



The Rotunda Times



Volume 6 No. 7 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America July 2010

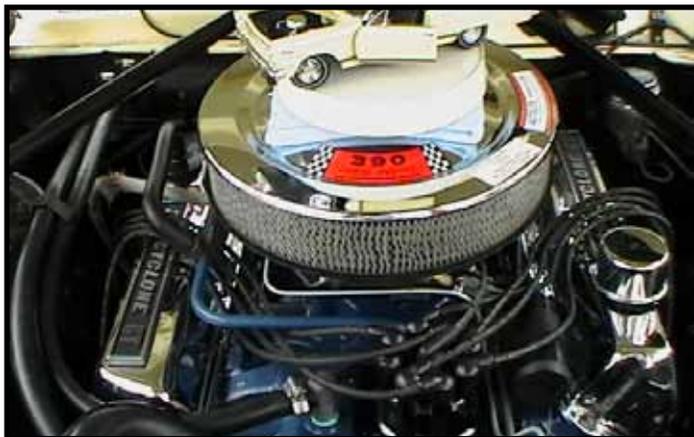
**Feature Vehicle:
1966 Mercury Cyclone GT Convertible
owned by
Bob Singbiel**



“In July of 1999 I sold a 1967 Corvette that I had owned for 20 years. Then, two months later, I bought the Cyclone,” Bob stated as we chatted. At that time Bob’s daughter was about five years old and he needed a car with a back seat to go places as a family. Moreover, “I had a 1965 Comet years ago and a friend of my dad had a 1966 Cyclone GT that we used to go looking for Chevelles in,” he continued.

Bob bought the car locally from a Ford design engineer who had brought it up from Virginia. “That fellow needed to

Continued on page 8.



Immaculate 390 under the hood!!

**Dearborn '10 a Success!
by
Roxanne Fontana**



The Swap Meet was bustling by mid-morning on Saturday.

With one eye on the Weather Channel and one eye on the field, the crew began to set up for the 41st annual Dearborn Swap Meet and Car Show on Friday, July 16. Whatever Mother Nature was planning for us, we were ready for the over 200 vendors to move in and set up. Lucky for us,

Continued on page 6.

Club Represented at Ann Arbor July 4 Parade



“Abigail Rohde, 4, of Ann Arbor, waves a flag from the back of a car representing the Ford and Mercury Restorers Club during the 20th Annual Fourth of July Parade in downtown hosted by the Ann Arbor Jaycees on Sunday afternoon.” This photo and caption appeared on AnnArbor.com.



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Editor's Message



This month we thank Bob Singbiel for the Feature Vehicle material, Roxanne Fontana for her delightful recap of Dearborn '10, Van Nazarian for his interesting article about the Motor Muster, Hank Dawson for his article on his new car project, Al Orloff for the Memorial Parade material, and Mark Koehler for the article on the Thunderbird 55th Anniversary Celebration. You guys have been great in supplying me with interesting material for the newsletter!

We also thank Denise Rohde for the new President's Page banner, and Werner Dahm for the meeting pictures. And, as usual, thanks again go to our team of Staff Contributors for providing materials!

We still need more Feature Vehicle articles. And with a larger newsletter, we still do need more material!

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.

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If you want to report on an event that you attended, let me know. This is particularly true now as car show/swap meet season is ongoing! 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.

Continued on page 12.

The Rotunda Times



July 2010 Our 41st anniversary and still going strong!

The big event of eating first and then having the meeting was a huge success, so we will do it again next month. Food at 6:30 p.m. with the meeting to follow.

Our heartfelt condolences go out to John and Shirley Miller on the death of their son. And best wishes to Clara Mooradian who is ill.

The big swap meet/car show is now history and we move on to planning next year. Overall we are down a bit, but I'm chalking that up to our local weather people who were no help at all on Sunday. All morning long they kept saying how bad the severe storms were going to be (in the morning) which kept a lot of spectators and car show participants away for quite a while; at 8-8:30 a.m. the field looked pretty empty. Slowly they started to file in and it filled up pretty good, just down a bit. All things considered it was a good meet.

A big thanks goes to our food concessionaire, Heath's Treats! The food was good, they were extremely friendly, and everyone – even the vendors – seemed happy with them. Hey....that's an endorsement right there! Hopefully we can get them back next year. I'm working on it.

Moneywise we should have a good idea how we actually did once Steve Rohde, our Treasurer, has a chance to put all the figures together. It should be in our August report at our next meeting.

My thanks to all of you who put in so much time and effort to make our meet a success each year. As you all know, it can't be done without you. As stated before, it's the swap meet/car show that carries us through the next year and affords the ability to do the things we do throughout the year.

Art Cervi, President

WELCOME NEW MEMBERS

David Case (Donna)
3654 N. Milford Rd.
Highland, MI 48357
(248) 760-9323

Michael Mitchell (Sandy)
4968 Driftwood Dr.
Commerce Twp., MI 48382
(248) 767-4954

1957 Ford Fairlane 500 Convertible

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



Louis Ironside, our Roving Reporter, receives his 30 year badge at the meeting.



2010 FMRCOA Meetings & Events Calendar

Below is the *tentative* table of meetings and events for 2010. 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!*

August 4	Club Meeting
August 7	Gilmore Museum Trip (see page 5)
August 6-8	Dearborn Homecoming
August 21	Woodward Dream Cruise
Sept.	Overnighter TBA
Sept. 1	Club Meeting
Sept. 9-12	Frankenmuth Auto Fest
Sept. 26	Orphan Car Show
Oct. 6	Club Meeting
Oct.	Color Tour - TBA
Nov. 3	Club Meeting
Dec. 1	Club Meeting
Dec. 11	Christmas Walk-Greenfield Village



50/50 drawing time at the July meeting.



A Note from the Treasurer

July was our busiest month. As this newsletter is going to press, the final tallies are coming in. It looks like we did well at Dearborn '10 as a result of all of your efforts! Thanks folks!

Steve Rohde, Treasurer



YOUR CAR!

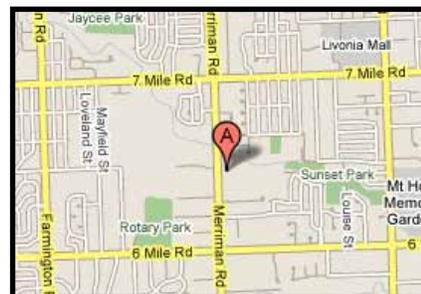
The Rotunda Times would like to feature your old car or truck in an upcoming issue. We are interested in how you came about finding your vehicle of choice, and what you have done to enhance its beauty, and / or mechanical condition. Simply mail or e-mail us your article accompanied with a photo to:

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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 a extremely large parking lot enabling club cars to be easily parked together (and the food is -great!).

Meetings are on the first Wednesday of each month and begin at 630 PM with dinner. And do bring a friend!



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Cars and Father's Day... a match made in Detroit! (Part 1) Story and photos by Vahan Nazarian

Father's Day, every year, has car shows everywhere. Two of the very best in our area are; the Motor Muster at Greenfield Village (AKA The Ford) which is a two-day event displaying cars from 1933 to 1976, and Eyes on Design, held on Sunday, at the Edsel and Eleanor Ford Estate, in Grosse Pointe Shores. They are both different, and each one displays outstanding examples of the automobile and related things.

My itinerary for this Father's Day weekend included visits to both of these venues starting at the Motor Muster in Dearborn, early Saturday morning; the gates open at exactly 9:30 am.



The train at Greenfield Village.

Entering the park-like village, the locomotive is already there, waiting to board those who wish to explore the perimeter of the village. This year was hot and muggy, but walking is the best way to experience everything in sight. Indeed, vehicles are displayed throughout the Village, on practically every street and in every corner.

The constant parade of old cars driving around helps move you back in time, to a much simpler, friendly period of American history. Remember when you could leave your home unlocked and walk to the corner grocery store for a fresh loaf of 20¢ bread? Progress has cost America dearly! Looking at the quality of workmanship of these old vehicles can really get you going. Pro or Con, the hands of tradesman are evident.



One of the many military vehicles on display.

The past few years the Village has featured a military exhibit. This year it seemed larger, and was attracting a nice crowd.

Remember the 1980-85 Cadillac "bustle-back" Seville. This was a far departure from the standard Cadillac styling. The 50's Bentley displayed at the show shows the same "bustle-back" styling.



A 1950's Bentley at the show.

From the old Divco Milk Truck to the 1963 Detroit Police car, there was something at the Motor Muster for everyone.



A Divco Milk Truck and a 1963 Detroit Police Car.

And any visit to the Village MUST include a stop at the authentically restored "Round House". See how the old steam locomotives were maintained.

MORE PHOTOS ON PAGE 16.

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!



July 2010 FMRCOA Meeting Minutes July 7, 2010

We switched the July meeting agenda a bit. The members arrived early and ate first, then did a little tire kicking in the parking lot, and came inside to cool off and the meeting started at approximately 7:40 pm. The 134 members in attendance joined in for the Pledge of Allegiance and sang the National Anthem.



134 members attended the July meeting!

Werner Dahm, who is a friend of Steve Rohde enjoyed our last meeting so much that he came back for our July meeting and took some pictures of club members. Other guests were Mike Krol, who is a friend of Ambrose Biondo, and Steve Wolski. Welcome!

Bob Guetschow presented Lou Ironside his 30 year membership badge as well a few other new member badges.

The June minutes were approved. Steve read the Treasurer's report that was also approved.

Steve reported that the club bought a second microphone so we can have one for the front table and one for the crowd. It seemed to work well.

Art reported that RM Auction recently purchased Kruse's auction park in Auburn, IN.

The Gilmore trip is all set for Saturday, August 7th. About 100 people are signed up to attend.

Mike Fontana reminded us about the club picnic that is set for Sunday, July 25th. Bring your fishing poles, a dish to pass, and your car for a good time.

Since most of the meeting was dedicated to finalizing workers for the annual swap meet and car show, we didn't have much

time for car talk.

Cole Grandy filled in for show and tell since Bill Timoszyk was not able to be at the meeting. Thanks Cole!

The club agreed to have dinner early again for the August meeting so come early and enjoy dinner before the meeting.

The evening ended with the 50/50 raffle and Art's joke.

Beth Marschner for Phil Lyon

DEARBORN '10, cont. from page 1.

she was feeling kind and Saturday came as bright, sunny and hot.

Venders, both old and new, set up shop in the three buildings and the field and were open for business. This was the place to be if you wanted t-shirts, matchbox cars, tools, front axles, sunglasses, trim pieces, engines -- everything you could ever want for your car hobby. It was a treasure hunters paradise as people dug through boxes and found the perfect set of brackets they needed or flipped through the stacks of magazines to find that ad for their favorite car.



Pat Stanecki at his usual swap spot.

Customers were shopping the aisles and the buildings carrying their loot, while trucks and cars jockeyed into position to collect the larger gems they found. If you wanted a new ride, the Car Corral was open for business, as Pete Morris and his crew rode herd over hot items like a 1940 Ford, a 1964 Fairlane, a Model A and Maurice Horger's sweet little MG.



Jim Crawford & his grandson had an indoor booth.

was set up and doing business, and Nick Zakarian, who has been with us for years, said we had a great show, and will be back. As one vender said, "good stuff brings good sales."

Our food vendor, Heath's Treats, received a hearty welcome from both the volunteer club workers and the Swap Meet and

Continued on next page.

The Rotunda Times

DEARBORN '10, cont. from page 6.

Car Show attendees. Lines were long but moved fast as everyone enjoyed hamburgers, hot dogs, pulled pork sandwiches, fries, chips, ice cream and cold drinks. Even Roger Hodyka seemed full after he checked out Heath's Treats! Saturday night closed with tired feet and hopes for good weather for Sunday's Car Show.

Sunday dawned and Mother Nature was in a surly mood with gray skies and the weather man threatening rain in the afternoon, but the Show must go on and the gates opened early. As cars arrived, they were registered, judged on the spot by George Fontana and his crew, and people parked where they wished. Our judges deserve a big thank you – the vehicles coming through were so nice it had to be a tough job.



Cars were judged as they entered the show.

Despite the skies and the weatherman, we had about 150 vehicles in the show, including this year's Featured Vehicle, the Shoebox Ford (1949-1951), on display under the main tent. Beautiful sheet metal rolled through the gates like the 1963 Black Falcon Sprint, a 1956 "Chevy" pick-up with a flip up front end, a 1960 Starliner, 1941 Orange Willys, a 1957 XK140 MC Jaguar Roadster, Rat Rods, trucks, and more. A special thank you goes to the Motor City Galaxie Club and the Fairlane Club of America for their support. There was plenty of chrome and shiny paint on display in spite of the questionable weather.

The weather held long enough for the judges scores to be tallied and the awards presented. Awards were presented in about 28 categories. In the Shoebox Ford Category, Vic Hollingshead won the best '49 award, Ambrose Biondo won the best '50 award, and Ed Goff won the best '51 award. In addition, Mary Geo Stephenson whose father, Richard Caleal, designed the '49 Ford was at the awards ceremony and remarked that the "[Shoeboxes on display] all look like diamonds, they are all beautiful!" She then chose the '49 Ford and teardrop trailer owned by Michael and Sue Westhoff as the Participant's Choice award winner.



Mary Geo Stephenson presents Michael Westhoff the Participant's Choice Award.

A 1972 Grand Torino owned by John Surgonen won the Best Ford Award, a 2006 GTO owned by Steve Kulakolski won the Best GM Award, a 1969 Road Runner owned by Tony Gramer won the Best Chrysler Award, and a 1941 Willys owned by Jim and Cathy Lanke won the best Orphan Car Award.

The Best in Show Award went to a 1915 Model T owned by Michael Graden.

The Swap Meet and Car Show would not happen without the support of the club members. The special "thank you's" are too many to list. Thank you to Superb

Decals (www.SuperbDecals.com) for donating a container of cheese balls for the Information Booth. If you worked the information booth, you had orange cheese on your fingers. Thank you to Tim Pusilo, Brian Saylor, Pete Morris, Larry Wolohon, Bob Guetschow, Bob Haas, Phil Lyon, and Sandy Olson for serving as captains of their work crews. We had members who worked the whole weekend, and others who filled in where they could. Every little bit helps as Pete Van Vrouwerff showed when he came directly from work to give us a few hours, and Sandy Skrbina and others travelled several hours just to help! Special thanks goes to everyone who volunteered to help make the weekend a great success – great job, everyone!



Michael Graden won the Best in Show Award.

MORE PHOTOS ON PAGE 16.

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CYCLONE *cont. from page 1*

sell the Cyclone to make room for a 1973 Mustang he had purchased that supposedly was from the Jay Leno collection. But it turned out not to be a Jay Leno car,” Bob explained.



The interior looks like it just came out of the showroom!

The powertrain, although stock in appearance, has been totally rebuilt and customized. The engine was bored, balanced, and given “a little extra in the cam and some minor port work” by Am-Car in Westland, MI. Bob had a wide gearset installed in the transmission.

Besides the powertrain, Bob wheeled the paint, had the buckets seats redone, and repaired some dash parts. The suspension was upgraded with sway bars and new shocks.

“Once the salt is washed away, I drive the Comet until it snows,” Bob stated proudly. He drives it to restaurants, cruises, car shows, and to visit friends. “I’m really not afraid to drive it anywhere. It’s a very good driver,” he explained.

Bob retired from Ford where he was in the skilled trades for 37 years. He has been married to his wife Maria (who likes cars) for 22 years, and they have a 14 year old daughter, Sara.

Bob grew-up in a family where his dad and brother raced midget cars back in the 40’s and 50’s. Before he passed away, Bob’s dad had helped him with other projects like a big-block install in an offshore boat, and a 508 cubic inch monster in a 4x4!

When I asked him about our club, Bob concluded, “I’ve never been in a club before so I don’t have anything to compare it to. But, I do like hanging out with a bunch of Ford guys!”

“Although the body was great, the drive train was not so great,” Bob continued. So, over the next 10 years, Bob did a considerable amount of restoration and customization.



Even a Cyclone had a huge trunk back then!

Thunderbird 55th Anniversary Celebration by Mark Koehler & Steve Legel

San Juan Capistrano may have its swallows, but Dearborn has its Thunderbirds! And they returned to the nest at Ford World Headquarters for the 55th Anniversary of the Marque on June 24-26, 2010.



The early ('55-'57) Thunderbirds look majestic in front of Ford World Headquarters.

For 2 ½ days Michigan became the epicenter for a gathering of 298 Thunderbirds! Nearly every model year and nearly every generation of the 47 years of production were represented on the front lot of Ford World Headquarters. The 550+ attendees came from 27 states and Provinces of Canada.

The event was primarily hosted by the local Vintage Thunderbird Club International (VTCI) chapter, The Water Wonderland Thunderbirds, whose President, Mark Koehler, is also a FMRCOA member.

The Retro-Birds were the largest generation group in attendance, marked by the coolness of style and the comforts of contemporary driving.

Continued on page 9.



The Retro-Birds maintained the original styling cues. The white one belongs to Mark Koehler.

A 1955 Recovery from the South by Hank Dawson

The potential finds are limitless. But, in the language of historic automobiles, the notion of a castaway treasure or a barn find is more and more wishful thinking. There are many barn car collectors – even guys that have bought out groups of cars that were available in barns.

But there's an exception to every rule and in this case that exception is Michigan where cars are sold and driven in Michigan for many miles and years. Their ultimate destiny is in a field, in a barn, in the crusher, or to be purchased by an out of state buyer. For this particular car the latter is the case.



Hank's new project. From 20 feet it looks pretty good!

This 1955 Ford Customline two door moved to Florida from Michigan for a number of years; then it moved to North Carolina and was stored there for several years.

To find a Customline 2 door with upgrades including a full length stainless side strip, dual sun visors, armrests, a chrome horn ring, passenger assist straps for the B-pillar, a radio, heater, and clock is somewhat rare.

Although offered in just two sedan body styles, Ford still managed to produce close to 472,000 Customlines in 1955. This was Ford's second best year ever up to that point, with more than 1.5 million passenger cars having been built.

The V-8 Customlines out-numbered the sixes by more than four to one. Only about 45,700 six-cylinder two-door sedans were ever produced. All of them had the 223-cu.in OHV I-block known as the "Mileage Maker" that had replaced Ford's L-head 6 cylinder engine in 1953. The 223 produced 120hp through a one throat down-draft Holly and had a compression ratio of 7.5:1. This was also the last year for the 6-volt electrical systems.

I found this 1955 Ford Customline through a car club member that I met at a Crown Vic convention. The car had originally resided in Michigan most of its life as it was purchased from a dealership in Flint. Then it made its way from north to south

(Florida & North Carolina) twice and back to Michigan into my garage!

It appears that someone started to restore the car. It had an all new interior and headliner, and various mechanical upgrades were already completed. Of course, sitting as long as it did in North Carolina didn't help the car! The car runs fine and has a rebuilt Ford-O-Matic transmission. NOW my restoration begins and there are many challenges ahead.

This Customline will be done in a mild custom way but with a totally stock drivetrain. The car has a 3.8:1 rear gear and is ideal for cruising through mountains and curves on the open road with ease. You are not going to achieve street rod acceleration in this car--but surprisingly it is quick to come up to speed and capable of maintaining top interstate speeds with no difficulty. When this restoration is completed, I will provide a follow-up on this project and the many club members I may need help from to complete it! FORDS FOREVER!

T-BIRD INVASION *cont. from page 8.*

In one of the sponsored events, a caravan of nearly 150 Thunderbirds drove to the Henry Ford Mansion to have breakfast there.

In a subsequent event on the same day, attendees drove directly onto what is now the high speed area of the Center for Advanced Engineering (previously called the Ford Test Track) with a tire squealing GT 40 as the lead car!

The final event was a trip to Greenfield Village where the Thunderbirds, at 5 MPH, added a new angle of nostalgia to the historic homes and buildings in the Village.



Above: FMRCOA Club Member George Roscoe owns the '59 T-Bird next to the convertible. Below: The Retro-Birds roll out to an event.



July Show & Tell: Books & Toys

This month Cole Grandy pinch hit for Bill Timoszyk who was out of town. Cole facilitated the Show and Tell but with audience participation. Based on feedback that the Board got, it was decided that people bringing items in can choose to talk about them (if they wish). In this way, any “sentimental” value will be captured.

Cole brought in four Ford TriMotor books and an Ertl Admiral Byrd Ford TriMotor model. This model commemorates Admiral Byrd’s 1928 Ford Tri-Motor Byrd Antarctic Expedition.



Above: Cole talks about his Ford TriMotor model.
Left: Cole’s model and TriMotor books.



Larry Wolohon brought in a book of Ford V-8 Service Bulletins from 1941-48. This does sound like something that our flathead devotees can use! He also displayed an owner’s manual for a Ford 1947 automatic radio.



Above: Larry Wolohon discusses his Ford V-8 Service Bulletin book.
Right: Larry’s 1947 owner’s manual for a Ford automatic radio.



FMRCOA Participates in the Dearborn Memorial Day Parade



Organized by Al Orloff, the FMRCOA again participated in the Knights of Columbus Dearborn Memorial Day Parade on May 31 with seven club cars. The parade route was eastbound along Michigan Avenue between Firestone and Schaefer.



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Brian's Tip: *Tired of tires yet.....?*

by
Brian Kuta

Did you ever wonder if those vacuum secondaries are opening on your four barrel carburetor? On the carbs that have the rod coming out of the vacuum diaphragm, try putting a paper clip on the shaft. After you go to your favorite spot that allows you to put the go pedal on the floor, do it, and then open the hood to see if the paper clip has moved. If it has, then it's opening. If it has not, then you either put that paper clip in the wrong spot, or you been successful in maintaining fuel economy instead of total performance, and are using only two of your four barrel potential!

Now that I have your attention, I want to talk more about tires, especially since so much depends on them. Tires are very complex, and are composed of various types of material and rubber compounds that ensure their functioning under various conditions. Because we have specialty cars, and we know they may at best go some 3,000 miles per year, we need to watch for changes in the dynamic performance such as increased air loss, or noise and vibration, as that could be an indication that they need to be replaced. No matter what, they should never be run more than 10 years from the date of manufacture (all mentioned in my last article), and that includes the spare.

During any pre-trip inspection, make sure to check tire pressure when the tires are 'cold' and not driven more than one mile. Tires need to be kept clean, and avoid prolonged exposure to heat, cold, or moisture. Tires should be covered when not in use, and not ever parked near electric generators or transformers. They should not be near an area where welding is being done, nor in a garage that has mercury vapor lamps.

Rubber deteriorates when not being used so, if you must store, then store them in a cool, dry place like a sealed garage. Also, some surfaces age tires more quickly than others, so it is recommended that a barrier of cardboard, plastic or plywood be used between the tires and the storage surface. For storage, the tires should be inflated to the maximum after they are thoroughly cleaned with mild soap and water, then covered to avoid ultraviolet rays, and kept out of high ozone areas. Pressure-sealing valve caps should be used to prevent air from escaping from the valve stems.

Cleanliness of your tires is paramount to their longevity. Road oil will cause deterioration, and the dirt buildup that adheres to that oil holds the contaminants next to the tire. Tire dressings that contain petroleum products, alcohol or silicones will cause deterioration and/or cracking, and accelerate the aging process. Many times it is not the dressing itself that is the problem, but rather the chemical reaction that the product

can have with the antioxidant in the tires. For a daily driver, this is not much of an issue because the tires are changed every few years. However, if you are trying to get the most out of the tires on your specialty car, then you need to be aware of the problems that can be caused by these products. Lastly, and if possible, your car should be stored on jack stands under the frame so the suspension hangs loose, and all weight is off the tires and springs. If that is not possible, then the car should be moved a few inches every month to avoid flat spotting the tires while in storage.

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Postcards from the Past by Lou Ironside

On Long Island, NY there is a rusting, weed covered building that once held the nicest private auto collection on the east coast. That was the Long Island Automotive Museum owned by Henry Austin Clark Jr. This month's postcard shows the museum in the mid-1950's when it was at its peak. The museum was opened by Mr. Clark in 1948 and it closed in 1980.



The Long Island Automotive Museum in the mid-1950's.

Mr. Clark (Austie to his friends) was in the Navy during WWII and a licensed attorney, although he never practiced law. He was born into a wealthy family, and devoted his life to antique cars, and writing freelance articles for various car magazines. He loved to give rides to visitors on his restored fire truck; and, although the museum never paid for its own expenses, it was simply a labor of love. When the museum closed, the cars were auctioned off, some went to the Harrah's collection; and few to a museum in Anchorage, Alaska; and others all over the world.

The collection may be scattered now, but the memory of that fine museum lives on in postcards and the memories of those who visited it. Wouldn't it be fun to have a time machine and go back to visit museums like this one?

EDITOR *cont. from page 2.*

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

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The FMRCOA Roving Reporter: At Home in Michigan

Not too many swap meets to report on this month, seems that I have spent several weekends at home...how unusual!

The last weekend in June is always the date for the Sloan Summer Fair in Flint, MI. This year the rain held off, over 1500 cars arrived on Saturday, and a similar number on Sunday. The swap meet was a little larger this year with about 100 spaces filled. In past years the swap meet had shrunk considerably, but the efforts of the Summer Fair Committee have started to bring it back. Included in the admission is entrance to the Sloan Museum; the Buick Research Facility (aka museum); art institute; and, for those who like to eat, an all you can eat breakfast and lunch in the Sarvos Center (and they are reasonably priced). I have attended this meet since 1977 without fail, and always enjoy it greatly.

On the last Saturday in June, was the Lapeer Road Cruise. Although advertised heavily, there were only "pockets" of cars gathered at some of the restaurants. One of the highlights, however, was visiting the Roadside Attraction facility on M-24 just north of Dryden road, and south of I-69 by about 6 miles.

This facility has old cars, vintage car parts, signs, and antiques for sale. I found a couple items for my collection, and enjoyed looking at all the items...and everything is for sale! Inside for sale was a 1935 Jaguar roadster that was stunning, a 1940 Ford truck powered by a small block brand X, and a Model T speedster which had a 1980 FMRC / Dearborn dash plaque on it. A couple weeks later they held a car show at the site and about 75 nice cars showed up. If you are ever heading up towards Lapeer, make a stop, I think you will enjoy it. Oh yes, they are closed on Sunday...which is not a problem if you are retired!

Classified

July 2010

For Sale

- Pertronix electronic ignition for Ford V-8. New, never installed. Paid \$78, will sell for \$60. Bob Munson. 517-675-7277 or email rmunson45@gmail.com.
- '67 Corvette hood with scoop. \$100. 391 Ford Truck engine. Never run since rebuild. John Miller. 586-756-4279 or 313-891-2640.
- '67 Ford Fairlane Ranchero rebuilt 289 motor /w 302 trans. Rebuilt frt. end 5 speed O.D. trans. New 1" frt sway bar. New

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clutch vintage air. New tires. New seafoam green paint inside and out. Asking \$16,000 or best reasonable offer. Jerry Keral. 989-793-7656. Saginaw, MI (paid ad)

- 1970-71 Torino Gt hood. No rust. \$150. 1938-48 American Lafrance fire engine bed, no rust. 1975 Lincoln Continental 4dr, bumpers, no rust, will separate. \$150. Roger Hodyka. 517-282-4738.

- 2001 Ford Explorer sport-trac bed cover. New. \$75. 4-16x8 Ford chrome truck rims, new, caps, 6-5 1/2" bc. \$100. Roger Hodyka. 517-282-4738.

- 1993 Ford Ranger 4.0 V-6 engine, trans, 4wd drive unit, 5-spd. \$500. Roger Hodyka. 517-282-4738.

- 239 y block+60 complete mtr. \$300. Mike. 313-561-1251.

- '66 Ford custom 500 (full size) 2dr sedan. 289, 4V, C6. White body, blue interior. Florida car. \$5,000. Bob Koaths. 313-291-2188.

- Set of 14 6 white with red & blue stripes. Wheels 'USA' made with chrome center hubs. Hank Dawson. 810-231-3184.

- Columbia 2 speed rear axle for 1946-48 Ford. Includes RH rear axle housing. All gears. Speedometer speed changer. Engine vacuum fitting. Installation instructions. No authentic controls but a simple 2 way vacuum valve will work fine. \$1,000 firm. You pick up. Larry Colwell. 248-646-1537. (paid ad)

- '79 T-Bird. All original 3-tone beige and cream and gold paint job; and a gold leather interior. Car is from Rick Smith's National Parts Depot collection. 28k miles. Full power, A/C. etc.. \$9,900 obo. Call Ken Toth at 734-516-5255.

- '69 Ford Fairlane 500 2dr fast back. 302 V8 3 sp man trans. Restored in 2001. White w/blue top. \$13,800 or best offer. Carl Braun. Brighton. 810-229-3316. (paid ad)

Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.

- 1932 to 40 rear truck fenders. Roger Hodyka. 517-282-4738.

- 42-48 Ford skirts. Roland Arndt. 248-478-7942.

- 1955/56 rear bumper. Hank Dawson. 810-231-3184.

- Rear seat head rests for 2005 Escape. Gordon Michael. 248-548-3775.

Classified

June 2010

For Sale

- 4 new in boxes never opened USA made white/red & blue strip wagon wheels 14-6 with chrome center hubs. \$225; 2 chrome moon wheels. Very nice. 15" -5. \$125; set of 4 wheel trim stainless for 1965 Ford. \$50; new Ford radio. AM/FM/



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cassette & CD package connect. \$15; 1-15" Waffel alum. wheel. \$45; Italian wheel. Rare. Sold for \$450 at dealer price. Hank Dawson. 810-231-3184.

- 1941 Lincoln rear end. 1939 Lincoln rear end complete with brakes. 1941 Lincoln 3 speed transmission. 1950 Mercury 3 speed with overdrive transmission complete. Bill Large. 586-677-4790.
- 1937 Ford sedan trunk lid for hump back. \$100. Good condition, in primer w/handle and hinges. Set of 5-17' wire wheels, solid and straight but will need media blasting and paint. \$100. Dean Styles. 734-626-4052.
- 1967 Corvette hood with scoop. \$100. John Miller. 586-756-4279.
- 1987 Ranger V6 engine. 15 speed and 4X4 unit. \$500. Roger Hodyka. 517-282-4738.
- 1936-46 American Lafrance fire engine bed. \$500. Roger Hodyka. 517-282-4738.
- 1972 Mustang Conv. with Mach I trim, 351c, auto, ps, pb, ac. \$14,900. Howard Voigt. 734-944-6930.
- 1991 Cadillac Allante Convertible. Red, Black top. 49K original miles, loaded. \$13,900. Howard Voigt. 734-944-6930.
- 1970 Ford XL Sports roof. New 466 cu.in. Ford motor sport crate motor, new rebuilt trans. \$12,500 o.b.o. Call Jim. 313-467-7789.
- 1971 VW type III fastback. Solid car. Rebuilt motor, not started in 15 years. Stored indoors. \$1000. Jeff Martoia. 734-812-9255.
- 4 black Renell wheels with key lock lug nut covers. Fits 87-93 4 lug Mustang. Gary Holmstrom. 313-277-3475.
- 1959 Ford 292 engine complete. Engine is apart. \$100. Gary Holmstrom. 313-277-3475.
- 1968 Mustang rims and tires. \$180. Jeff Gniewek. 313-563-6569.
- Torque boxes for 1964-5 Falcoln frame rails and all brackets. Gordon Leslie. 313-505-7551.
- NOS wiper arms for 1957 pick up. They are a littler longer than passenger car. \$40. Paul Coleman. 313-820-6712.
- NOS front hood molding for 1940 Buick. Mint. \$75. Paul Coleman. 313-820-6712.
- NOS in box curb feelers. Fits any 50-60's car. Paul Coleman. 313-820-6712.
- NOS rear quarter for 1964 Buick Riveria drivers side. \$300. Paul Coleman. 313-820-6712.
- Dodge '67 A-100 van type pick-up 3 window 225 slant 6 engine. \$1400. Cole Grandy. 810-735-1671.
- '64 Galaxie XL 500 2 door hard top. Michigan car. \$1200. Cole Grandy. 810-735-1671.

Wanted

- 1932-34 truck fenders. Roger Hodyka. 517-282-4738.
- 1971 Maverick grabber parts. Cold Grandy. 810-735-1671.



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