

The Rotunda Times



Volume 5 No. 9 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America September 2009

**Feature Vehicle:
1964 Mercury Monterey Marauder
owned by
Nick Zakarian**



“I bought this Merc because it was bad,” commented Nick Zakarian as we chatted. “The Merc is rarer and I like the trim better than the Fords of that era,” he continued.

Nick first saw the car at the Ford 100th celebration in 2003 where it was voted the most popular Mercury. The car was for sale, and was sold to a gentleman from Kentucky on the first day before Nick had an opportunity to bid.

Continued on page 5.

**Bonneville: 1950 vs. 2009
by
Bill Gipperich**



Photo taken by Phil Lyon at Bonneville in 1950 of a 1933 Ford three window coupe with a hopped up 1948 flathead engine being pushed to start.

It's been 59 years since his last visit to this historic place where man has gone the fastest on wheels. You might think how much cars have changed in the last 5 decades and how much different it must have been for him. Well you'd only be partially correct.

Continued on page 4.

**NSRA Street Rod Nationals North
by
Roxanne Fontana**



Club members at the NSRA event in Kalamazoo on September 12.

Continued on page 8.



2008 Golden Quill Award certificate that the club received recently from Old Cars Weekly. Thanks go to the editorial staff and the membership for providing materials and content for the Rotunda Times!



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Editor's Message



This month we thank Nick Zakarian for the Feature Vehicle material, Roxanne Fontana for her NSRA Northern Nationals event report, and Bill Gipperich for the very interesting article about the trip that he and Phil Lyon took to Bonneville. We also thank Debra Levasseur, Bill Gipperich, and Phil Lyon for the photos they provided. Finally, thanks again go to our team of Staff Contributors for providing articles for this newsletter.

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 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.

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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
Club Calendar	6
Treasurer's Report	7
Meeting Minutes	7
Brian's Tip: <i>Interstate Travel</i>	8
NSRA Nationals North	8
Designer of 1949 Ford Inducted into Automotive Hall of Fame	9
Show & Tell	10
CZ Safety Series: <i>Screwdriver Safety</i>	11
The FMRCOA Roving Reporter	12
Postcards from the Past	13
Classifieds	14, 15

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



September 2009

Our 40th anniversary and still going strong!

What a great turnout we had at our September meeting. The weather was beautiful and that seemed to be the reason the club cars came out. We have a lot of "sweet rides" in our club. We were lucky to have the largest hall that evening and it gave us plenty of room for business and pleasure. Once again we had "Chef's Surprise" for our meal. We have not had the same thing twice since we went there in May!

Keep your eyes out for more details on the Garage Tour scheduled for October 17th. We're going to do a color tour, garage crawl, and poker run kind of event. It should be a lot of fun. (See page 6.) Hope the weatherman cooperates.

It would take this whole newsletter if we named all the people who step up and help when needed, so I'll just say thank you to you all! Along those lines we always need volunteers...i.e., articles for Steve...surely every one of us has a story to tell so why not share. We'd also like more of you to suggest places we can go to on our garage tours. It would be even better if you could put one together. We generally like it to be 3 to 4 different places. Any questions on how to do it...just ask. The club strives to get in as many as possible each year. December will be Holiday Nights, so we could use something in November then start with January and go from there.

Let's keep the fun going. Other clubs are amazed at the turnout we get each month!

Art Cervi, President



Art presents a new membership badge to Adrian Clements at the September meeting.

New Members

Avelino Rodriquez (Martha)

7748 N. 18th Ave.
Phoenix, AZ 85021
(602) 363-4754

1948 Ford Pick Up (short bed)

1960 Ford Step Side Pick Up

1962 Mercury Monterey

1965 Ford Pick Up (short bed)

Richard Hyne

624 Devonshire
Fowlerville, MI 48836
(517) 223-9992
rhyne@sbc.global.net

1927 Ford Fibreglas T Bucket

1929 Ford 4dr. Sedan

1960 Ford F-100 Panel Truck

Antonio Calderoni

194 Edington Circle
Canton, MI 48187
(734) 981-5950

1957 Ford Sunliner Convertible

Ken Coll (Karla)

3387 Pond Ridge Dr.
Holly, MI 48442
(248) 634-7469
kencoll@ameritech.net

1963 Ford Thunderbird Landau

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



The Rotunda Times

BONNEVILLE *cont. from page 1*

The noticeable differences were outside of the salt flats themselves: in the highway that is now a divided four lane, in the new modern casinos, and the long ago torn down old barracks where any one with little funds could throw down a bed roll down and call the big open room home for a week. And the number of “grey heads” now driving the cars or just hanging around as we were. One land mark still visible is the old water tower on a hill above the airstrip which figured predominately in the landscape around Wendover.

Flatheads are still running and going even faster than before and not all of the drivers of these cars are old. A lot of young guns have picked up the gauntlet of flathead Ford power. The “Old Crow” belly tanker owner/driver and crew is one example and young Max Herman of H&H Flatheads is another.

Fifty nine years ago this last week (August 8th) Phil Lyon and his fellow teen age speed enthusiasts Bill Kelly and Clark Kirkpatrick went on a pilgrimage to Utah and the Bonneville salt flats. Fifty nine years later, Phil returned to the salt flats. My son Jonathan and I had the fortunate opportunity to make our first journey to the “salt” in the company of Phil and were happy to share his experience.

Named for Benjamin Louis Eulalie de Bonneville (1796-1878), a French born Officer in the U.S. Army, fur trapper and explorer of the American West, Lake Bonneville was formed over 32,000 years ago. 16,800 years ago flood waters released through Red Rock pass in Idaho began its demise from the 19,000 square mile surface area and 900 foot depth. The Great Salt Lake, Utah Lake and Sevier Lake are remnants of the original lake.

Located 116 miles west of Salt Lake City Utah just about on the boarder of Nevada lay the remains of Lake Bonneville known to us as the Bonneville Salt Flats, is home to land speed record attempts for wheeled vehicles.

The first thing I noticed being on the salt is the brightness. Sure there’s all that white reflecting the light, but the sun



Phil Lyon & Bill Jagenow in Bill's '27 Roadster.

seems much stronger and intense. No wait that’s not the first thing I noticed. After driving onto the salt and going about ½ of a mile to the staging lanes I spotted Bill Jagenow drive by in his ‘27 Roadster.

Bill took Phil for a ride in something more appropriate for the occasion than our rental PT Cruiser. There were dozens of “appropriate” vehicles out on the salt and in town. We kept promising ourselves to return with our own hot rods. Each evening, but especially on Saturday night, the traditional style rods and customs would gather in town at the Nugget Hotel. Naturally those with a fresh coating of salt were there to show their badge of honor, so to speak. Nobody washes this off until, I suspect, after they leave.



A “salty” car!

The competitors and their pits are unusually open to walk into and have a look and ask questions. Strike up a conversation or show them some old pictures as Phil did and get a crowd around himself. Quite a few are interested and appreciative of the history of this place and the men and cars that made it.

Phil has a couple dozen pictures from his first trip that, if you haven’t seen, you should. They may be the subject of a presentation at a future meeting.

The ‘32 – ‘34 Fords are still a popular body style running on the salt today. Whether it’s powered by an old bent 8 or an “Ecotech” computer controlled 4 cylinder engine they are still going strong.

When the excitement dies down and you can just stand still and look around and take in the panoramic view you realize the vastness of this place. Distance is deceiving out there. Mountains that look like they are a mile or two away are actually 5 times as far or more. Being from a Northern climate where the snow flies and lakes freeze over, your brain and eyes are telling you you’re on a frozen lake covered with snow -- it’s that similar. Like on a lake, sound travels far. You can hear a car shifting gears two or three miles down course. That is if no

other car nearby has started its engine.

To facilitate the task of washing salt off the cars, just off of the



Not your local car wash!

salt on the road are a couple of guys with water tanks and high pressure hoses. Actually they are running a fund raiser to save the salt, and for five bucks they reach underneath the car and into the hard to reach areas and wash off all of the evidence that you've been off of the paved road. This is very important if you rent a car as we did. There is a sticker on the windshield of our rental that says do not operate this vehicle off of paved roadway.

We went a step further and had a local high school cheerleader team who were running a fund raiser wash our car again. We got them to do a cheer afterwards for our donation!

MORE PHOTOS ON PAGE 16.

FEATURE VEHICLE *cont. from page 1*

The 4-speed Merc was a rust-free California car that had been painted in 2000. The original 390 engine had been replaced with a tri-power 428.

When Nick got the car, he "aced it out" replacing various pot metal trim pieces with NOS. The Galaxie interior was replaced by an authentic Mercury interior made from materials purchased from Auto Interiors in Columbus, Michigan. Nick, with the help of a technician at Village Ford, also installed high performance heads and cam.



A truly distinctive rear end!

"I drive the Merc as much as possible," commented Nick. This includes frequent cruise-ins such as Bakers in Milford where his mother lives, and Sears in Lincoln Park.

The Merc has won several awards including 1st place in the downtown Milford car show last year.

Nick has worked at Village Ford as a service writer for 21 years. He has also been married to Michele for 21 years and has a 15 year old daughter, Alexa (who will be driving one of his old cars soon!), and an 11 year old son, Noah.



428 tri-power power!

As many of the club members know, Nick has been a swap meet vendor for 32 years – and has been at all our swap meets during that time! This second "career" began when he purchased his first car, a 1972 Mustang, in 1976. Nick needed replacement door panels so he bought a "parts" car for \$100. After taking off the parts he needed, he sold other parts and made several hundred dollars!

"I really enjoy this car hobby, and I think our club is awesome!" Nick concluded.

TIME TO RENEW YOUR MEMBERSHIP FOR 2010!

The FMRCOA Membership Advantage!!!!

Your Board officers and Editors take extra effort to bring you FREE Classifieds and Schedule of Events found within your monthly newsletter. Take advantage of these benefits your membership provides. Post your schedule where you can refer to it easily. Submit your ads at a meeting or mail to Phil Lyon, our ad editor. For more information on becoming a member go to <http://www.fmrcoa.org/> or write to:

FMRCOA Membership Secretary

P.O. Box 2938

Dearborn MI 48123

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

Please mail your dues in or pay at a meeting!



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!*

Oct. 7	Club Meeting
Oct. 17	Color Tour - See below.
Nov. 4	Club Meeting
Dec. 2	Club Meeting
Dec. 12	Christmas Walk-Greenfield Village



YOUR CAR!

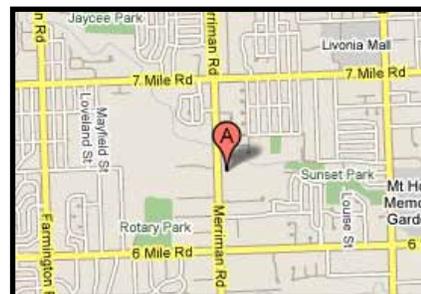
The Rotunda Times would like to feature your old car or truck in an upcoming issue. We are interested in how you came about finding your vehicle of choice, and what you have done to enhance its beauty, and / or mechanical condition. Simply mail or e-mail us your article accompanied with a photo to:

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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 an 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!



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2009 Color Tour & Poker Run

Who: Everyone

When: Saturday, October 17th @ 9am

Where: Starts at Charlie Rivers' house in Northville

- Multiple ways to win at the Poker run.
- Cider and donuts at 1st stop.
- Lunch at last stop. (Yes lunch too!)
- Directions will be handed out at the October meeting and emailed.



September 2009 FMRCOA Meeting Minutes September 2, 2009

Our meeting began at about 7:40 with the pledge of allegiance and the National Anthem. Guests were introduced, and included Dan Shaughnessy, Paul Lavoie, and Herb and Marge Offord. Dan has a 66 Fairlane, Paul is looking for a 67 Cougar and Herb has a 31 Model A and a 72 Mustang.



Over 130 club members attended the meeting.

Bob handed out new member badges and club photographer Debbie recorded all the handshakes. Last month's minutes were approved and Steve was absent so Art read the Treasurer's report that was approved.

Art advised the membership that a Board meeting was held and that discussion for next year's swap meet is underway. There was a quite lengthy discussion about the feature car for the next car show. Candidates in the running are the shoebox Fords and Mercurys and the Falcons. Possibly both?

Mike Fontana and Brian Saylor are firming up plans for a tour in mid October.

Bob mentioned that he went down to the location of our swap meet and they have gone much farther with the crushed asphalt aggregate than previously. This may be less desirable than a car show on the grass. There were a few suggestions from the members about a possible new location. The Board will take the suggestion into consideration.

Information about the Holiday Nights at Greenfield Village will be forthcoming at the next club meeting. Thanks to Bob for doing the organization for that event.

Car talk included announcements of several upcoming events and Phil Lyon and Bill Gipperich shared some "moments of Bonneville."

Bill's show and tell, the 50-50 raffle, Art's monthly joke and that ended the festivities for another month.

Phil Lyon Secretary



A Note from the Treasurer

Another typical month. More bills came in from our A swap meet and car show. Also, members should start renewing their membership for 2010!

Steve Rohde, Treasurer

Mark your calendars:



Saturday December 12

6:30-10 PM

Tickets will sell out early!

Contact:

Bob Guetschow

248-328-9113

or

rguetschow@comcast.net

NSRA NATIONALS *cont. from page 1*

When Mike asked me if I wanted to go to the Street Rod Nationals North in Kalamazoo on September 12, I didn't realize he wanted to leave at 6:00 a.m. Didn't he know it was a Saturday? Then he told me Mike and Sue McLennan, Phil Lyon, Steve Rohde, and Ed Goff were going too, and you know I can't miss a party!

We arrived at the Kalamazoo County Fairgrounds and began the day cruising through the swap meet. Although the car show is limited to pre-'48, the swap meet is wide open and there were plenty of vendors willing to sell their treasures. Swap meets usually have interesting and unusual items and this was no different. Steve found steel wheels and his very own Little Caesar's Brain Teaser game (huh?). Others found their special year license plates and I caught Mike just in time to stop him from buying that real live tractor – that was close!



Steve with video game.

We plowed through the “treasures” and along the way, ran into several friends and club members doing the same. Louis Ironside, Bill Large, Mike Hilber, Brian Saylor, Jerry Mattson, Chuck Niehaus, and Roy Stull were digging through the rusty (and not-so-rusty) parts looking for that special deal. The sun was hot and Bill Bella had a prime seat in the shade selling his treasures. Later, we would see Jack Krompatic and Rob Klocke, among others, but the crowd was so big, sometimes a wave across the aisle was all we could do.

Our club members have a wealth of experience and knowledge and are willing to share. It amazes me how they can look at a disembodied piece of metal, and identify the make, model and year vehicle it came from. While most of the information is valuable, I have learned to be careful with some of the “facts” offered. A 1965 Buick Nailhead engine was for sale and before I could stop myself, I asked why it was a Nailhead. Ed and a couple of strangers launched into an explanation of how it was “nailed” together. I almost believed them until one of the other guys started laughing.

From the swap meet, we worked our way into the vendor areas. Representatives from Yearwood, I Did It, Yesteryear, Midwest Early Ford, POR, and American Steel, among others, were there ready to answer your questions and sell you their products. When we passed Hobart Welding's display where

you could try their welding equipment, I wanted to stop and give it a try. It was late in the day and Mike wouldn't let me -- guess he was still upset about the tractor.

Just when I thought it was time to go home, they told me we still had to see the car show. I turned the corner, and there was a sea of shiny paint and glistening chrome. I couldn't see the end. Every shade of every color was shining. Vickies, Roadsters, Sedans, and Coupes were lined up. Flatheads, Hemi's, Small blocks, and Big Blocks - everything you wanted in a drive train could be found. Nostalgic set ups were next to customized, one-of-a-kind vehicles. Over here were collector box headers. There was a set of Smitties. Over there was Hilborn injection with double-humper heads. The engines roared and the ground trembled with the force of the roller cams and blowers as the cars passed by. They were sporting license plates from Michigan, Illinois, Wisconsin, Ontario, and more. This is something you have to see to believe.

Some people take two days to do this show, but we were tired, hungry, sore, and our treasures were already loaded into the trucks. We had a fun day, starting with the rusty treasures, moving through the vendors, and ending with the beautiful vehicles lined up for show, but it was time to go home. This should be a “must see” item on your list for next year. Hope to see you there!

Brian's Tip: *Interstate Travel* by Brian Kuta

The Federal-Aid Highway Act was signed by Dwight Eisenhower on June 30, 1956. The system has been called the greatest public works project in history. Although construction is never ending, the system was officially considered as ‘complete’ in 1991, with the removal of the last traffic light on I-90 in Wallace, Idaho.

The numbering system is well defined. Within the continental United States, primary Interstates are given one or two digit route numbers. East-West are assigned even numbers, and North-South are assigned odd numbers. Numbers divisible by five are intended to be major among the primary routes carrying traffic long distances. Auxiliary Interstate Highways are given three digits, which consist of a single digit prefixed to the two digit number of a primary Interstate. A three digit starting with an even number takes a path around a major city and, a three number starting with an odd number heads directly into a big city.

Designer of 1949 Ford Inducted into the Automotive Hall of Fame*

The November 2006 issue of the Rotunda Times contained an obituary of Richard Caleal who designed the 1949 Ford.

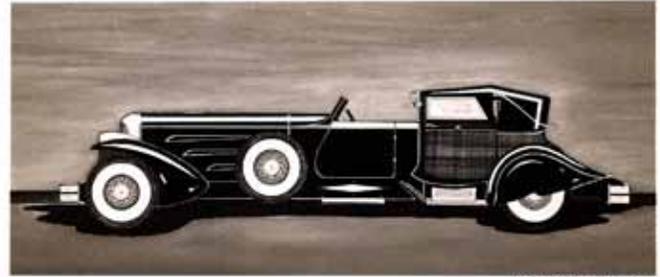


The 1949 Ford led to a turnaround for the company.

Caleal was recently selected as one of five individuals representing motorsports, design, engineering, and product planning to be inducted into the Automotive Hall of Fame. The Inductee Class of 2009 also includes Craig Breedlove, Wunibald Kamm, Hal Sperlich and Mickey Thompson. Caleal, Kamm and Thompson are being inducted posthumously. Formal induction ceremonies will take place in Dearborn, Michigan, on October 6 at the Ford Community and Performing Arts Center.

- Craig Breedlove (1937 -) was the first person to break the 400, 500 and 600 mph land speed records. He broke the speed record an amazing five times, more than anyone else in the modern era.
- Richard D. Caleal (1912 – 2006), the self-taught son of immigrant Lebanese parents, rose to head advanced styling for Ford Motor Co., and was the chief designer of the groundbreaking 1949 Ford.
- Wunibald I.E. Kamm (1893 – 1966), was a pioneering German aerodynamicist. Although involved in a wide range of vehicle research, he is best known for his breakthroughs in reducing car turbulence at high speeds.
- Hal Sperlich (1929 -), former Chrysler president, was chief architect of the original Ford Mustang and Chrysler minivan, and has earned a reputation as perhaps the greatest post-War product planner.
- Mickey Thompson (1928 – 1988) was the most versatile of all racers, winning with hot rods, dragsters, streamliners and sports cars, and dominated at Baja and Bonneville. Off the track he was a pioneer of the aftermarket performance parts industry.

The Induction will take place at 6:00pm, Tuesday, October 6 at the Ford Community and Performing Arts Center, 15801 Michigan Avenue in Dearborn, Michigan. Tickets can be purchased by contacting the Automotive Hall of Fame at 313-240-4000.



Concept sketched by Richard Caleal in 1927.

The Automotive Hall of Fame, located in Dearborn, Mich., is the only industry-wide means to honor the men and women of the global motor vehicle and related industries. It is dedicated to preserving the history of mobility by celebrating the creativity, toil and genius of the individual. The Automotive Hall of Fame is both a visitor attraction and an educational resource for inspiring others to higher levels of achievement in their own work and lives. For more information about the Automotive Hall of Fame, please visit www.automotivehalloffame.org.

**Editor's Note:* Thanks go to Caleal's daughter, Mary Geo Caleal Stephenson, for forwarding the press release and graphics to us.

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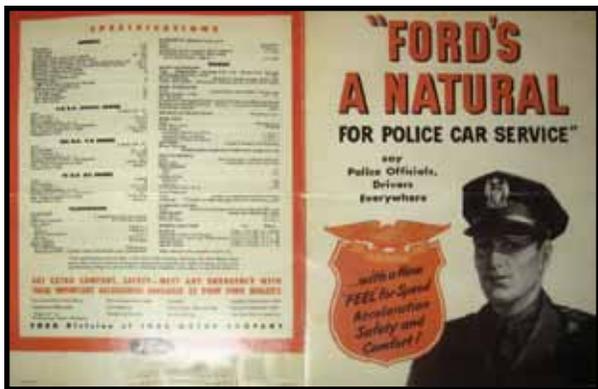
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September Show & Tell: A Paper Month by Bill Timoszyk

The September Show and Tell was “on paper.” Members brought in some neat old items.

Phil Lyon brought a rather scarce original 1950 Ford brochure on Police car usage of the new Ford cars. Prior to this, the earliest Ford police car brochure I had seen was 1953.



Brochure on the use of the 1950 Ford as a police car.



Mark Sapienz brought literature on an electric car that was made in his home town of Trenton, Michigan in 1912-13



Literature on the Church-Field electric car.

by the Church-Field Motor Co. of Sibley MI. (Sibley was annexed into Trenton in 1929).

The cars had a ten-speed electrical motor control with a two-speed planetary gearbox, a Wagner motor., and a Philco battery on a 100” chassis. Two models were offered: a 2 passenger Torpedo for \$2,300, and a 5 passenger Coupe for \$2,800.

Larry Wolohon had an old sign advertising “have good tires,” and an old teens postcard regarding the low cost for new tires for a Model T Ford.

Thanks and happy cruising until next month.



A valid sign even today!

Margaret F. Terrasi Attorney at Law



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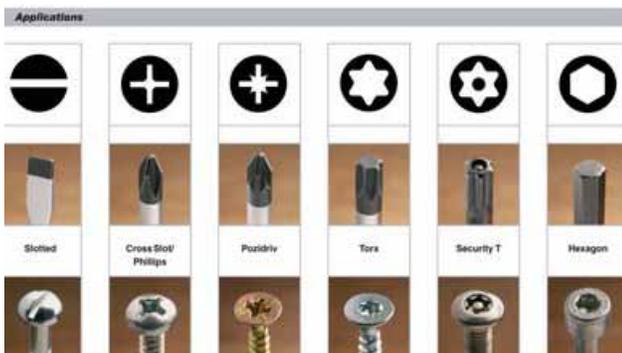
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Law Offices of Jason A. Waechter

CZ Safety Series: Safety Tips for Screwdrivers*

One of the tools that we all use very often is the screwdriver. A screwdriver transfers the hand's torque to the small, specially designed tip that is inserted into the screw's head. Although there are numerous tip designs for special applications, the two most common are the standard (also called flat, flared, or straight) and Phillips (X-shaped) tips. The screwdriver handle is typically of plastic or wood, sometimes with a rubberized cover to improve grip.



Different screwdriver bits.

Here are some tips for your safely using screwdrivers:

1. When using any tool, always wear safety glasses for eye protection.
2. Screwdrivers should only be used for their intended purpose—driving or removing screws. Screwdrivers should never be used for prying, punching, chiseling, scoring or scraping.
3. While both slotted and cross-slotted screwdrivers will fit many fastener sizes, it is best to use screwdrivers of the proper sizes that fit snugly into the slot or recessed portion of the fastener head.
4. Plastic handles should be made of fire and heat resistant materials. If properly designed, they give excellent grip. Rubber or vinyl is often used as a non-slip or insulating cover on plastic handles.
5. Typical screwdriver handles will not insulate the user from electric current.
6. It is time to discard the tool when the handle of a screwdriver becomes worn or breaks, if the tip is damaged or if the shaft is bent.
7. Always keep the screwdriver shank in line with the screw shank. This will avoid damaging the screw slot and pushing the screw out of line.
8. Never use pliers for added turning leverage on the shank of a screwdriver. However, a wrench may be used on square-

shank drivers.

9. Screwdriver slippage can cause injury. Never hold the piece you're working on in your hand while driving or loosening screws or bolts. Place it on a work surface and use a vice or a clamp to hold the material, whenever possible.

10. Never carry a screwdriver in your pocket. The tip of the screwdriver is so sharp and hard that will hurt your body.

*Adapted from: <http://www.interestingtool.com/2009/04/safety-tips-for-screwdrivers.html> .

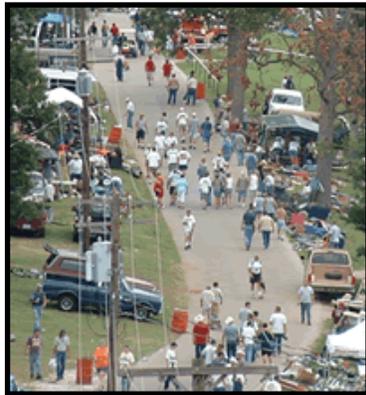


The FMRCOA Roving Reporter Goes South

Two swap meets this month: one in Indiana and the other in Missouri. For years I have seen the ads in Hemmings for the Ozark Antique Auto Club swap meet in Springfield, MO which is advertised as over 1600 vendor spaces. This year however I had an excuse to attend...as my youngest son lives 30 miles away. A simple suggestion to the wife that we visit our son, and the seed was planted for a trip. A short two days, fifty antique malls, and 900 miles later I was in Branson with the wife hugging the youngest.

Oh yes, did I mention there was a swap meet tomorrow? On Saturday the four of us armed with our Garmin set out only to get lost several times. We did however find the meet, and what a meet it was!

The place was jammed with vendors scattered all over the huge fairgrounds. No admission, only \$5 to park the car, and so we set off in the 90 degree 90 percent humidity day...did I mention bright sun. Wife and Sarah soon found a tree to sit under while Chris and I enjoyed the meet. Lots of Model A and Model T parts, but a real lack of anything 1932 to 1936. Then, lots of 1940 on up stuff including more Mustang parts than I have ever seen in one place.



Ozark swap meet.

There were dozens of good buys on cars, but with the wife sitting under a tree in 90 degree heat I didn't want to press my luck. I managed to pick up several goodies which are destined for one of the projects. There is a lot of old car activity in the southwest part of Missouri so if you are there in mid-August it is a swap meet well worth attending.

At the end of August a friend and I traveled to Auburn, Indiana to the central meet of the Early Ford V8 Club. There were five FMRCOA club members set up vending, and there seemed to be plenty of activity. I purchased a needed gas tank for the 32 roadster from a fellow that lives ten miles from me in Michigan! If you were looking for mint "goodies" to finish your restoration...these vendors brought out the best of the best. Although expensive to get a space, (you had to register for the meet at \$95 to be able to purchase a \$20 space) it was the place to be selling the early Ford parts. When done with the swap meet we toured the Early Ford V8 Foundation Museum which has some really interesting items....my favorite a 1942 Mercury Liqua-matic transmission.

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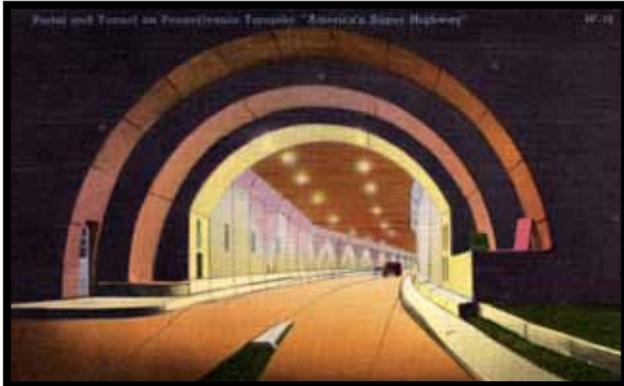
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Postcards from the Past by Lou Ironside

This month's postcard honors those individuals that make that annual trek in October to Hershey, PA for the AACA car show and swap meet. This will be my 42nd year attending the meet...which means I have traveled over 55,000 miles in search of 1932 Ford parts!



1954 postcard of tunnel in Pennsylvania.

For those who travel the turnpike you have passed through many of the tunnels as shown on this postcard. This card was mailed on Sunday night May 9, 1954, and was sent by parents to their daughter who lived on Wilson Street in Royal Oak, MI.

The card reads as follows: *"Dear Nancy, Mommy and daddy drove through two tunnels like this picture today. We are staying at a nice motel tonight in Breezewood, PA. Lots of love, Mommy. P.S. Hope your chicken pox are better!"*

Poor Nancy...she obviously got left home to suffer with chicken pox while the parents are on a trip, and staying in a "nice" motel...did they have to "rub it in"!

Trivia note: There are three fewer tunnels today to drive through than when I made my first trip in 1965. The road was changed to go around the mountain, not through it. If you are going to Hershey, have a safe trip and good luck parts hunting!



Club member Abigail Rohde test drives a car just her size at a Ypsilanti cruise-in recently!

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- 1976 Pair of piston's, rings, rod bearings caps assm. For Vega eng. \$50; 1955 T-Bird radio, Chrome is nice, plays. \$150. Hank Dawson. 810-231-3184.
- 2 mallory distributors 260-289 Ford. Decent shape. \$20 each. Karl Chase. 248-879-0854.
- 17 cu. Ft. refrigerator. 3 years old. \$100. Jerry Worful. 313-271-2017.
- Restored 28 Chrysler 4dr. 6 cyl. Older restoration. Runs and looks good. \$1,500. Pete Van Vrouwerrf. 519-838-4516.
- 1971 Ford car shop manuals. Volumes 1,2,3,4 & 5. \$40. Bob Assenmacher. 810-227-0926.
- 1966 Comet, Falcon, Fairlane, Mustang shop manual. \$40. Bob Assenmacher. 810-227-0926.
- 1948 Willy Jeepster. 350 V8 on a S-10 frame. \$9,500; 1965 Corvair conv. Corsa \$8,000; 1949 Lincoln baby Merc. \$7,000 313-689-0819.
- '50 Merc. 3sp trans. \$75; '50 Merc. Radio front & rear speakers. \$50; '65 Chevy 3sp. trans. and hurst shift. \$25; '49-'51 Merc. rear ends. Also fit '49'56 Ford and Merc. Wagons; (2) drum to drum 4:27. \$25; (1) No brakes drums. 3:90. \$10; ¼ ton chainfall. \$10; 3 ton Yale roller chain comealong. \$25. Gary Sharkas. 734-525-3652.
- '48-'51 Mercury rear springs; '48-'51 complete frt; '48-'51 suspension; '48-'51 4 brake drums; '48-'51 elephant ears; '50-'51 speedometer; '52-'54 Ford spare tire well. '49-'51 Ford steering linkage; '55 Mercury trunk lid; '55 Mercury dash; '54 Olds 2 or stainless; Misc. Ford & Mercury stuff. Lynn Goodwin. 248-860-6676.
- 351 w HO 4V w/c 6 trans. \$600. Keith Price. 734-417-7010.
- 1985 F250 parts. Keith Price. 734-417-7010.
- 1951 Seeburg M100BL juke box restored. Over 200 45rpm records. Elvis, Beatles + 60's. Service manual included. \$3,995. Roy Stull. 248-553-0420.
- Fox Mustang black Renell 4 lug wheels with locking caps & key's. Set of 4. \$150. Gary Holmstrom. 313-277-3405.
- Torches big tanks cart hose 20ft. full. \$150. Ray Crout. 313-291-7717.
- Winter car storage. Heated, alarmed. Dearborn Heights/ Telegraph/Van Born area. Ray. 313-410-6005.
- 351-W engine; 2300 engine; 302 engine; 60 HP flathead engine; 260 engine; 2000 rebuilt engine; 289 engine. None frozen. From \$150-\$250. Roger Hodyka. 517-282-4738.
- 1977 Lincoln Mark V. Excellent condition. 460 V8. Two owner car. Kept in a garage & never driven in the winter. Solid metal . 46,000 original miles. New tires, shocks, carburetor, exhaust, and fuel pump. \$3,500 OBO. Call Mike 517-579-0620.

Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- 15in. Ford sheels with a 4 ½ bolt circle. Bill Large. 586-677-4790.
- '70 Boss 302 engine. Howard Voigt. 734-944-6930.



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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.

Wanted

- 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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