brian's Tip: Air/Fuel Ratio by Brian Kuta

With this article, I will hopefully eliminate some questions many of you have had about air/fuel ratio. Many have heard that to make power, you need to run about 12.5 to 1.0 air fuel ratio. To make this a bit easier, we will assume that we are at sea level with standard temperature and humidity. What this means is that your engine is using 12.5 pounds of air for every pound of fuel.

Now for some information that few know about and that will clear things up a lot. One cubic foot of air weighs about .075 pounds. One pound of air occupies about 13.3 cubic feet. The 12.5 pounds of air we just spoke of take up about 166 cubic feet, and that is about 13 seconds of running time at 7,000 rpm with a 351 cid engine at 100% efficiency.

As we continue to let our imaginations go crazy thinking about that much air going through the engine, ponder the gasoline it's using too. One gallon of pump gas weighs about 6.1 pounds. Kind of rounding out the numbers will now tell you one sixth of a gallon (one pound) needs 166 cubic feet of air to burn at full power. That means one gallon of pump gas would need about 1,000 cubic feet of air to burn correctly for maximum power.



Effect of A/F ratio on performance & fuel economy.

You can now figure out how much air you would need to burn that same amount of fuel when the engine is running for best economy of about 15-15.5 to 1.0.

To continue with this fun math, think about what is happening as we go from sea level to higher altitudes. As the barometric pressure drops, you get fewer pounds of air for the

same number of cubic feet so, the carburetor would have to be down jetted to run using less fuel, or as we would say, leaner.

Finally, assuming you are properly jetted for ideal conditions, your engine would make the most power when the barometric pressure is at its highest, there is virtually no humidity (since water does not burn), and the temperature is very cool (dense air)!

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## The FMRCOA Roving Reporter in Texas & Michigan

I have two swap meets to report on this month: one local, and the other a two day drive. First, the Pate swap meet in Dallas / Ft. Worth, Texas. It was a long 1350 miles from my house, but one of those, "you have got to go to it once" things. My swap meet partner and I spent several days at the meet, and let me tell you, the old cars are alive and well in Texas. There were several 1937 coupes, a couple of 1940 & 41 sedans, and at least six 1946 to 1948 coupes for sale in the swap meet. All were fairly complete, limited rust out, and reasonably priced.

There were also lots of Model T and A stuff, but virtually nothing from the 1932 to 1934 era. And, if you want Mustang parts, it seemed every third vendor had something. We loaded up the van with rust free sheet metal, and all in all had a great time.

We were quite lucky in that the temperatures were in the low 70's and with a slight overcast made it very comfortable. In years past it has often been in the 90's with bright sun and high humidity. So, we were pretty lucky in that respect. It did rain in the late afternoon on Saturday, but by that time were ready to rest anyway! Due to distance it isn't ever going to be on my "yearly must attend list," but, like Pomona, Turlock, and some others it will always be one I will eventually go back to.

The second swap meet I attended was the Imlay City Auto Fest. Last year I wrote a glowing report on how this could become a great little swap meet. They have the room, and location -- but this year nothing seemed to go right! First, the weather was terrible with lots of rain in the morning which turned much of the swap meet to slippery mud. Second, they moved the public parking as far away from the swap meet as possible, and where last year the swap meet was on paved roads, this year the car show got the pavement and the swap meet was sort of "scattered" around. As a vendor I actually sold a fair amount in spite of the weather, but hopefully next year they re-think the layout so people will continue to attend. Otherwise, it will be like a lot of other swap meets.....only a memory!



Harry Mc Auliffe at the Bearing Burners Swap Meet in Warren on May 3.



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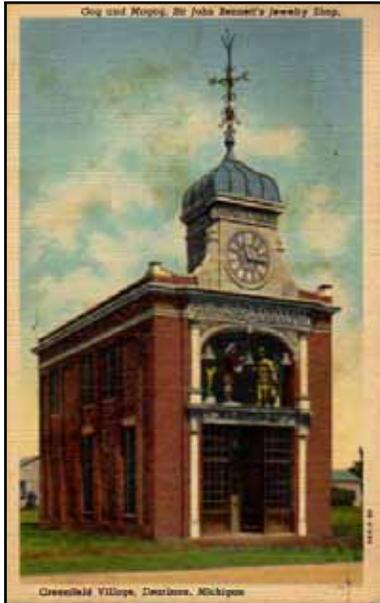
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## Postcards from the Past by Lou Ironside

This month we have another postcard from the Greenfield Village collection. Since this card was mailed on August 10, 1942; we can pretty much date this one! The card shows the Sir John Bennett jewelry shop. According to the written message on the card, the writer had just visited this building, and was quite impressed with the contents.

Did you know that this building was originally five stories tall? When Henry Ford moved it from England, he reduced the size by thee stories. As I remember from one of my many visits to the village, the reduced size of the building means the weights for the clock must be rewound on a daily, not weekly basis.

Not many things remain the same, but here is a postcard from 67 years ago...and the subject still not only exists, but is probably in the same excellent condition.



## Classified

May 2009

### For Sale

- '49 - '56 Ford 3-speed trans. Needs tail shaft bushing. \$50.00. Nice 3 place motorcycle trailer. New tires and paint. \$225.00. Bob Hoeksema. 248-787-7700.
- "390" long block. Fairly fresh. \$300.00. Rich Meacham. 734-327-0214
- F-100 NOS passenger running board, fiberglass hood. Bill Stanley. 248-652-2020
- F-2 1948 Ford bare frame sandblasted and power coated. Free or best offer. Leo Chouinard. 248-437-0947.

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- '57 Town & Country radio. Face plate and knobs. Plays. Excellent condition. \$200.00. Gary Holmstrom. 313-277-3475.
- 1991 Cadillac Allante. 49K original miles. Soft top. Perfect condition. Red/Black top. \$10,500.00. Howard Voigt. 734-944-6930
- 1950 Ford custom Tudor and 1949 Ford Pick-up. Call for more information. Paul Conforto. 313-801-8131
- 4 American classic wire wheels. 15X7. 5X5 ½ bolt circle. Good chrome. \$200.00. Karl Chase. 248-879-0854
- 2003 Chrysler Town & Country mini van limited. 50,885 miles. Dual air, dual heat, dual audio. Light blue. Newer tires. Newer battery. Leather heated seats. 7 passenger seating. LWB chrome wheels, adj pedals, am/fm/cd/cd changer. Clean. \$10,000.00, o.b.o. John Stasiewicz. 586-286-3265.
- 2003 Ford Escape. 30,500 miles \$7,500. Pete Morris. 734-482-7414.
- 1955 Ford Crown Victoria, Steeltop – consistent award-winner! Looks new. 18 year-old professional restoration. 272-2V motor, 3-speed manual trans, black & white exterior with NOS black & white cloth & vinyl interior, etc. Professionally-polished stainless and all-new chrome, asking \$27,750. Bill Krueger. 248-348-1768.
- 1977 Avanti II – Great daily-driver! 350-4V L48 Vette motor with 400 trans. and many new parts. Black exterior with tan interior, new professionally-installed Hog Troughs (torque rails). Possibly original-mile car at appx. 43,000 miles. Needs exterior paint and new seat & dash covers. Asking \$11,000. Bill Krueger. 248-348-1768.

## Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or
- 313-891-2640.
- Running car. Classic looking for new toy. Under \$5,000.00. Jeff Martoia. 734-812-9255
- 1934 Ford radio. Bill Timoszyk. 734-421-2076.
- Wheels. 15X4 aluminum space saving wheel. 1983, 1984-1985 (4) wanted part no. B090485. Call Chet. 313-802-8838.
- Model T parts. Russ Cote. 734-330-8934.
- 6V. Borg Warner overdrive solenoid for 49-50 Ford or source for repair. Vic Hollingshead. 248-474-4356.
- 32-34 Ford front wishbone, 30-31 firewall and trunk lid or rumble seat lid, 32 heavy axle front axle, Model "A" speed equipment, Good year air wheel hub caps. Cole Grandy. 810-735-1671.
- 1969-70 Mustang/Cougar Boss 302 engine complete. Howard Voigt. 734-944-6930.
- 1951-53 RH exhaust manifold. Dick Anderson. 734-455-0594.



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- C6 transmission from 390 motor. \$250.00. 1976 C-4 transmission from 351. \$100.00. Mike Malesky. 810-765-3795
- 1940 2dr Ford sedan. Needs restoration – many parts. 350 Chevy/auto trans. \$6,000.00, o.b.o. John Stankewich. 248-661-4571.
- Mustang bullet wheels and tires. Used. \$600.00. Mark Koehler. 734-699-6900.
- 1966 Corvette Conv., 427 4-speed. Mike Kanalos. 734-284-0003.
- 391 Ford truck engine. Never ran since rebuild. \$950.00. John Miller. 586-756-4279 or 313-891-2640.
- 1947 Mercury Club Coupe & 1957 Lincoln 4dr hardtop. Very good condition. Charles Rivers. 248-446-1534.
- 1934 Ford V-8 engine. Ran well when removed. Don Olson. 586-752-7919.
- 1928 Chrysler, 6-cylinder, 4-dr; older restoration, runs and shows well. \$15,000. Pete Van Vrouwerff. 519-738-4516.
- FMRC jackets from the late 70's. S-L-XL. \$35.00 each. Cole Grandy. 810-735-1671.
- 1940 Ford 2dr and 1950 Mercury 4dr. Member Tom Brown blowout auction. Saturday, June 27<sup>th</sup> at Ridgetop, TN (20 mi. N. of Nashville). Website: hobbyjalopy.com or 269-375-2663.
- 3-speed manual transmission for Ford 292. Gerry Radtke. 248-685-2549.
- 1974 Maverick hub caps (4). Part No. D3DA1130AA. Excellent condition. John Macyda. 313-563-7829.
- 1962 Thunderbird convertible. Rebuilt engine, heads. New chrome, paint, interior, top. Pictures can be seen at cars.com \$18,500. Contact Bob Munson 517 675 7277. Or [Rmunson45@broadstripe.net](mailto:Rmunson45@broadstripe.net)

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- Tail light lens for 1948 Mercury. Left side with marking on lens "29A Stimsonite". Tony Russo. 504-312-3903 or [trusso@favretlaw.com](mailto:trusso@favretlaw.com).
- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- 30-31 firewall, deck lid. 16" wire wheels and 32-33-34 front wishbone. Cole Grandy. 810-735-1671.
- 22" Fan shroud small block dodge. Larry Sznynr. 734-751-8415 or [lsznynr@sbcglobal.net](mailto:lsznynr@sbcglobal.net)
- 1954 Ford V-8 239 cu. In. dist. Ken Liabenow. 734-429-5560.
- 1963 Corvette parts. Anything you have. Mike Kanalos. 734-284-0003.
- 2 15" steel rims & tires (condition of tires not important but wheels must fit disc brakes) 5x5 bolt pattern. Steve Rohde. 734-717-5444.



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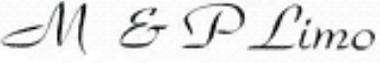
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