

The Rotunda Times



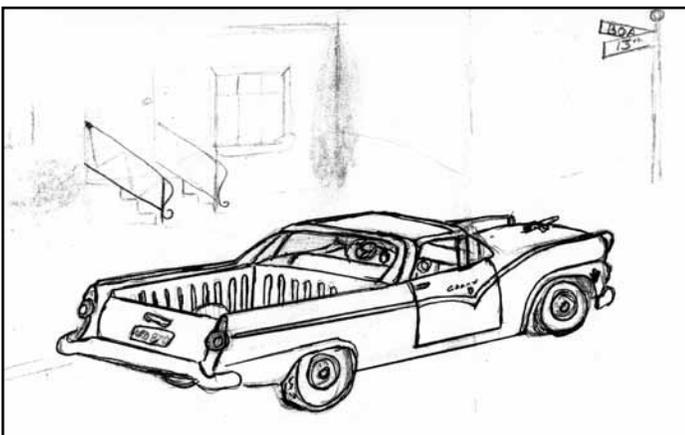
Volume 6 No. 10 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America October 2010

Feature Vehicle: 1955 Ford Ranchero owned by Bob Haas



Bob Haas' 1955 Ford Ranchero is a one-of-a-kind vehicle as the Ford Motor Company never made a Ranchero until 1957! "But, if Ford had made one in 1955, this is what it may have looked like," Bob Haas explained.

Bob first found out about this car 15 years ago, when he contacted fellow Crown Victoria Association club member, Wesley Tabaka. "I saw his name in the club roster and noticed that he only lived 20 miles from me so I went to talk to him," Bob continued.



Wesley Tabaka's original sketch of the Ranchero.

Continued on page 8.

Rebirth of the Flathead V8: When Passion Becomes Reality Story and photos by Vahan Nazarian



The long awaited aluminum flathead V8 ready to run.

I met Mark Kirby at one of the many car shows I visit and photograph each year. This particular show during the weekend of July 17 was the first ever, **Annual Flathead Nationals' Show**, held at "Braden's Beach", a park-like setting
Continued on page 6.

Hershey Trip 2010 (The Experiment) by Brian Saylor



Google Earth Map showing Brian's "path" at Hershey.

I just got home from another successful year at Hershey. Although I didn't need a single thing, I went to have a great

Continued on page 8.



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Editor's Message



This month we thank Bob Haas for the unique Feature Vehicle material and Van Nazarian for his article the aluminum flathead V8. We also again thank Brian Saylor for his "nerd" article about Hershey, Bill Gipperich for the article about seat belt repair, and Denise Rohde for the President's Page banner. You guys have been great in supplying me with interesting material for the newsletter!

Thanks again our team of Staff Contributors for providing materials! We welcome new advertiser Hydro-E-Lectric! They are "America's Convertible Headquarters."

If you want to report on an event that you attended, please 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

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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
• Treasurer's Report	3
• New Members	3, 7
• Club Calendar	4
• Meeting Minutes	5
• Restoring My Bicycle	7
• Show & Tell	9
• Repairing Seat Belts	10
• Brian's Tip: <i>Heat Risers</i>	11
• Postcards from the Past	12
• The FMRCOA Roving Reporter	12
• Classifieds	14, 15
• Photos	16
.....	

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



October 2010 Our 41st anniversary and still going strong!

From the attendance at our October meeting you'd never know that it was Carlisle/Hershey time. Once again we had a full house, so much so that they ran out of food.

It seems that now that we moved the food up before the meeting members are coming for "dinner" (which was never the idea). With no disrespect, the way some of our members heap their plates it's like "whoa!" All we ask is for a little courtesy for the rest in line. After everyone's been fed, if there's food left, have at it for a second helping.

Mike Fontana has done a great job getting the member t-shirts done. They will be available in either white or grey and should be available in all sizes. Pretty sure they will run around \$10. Yes, they will be a quality shirt.

The initial nominations for our yearly elections began and we'll finish at our November meeting. It was proposed that we see how the attendance will be at our next meeting to allow those who were not there a chance to express their thoughts.

It's also that time when some of our members become "snow birds" and head for warmer places. As the old saying goes... "..."see you in the Spring!"

Please send or call in your stories. With all of the members we have we should never run out. All of us have a story....how we got the vehicle...how we got it home. Maybe it was a match to your first car. Funny things that may have happened while you've owned it. Just to mention a few. Give it some thought and let Steve know, he'd love to do a story about you. If you've got old pics, all the better.

See you at the meeting.....

Art Cervi, President

WELCOME NEW MEMBERS

Jeffrey Smith (Julie)
22620 Foxmoor
Novi, MI 48374
(248) 348-8694
merlin1969@sbcglobal.net
1930 Ford Model A

Daniel Bustine (Kathleen)
1305 N. Vernon St.
Dearborn, MI 48128
(313) 277-6188
bastine@comcast.net
1968 Ford Mustang Fastback
1965 Ford Galaxie Coupe 2dr
1963 Ford Falcon Ranchero
1979 Ford Mustang Hatchback

Jerry Gill
37111 Thinbark
Wayne, MI 48184
(734) 722-6108
1973 Mercury Cougar XR7
1966 Ford Mustang



A Note from the Treasurer

October was a fairly typical month. We welcome Hydro-E-Lectric — it's good to get new advertisers to offset some of the newsletter cost. Now let us collect dues for 2011!

Steve Rohde, Treasurer



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!*

Nov. 3	Club Meeting
Nov. 27	Garden City Parade (see below)
Dec. 1	Club Meeting
Dec. 11	Christmas Walk-Greenfield Village

60's through 90's Cars are needed for the...



Please call Bob Hunt (Kar-Go Carburetors) at 734-425-4590 for more information.



Saturday December 11
6:30-10 PM
Tickets will sell out early!

Contact:
Bob Guetschow
248-328-9113
 or
rguetschow@comcast.net



YOUR CAR!

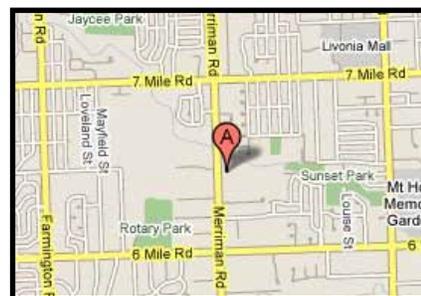
The Rotunda Times would like to feature your old car or truck in an upcoming issue. We are interested in how you came about finding your vehicle of choice, and what you have done to enhance its beauty, and / or mechanical condition. Simply mail or e-mail us your article accompanied with a photo to:

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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 6:30 PM with a snack. And do bring a friend!



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October 2010 FMRCOA Meeting Minutes October 6, 2010

Our tire kicking session seems to be winding down somewhat this fall, as lots of cars are probably already safely tucked in for the Michigan winter. A few diehards did bring in some nice rides.



110 members attended the September meeting.

Art called the meeting to order at 7:40 pm. We repeated the pledge and sang the Star Spangled Banner. Let's all try to remember to remove our hats for these formalities. Our flag and our soldiers deserve that small courtesy. One hundred and ten members and guests were counted.

Our visitors this month were Danny Bastine, who must really be a Ford guy. Among his stable of cars is a '68 Mustang fastback, a '65 Galaxie, and a '63 Falcon Ranchero. Mike Westhoff is a returning member and he has a '29 Model A special coupe, a '53 F150 pickup, and a '49 club coupe. You may remember this car from our car show as it was the one towing the homemade teardrop camper. Welcome back Mike! Larry Deck brought in two guests. Ray Savage (lots of classic cars and a beautifully restored Vernors truck). Also with Larry was Nigel Davey, who is mostly known for his watch repair expertise.

The September minutes and Treasurer's report were approved.

Steve again appealed to the membership to call or e-mail him about featuring your Ford, Lincoln, or Mercury. It's either that or a Studebaker. Take your pick boys! The Rotunda Times is also a good place for any of your interesting or funny personal experiences with the hobby.

October is the time of the year when election nominations usually take place. As of this meeting all board members and officers are willing to return to duty. Cole Grandy would like to run

for the board. More details will follow at the November meeting.

Our guest speaker and his crew from Laser 3D Scanning impressed us all with some good old (new) U.S.A. high level technology. The demonstrations and the verbal descriptions of what this can accomplish were amazing.

Bill Timoszyk presented show and tell, the 50-50 took place, Art told his joke, and adjournment ended the meeting.

Phil Lyon, Secretary



Toys for Tots Scheduled for December Meeting

The Marines together with Linda Rankin will be at our December meeting on December 1. Please bring new unwrapped toys. Linda has informed me that this year toys for 10-12 year olds are particularly needed. These include the inexpensive remote control cars, footballs and basketballs for the boys. For the girls hair brush sets, hair dryers, bath sets, and arts and crafts sets would be great. Also, checks made out to Toys for Tots and gift cards are appropriate. If you have any questions, please contact Steve Rohde.

Club Member Wins Award



Club member Dick Anderson's 1951 Kaiser Fraser took top honors in the Kaiser Fraser category at the Orphan Car Show in Ypsilanti on September 26. Here we see him getting the award. (See page 16 for more photos.)

FLATHEAD, *cont. from page 1.*

in Petersburg, MI, near Dundee, complete with a pond and an abundance of shade trees. I traveled to the show riding shotgun in Paul Rebmann's '34 Ford flathead V8 powered five-window coupe, complete with lettering on the doors announcing it as the "Motor City Flathead, Test Car"! This '34 was powered by an original Motor City Flathead V8, which had Mark Kirby's TLC over the past year.

Once in the park my camera came out, and I started walking and viewing all the beautiful cars that had assembled here. As I approached the main grandstand I noticed an engine stand with a flathead V8 engine mounted, ready to run. Looking the engine over I immediately saw it had an all-aluminum block! This must be the engine all the fuss was about. Rebmann had been raving about it for months.

At this point I must let you know that my last flathead V8 was in the old 1930 Model A, that I had chopped, channeled and built, right after graduating high school. Since running this car for a while, I sold it and graduated to OHV engines, mainly the Chevy 283-327 blocks. However, there was one J2 Olds in the mix! I still had a soft spot in my heart for the old flathead, and after seeing the beautiful machining and assembly of this "new" engine, I was very impressed.

I knew there has been a revival of the flathead V8 popularity in recent years, and they now look and perform even better than they did back in the late 50s, and early 60s.

As I walked around the show field, Mark Kirby soon came over to the engine stand, and started up this masterpiece of engineering. The throaty sound that came from the straight pipes sounded real good...and healthy! You could close your eyes and envision the belly tanks screaming over the salt at Bonneville during the late 40s and early 50s.

Later, the following week, I saw this aluminum engine again, this time installed in Paul's '34 coupe the evening before Mark Kirby left for the Pleasanton, California show. Gibb the pin-striper and lettering guy was pulling an all-nighter at Rebmann's garage, lettering the car with sponsor names for the long trip west. There it was, nestled in the engine compartment, finned aluminum heads and a four bbl Holly affixed to the intake manifold... this guy was ready and waiting,



The "mule" with the aluminum flathead V8 in it.

like a Derby stallion in the gate! A light touch to the ignition switch and the engine came to life, revved quickly, and still sounded very healthy through the Flowmasters.

These guys must have worked like busy beavers, assembling the engine in Saginaw and taking it to Phil Goller's shop in Defiance, OH for installation into the '34. Working in Phil's shop was like working in heaven, or a pit stop... everything went like clockwork. The '34 was back on the road to Rebmann's garage in no time...

The next morning Mark and the Shadow Rods crew were off to California. Mark driving the "mule," Jon driving his XL 27 Roadster Pick Up and a support truck and trailer just in case of any issues with either vehicle. Paul checked with Mark, from time-to-time by cell phone, keeping tabs on the performance along the way. "Outstanding", were the comments back from Mark on the road, as he motored toward California. He even wound it up a few times, just for kicks!

Mark, Jon and the crew arrived in Pleasanton with the engine performing like a veteran, without incident. They did have a slight problem with a broken shock bolt on the 1934 that was resolved the minute they arrived in California. This was a very encouraging sign for both Jon and Mark, since Mark's dream was on it's way to becoming a reality with the special help and resources provided by Jon.

Mark Kirby had started Motor City Flathead in 1985, and had been building an outstanding V8 engine that was claiming national fame. Rebuilding the old cast-iron Ford and Mercury blocks had been a challenge, and good cores were becoming scarce.

Kirby reasoned that redesigning the block, correcting old design flaws and improving valve train and flow characteristics, AND casting an aluminum block would solve all these problems. This was his dream, however in 2002 Mark closed Motor City Flathead, due to health reasons, and put his dream on hold.

The year is now 2003, and Mark, on-the-mend and anxious to re-ignite his dream of the aluminum flathead, is when he and Jon Hall of Shadow Rods, LLC got together and began the dedicated task of re-engineering the old flathead. Jon said let's do this together and retain the "Motor City Flathead" name but we will develop it and market it under Shadow Rods, LLC.

Long hours, sleepless nights, reams of paper and much scrap metal lead to the reality of the Petersburg, MI Show. Along the way, Mark, enlisted the help of Paul Schalk, an air-flow specialist. Together the trio brought a successfully running product to Petersburg, for the crowd that attended the Show at "Braden's Beach," to see and hear it run.

Continued on page 7.

FLATHEAD, *cont. from page 6.*

The road trip to California was really the ultimate engine test. Instead of an initial dyno test, Mark elected to take this engine to the road... all the way to California and back. The show at Pleasanton, south of San Francisco, was the western stop. Here the reception was one of excitement and curiosity, as the car drove in and parked in front of the Shadow Rods display at the show.



The "mule" at the CA show. Photo courtesy of Jeff Burgy.

Presently Mark has logged over 10,000 miles on the engine, and it was still running like a champion in the "mule"... until the engine was pulled, at Phil Goller's and taken to Shadow Rods for inspection.

The "mule" had made the rounds at various local cruise-ins, and received an enthusiastic welcome among enthusiasts... of "Hemi's" as well as Flatheads.

The engine's current configuration is 339 cid, 3 1/2" bore x 4 3/8" stroke, developing about 275-300 HP with 350-370 ft. lbs. Torque. Values are approximate right now because the engine has not been on the dynamometer yet!

The next step for this engine is a trip to the shop of Phil Goller in Defiance, OH to remove the engine from the "Mule", and tear it down for inspection at Shadow Rods. After inspection and reassembly the engine will be placed on the dyno for evaluation and data gathering. The final engine may emerge with a slightly different bore and stroke yielding 327 CID... now isn't that a magic number.

With Mark and Jon continuing to come up with great options and the possible availability of a Shadow Rods XL 27 Roadster sitting on one of their deuce chassis' equipped with a brand new 300 + cubic inch all-aluminum "Motor City Flathead" engine, what could be better?

When all is said and done, this new, all-aluminum, flathead V8 will be an engine to be reckoned with, in both performance and in durability.

Look for Mark Kirby, "Motor City Flathead" and the crew at the Second Annual "Flathead Nationals" Show at Petersburg, MI in 2011, and check out this baby. Henry Ford is watching!

Meet the New Members by Terry Worful



Jerry Gill

is only 0.2 sec slower than a Maserati.

Yes, I work on my own cars and I joined FMRCOA to be with friends.



Daniel Bastine

I'm Jerry Gill and my wife is Joanne. I was born on Oct 29, 1933 in Detroit and I was married on May 25, 1957. I'm a designer.

My first car was a Chevy. I started collecting cars in 1973 with a Cougar.

My hobbies are tool & die making.

If I could have any other car other than a Ford I would have a Telsa Electric car, because it out performs any other electric car out there and

Hi! I'm Daniel Bastine and I was born on July 22, 1966. I married my wife, Kathleen, on July 7, 1995.

I'm a camera and board operator for Word.Net and WADL Cable TV.

My first car was a 1979 Mustang hatchback.

I was raised in hot rods but got my first hot rod in 1973 - a 1973

Continued on page 15.

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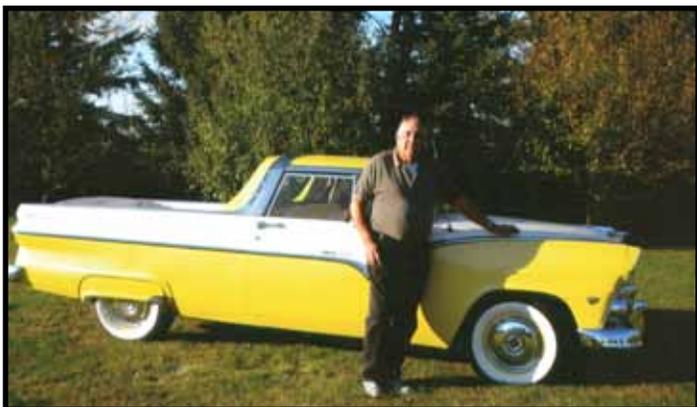
RANCHERO, cont. from page 1

Bob was very surprised to see the 1955 Ford Ranchero. Wesley explained that he made it from a 1955 Ford Crown Victoria. The bed and tailgate were from a 1956 Ford station wagon. The rear window area was all handmade.

Indeed, when Wesley was a young man, he even made a drawing of what the car should look like. Wesley did most of the work on the car himself when he lived in the Seattle, Washington area. After he moved to Michigan, the car was stored unfinished in his garage for about 20 years.

"When I was looking the car over, I offered to buy the Crown Victoria seats out of it for a 1955 Ford convertible that I was restoring. He really needed a bench seat for the Ranchero," Bob stated and "before I left his home, I mentioned to him that if he ever wanted to sell the car, call me."

Now let's fast forward to the year 2009. During this time Bob had forgotten all about the Ranchero. His wife and he were at the Memorial Day Parade in the town of Hartland, Michigan, where Wesley lives. "He came up to me and said, come and get the Ranchero," Bob exclaimed.



A smiling Bob with his unique Ranchero!

So Bob went to Wesley's place the next week with his trailer. He took the car home and started to complete some of the things that it needed including the back window, an interior, and detailing the engine.

"I enjoy driving and showing this car. Everyone gives me the 'thumbs up' sign," Bob proudly remarked.

He took the car to the 2009 Crown Victoria Convention in Pennsylvania and won second place in his class. He also had it at our FMRCOA Swap Meet in July of that same year. Everyone at the convention and swap meet enjoyed seeing the Ranchero.

"I would like to thank Wesley for allowing me to purchase this car and enjoy all the work that he put into it," remarked Bob in closing. Bob has been an FMRCOA member for over 20 years.

HERSHEY EXPERIMENT, cont. from page 1.

time and enjoy the company of good friends. I went with my normal crew of Jerry Mattson, Roy Stull, and Chuck Niehaus. The other regular, Don Olson, caught a cold right before the trip so he stayed behind. What a shame, because a little rain and cold on Wednesday was followed by sun for the rest of the week with temperatures in the 70's.

I decided to perform an experiment during this trip. I had always heard that if you walked the whole swap meet, you covered 27 miles. So I decided to carry my trusty Garmin GPS with the "track" feature turned on to monitor my path as I walked during the whole meet.

I found a few good deals on trinkets as I walked. But my goal was to make sure that I covered **every** isle for the experiment. The original estimate of 27 miles wasn't far off. During the week from Tuesday afternoon when we arrived at 3 pm until we left the car show on Saturday at 11am, I walked a total of 28.8 miles. There were isles that I covered more than once and the hike from the parking fields to the swap fields would easily account for the extra steps. Regardless, it is safe to say that going to the AACA Hershey Swap Meet is a trip that isn't for the weak at heart foot.

My maximum walking speed during the whole trek was 11 mph when I was running to chase a good deal that Jerry Mattson told me about. I didn't find it, so that's something to look for next year. My average speed during all 3 days, 19 hours, 46 minutes and 53 seconds was 1.1 mph. To be able to survive the pace, there was always Bricker's French Fries and the treat of a hot fudge sundae at Chocolate World (i.e., energy boosters when needed!).

I saw a few other FMRCOA members at the meet: Bill Large, Lou Ironside, and Harry McAuliffe. This trip was one of the best I've ever had. Call me a NERD but I had fun with the "Experiment"!

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!

October Show & Tell: *Candy Month* by Bill Timoszyk

Candy month (Hershey) brought us a real good mixture of eye candy for show and tell: books, parts, toys, paper, photos, and comics.

Jerry Ostalecki brought a photograph that hung in the #1 powerplant at the Ford Rouge plant for years. It shows the #1 tandem boiler behind a 1964 Mustang.

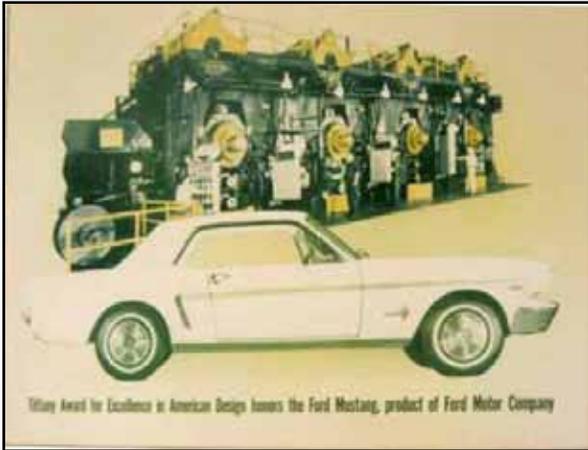
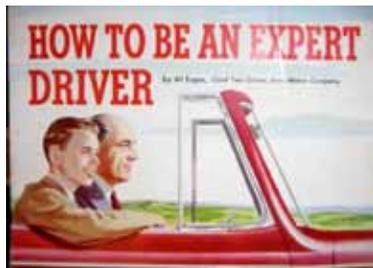


Photo that hung in the Rouge plant.

Nick Zarkarian displayed several old FoMoCo new car sales receipts. The one pictured is for a 1974 Mercury for \$4800!

Larry Wolohon showed us a 1947 Ford Motor publication, "How to be an expert driver."



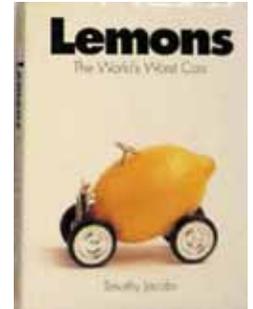
Left: 1974 Mercury sales receipt. Right: A book published by Ford.

Phil Lyon brought in a 1937 Ford flathead carburetor that used propane for fuel. Would this be known today as a "green" carb or an alternative fuel carb?



1937 flathead carb for propane.

Greg Sanchez had spring shooter propelled "go cars" from P&G soap boxes circa 1969-70. Made by Fun-Mate, these are rather rare. The majority of the survivors you see are the Post Cereal versions, which had no propulsion. Greg also brought two books: "Lemons. The world's worst cars (1969)" 1969, and, a 1969 Logghe Stamping Chassis catalog.



Left: "Shooter propelled go cars." Right: Book about "Lemons."



"Hot Rod" comic books!

Cole Grandy displayed several comic books with the hot rod/drag strip racer themes.

Art Cairo brought several Ford Motor internal phonebooks, and a circa 1953 Ford Tractor factory photo of ceramic use by the Tractor Division.



Photo of Ford Tractor display about their use of ceramics.

So, watch out for the boogy man on Halloween (drives a Toyota with Desoto emblems), and we will see you next month.

Thanks to all the exhibitors.

Repair Those Seat Belts

by
Bill Gipperich

Is the webbing in your seat belts worn and fuzzy? Old and stiff (the belts not you). I found the belts in a newly acquired 1966 F100 would not adjust through the buckle. Here is what I did to remove and replace the webbing in these belts.

By searching the internet* you will find several sources for webbing. Be sure it is for automotive seat belts. I have listed one such source. Measure the lengths of each belt, be sure to add for the overlap and order the webbing before you begin.

This procedure is specifically for those buckles with the all plastic lift top as shown below. The top is secured to the metal frame with a removable type of rivet.

Cut the old belts so that the material can be pulled through the buckle. Utilizing a narrow bar about 3/16" to a 1/4" thick place it through the webbing slot and rest one end on top of the rivet head and the other on a fulcrum of any kind to make the bar relatively horizontal as shown in the pictures below.

Lightly tap on the bar with a hammer. The rivet will begin to emerge from the plastic cap. It can be pulled out either with your fingers or a pair of pliers. Turn the buckle over and remove the rivet on the other side using the same technique.



Left: Taking out the rivets. Right: The disassembled & polished buckle.

At this time you should thoroughly clean and polish the buckles and tongues. Next loop the appropriate length of cut webbing through and around the knurled post.

Now you are ready to reinstall the plastic cover. Place a common blade screw driver or similar tool up through the webbing slot and underneath the tab. Push upward against this and raise the release lever. At the same time slide the buckle cover over the buckle to engage this tab into the slot on the underside of the cover. Work the cover into position to align the rivet holes and insert a rivet and tap home. Repeat for the other rivet.

The tongue side of the belt should be obvious. Loop the webbing through to the proper length of overlap. Use clothes pins or spring clamps to hold and take to a shoe repair shop for sewing. You should bring one of the old pieces to show the pattern of stitching if they are not familiar with it.

Take care to note the orientation of the floor anchor brackets

and the buckle direction. I recommend making a trial fitment back into the vehicle before you have them sewn.

A completed seat belt and "restored" components.



*One online source for seat belt webbing:

<http://www.joesarmynavyonline.com/servlet/Detail?no=5839>

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Brian's Tip: *The Role of the Heat Riser* by Brian Kuta

A heat riser is a valve like assembly that goes between the exhaust pipe and exhaust manifold on one side of most engines. This bi-metal coiled spring type looking device keeps that valve closed when it's cold, forcing the hot exhaust gases to go up and through the intake manifold, thus warming the carburetor's air/fuel mixture. Once it begins to get hotter, the bi-metal causes the valve to begin opening and allowing the exhaust to exit freely out of the exhaust tubes. As the air/fuel mixture begins atomizing properly, the engine will smooth out.

On a cold engine with dual exhausts, you can see the 'steam' coming out of one side much more than the other side, because the majority of the exhaust gases are flowing to one side. As the engine warms and the heat riser opens, you will see the exhaust 'steam' more evenly coming from both tail pipes.



A typical heat riser.

Some enthusiasts may suggest blocking off the heat riser passage to prevent the intake manifold from heating up, which usually requires removing the heat riser and installing a spacer to keep the exhaust manifold and exhaust pipe properly spaced for proper fit. This would be a good idea if you were building a race car, and high RPM were your goal. By keeping the intake charge cool, the air/fuel charge coming in would be denser because of the reduced expansion of the mixture. In other words, a greater amount of air/fuel can enter the cylinders during each intake cycle resulting in increased power. Unfortunately, this requires a richer mixture, reducing mileage and necessitating a longer warm up period with decrease engine life. Also, remember that your low end torque will be greatly reduced by blocking off that cross-over passage.

Some people have experienced loss of power, even after their engine is warmed up properly. Many times this may occur because of an exhaust restriction. The causes could be a loose baffle in a muffler, or even a crushed muffler, exhaust pipe or tail pipe. Sometimes, and I have had this happen, the heat riser can become frozen shut and cause a loss of power. You can check the heat riser out by reaching down when it is cold to make sure it moves freely, very freely. If it does not move, or move freely, then that exhaust passage could very well be blocked causing the lack of power issue.

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Postcards from the Past by Lou Ironside

This month we have a postcard showing a night view of the Ford exhibit at the 1934 Chicago Century Of Progress. Ford did not participate in the show when it started in 1933, but when it was decided to continue the exhibition into 1934, Ford constructed an exhibit which eventually was moved to Dearborn and became the Ford Rotunda. What is unusual about this night view is that it shows the light beams that were projected into the night sky. It was said that pilots flying into Chicago used that beam of light as a guide towards Chicago from many miles away.



Ford Exhibit at 1934 Chicago Century of Progress.

This post card is also special in that my father mailed it on July 10, 1934 to his mother letting he know he was having a great time in Chicago at the various exhibits at the fair. I will have to assume that the Ford exhibit was one of his favorites!

The FMRCOA Roving Reporter: in Hershey, etc....

The last month has been a busy one, with four swap meets/ car shows to report on. First on the list is the annual Indianapolis, Indiana car show at the Marion County Fair Grounds. This year there was perfect weather every day, and plenty of bargains were found by everyone in our group. However, there were a couple "downsides" to the meet. First, no longer is it \$5.00 per car, it is now \$5.00 per person when parking. The car show is still billed as a free event....you figure! Second, there were LOTS of empty swap spaces on each day. My guess is that the economy played a big part in that one, as things are still slow in the Indiana economy. I also felt that the attendance was down from past years based on the number of cars in the parking lot.

The following weekend brought the Model "A" sponsored swap meet in Fowlerville, MI. The club advertised that they had over 200 spaces; however rain kept the number of vendors



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The Rotunda Times

on Saturday to around 25. Also, the crowd of buyers was almost non-existent. It was too bad, as the facility is a good one, the club advertised the meet well, but the weather just "killed" the meet. Hopefully next year they will have a better weekend!

On Sunday, instead of returning to Fowlerville, I traveled to Capac, MI for the 25th annual Scholz Car Show. Carl Scholz, who owns a local salvage yard, does an excellent job of promoting the show which is in conjunction with Capac Days Fall Festival. This year there were over 1500 cars in the show, and a big surprise in that the swap meet had around 40 vendors. The show has really grown over the years, but usually the swap meet has been quite small with only 5 to 10 vendors. I guess the word is out that when you have 1500 cars, you also have some buyers.



FMRCOA members Bill Large and Lou Ironside examine the front door of the woodie body that Lou just picked up.

To wrap up my swap meet report, the one and only Hershey Swap Meet again met all my expectations! Although we had rain on Wednesday, the next three days were perfect swap meet weather. There seemed to be less empty spaces in the swap meet area, and if you were looking for Model A or Model T parts... they were everywhere! Also, there was a really good selection of early Ford right through the early 60's parts. There did seem to be less Mustang parts than in previous years, but with Carlisle the week before that could account for some of it.

As always, I found plenty of parts for my latest project, and picked up the new woodie wagon body I had ordered last spring from a vendor out of New York. This was my 43rd trip to the fall Hershey meet -- and every one has been more exciting than the last. It is great to meet up with friends that you only get to see once a year at Hershey, vendors with unique and rare parts, and the thousands of restored automobiles. The only thing missing is the smell of chocolate in the air...Hershey moved their chocolate production to Mexico, so the aroma of chocolate is not to be found except at the candy sales tents.

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- 1930 Model A Huckster. No rust, perfect wood, not running. \$7,500. 1965 Ford F100 pick-up. No rust, 300cu, 6cyl, 4-spd/od, short bed, red/black interior, in primer, \$2,500. 1993 Ford 4.0 V-6 engine. 4wd-5spd. \$350. 1986 Mustang GT 302-auto. \$2,000. 1970-71 Torino GT hood, no rust. \$150. Roger Hodyka. 517-282-4738.
- '49-'51 Mercury hood. \$125. Pete Stevenson. 248-434-7999.
- 1928-29 Ford panel delivery lower half of side panels. Needs a little work but definitely fixable. \$250/pr. Dean Styles. 734-626-4052.
- 1976 Olds Cutlas Supreme. Buckets and console. \$7,200 or best offer. Patrick O'Hara. 313-999-8725.
- 4-4 lug Ronel black wheels with locking center caps for 87-93 Fox Mustang. \$100. Gary Holmstrom. 313-277-3475.
- 2-5 liter roller motors. \$700 each. Don Steinhagen. 313-561-1251.
- 1959 TR3 stainless steel exhaust and muffler. \$150. 1969 Lincoln Mark III exhaust pipe, muffler & tailpipe. New. Joe Taglioli. 313-622-6884.

Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- 1965 Ford Galaxie Ltd. Heater core. George Dutton. 248-915-8404.
- Deck lid lock emblem for '72 Ford ltd. Dan Matakas. 734-422-5659.
- 428 FC crank. Don Steinhagen. 313-561-1251.
- 1965/66 Mustang convertible rear qtr - rt&lft safety glass "carlite" fm-m30 tempered (clear) & glass only. Grant Beard. 248-305-8031.
- Looking for parts for a 1967 Ford Custom 500. Grill (base model), taillights with chrome moldings, side body moldings, rear bumper, poverty hubcaps (dogdish), trunk torsion bars (trunk springs), plastic windshield washer bottle, A/C parts, or any other parts you might have. Must be excellent or N.O.S. (no junk). Gordon Kraning. 313-543-3197 or 313-720-8334. (Paid Ad)

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- 1957 mercury station wagon Needs work Have floor pans and rockers. Let's talk. Art cervi 248-553-8897.



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- 1962 Oldsmobile Starfire convertible, 1991 Cadillac Alliente convertible, 1971 Mustang convertible with Mach 1 trim. Howard Voigt. 734-944-6930.
- 1964 Chrysler Imperil town coupe 413 wedge. Runs good needs restoring. 1952 Packard custom 4 door. Please call for more information. Nick Nichols. 734-748-5664.
- F1 steering gear and column works freely. \$150. Bill Gipperich. 586-826-8813.
- 1968/1969 Ford Torino Montego Big block manual steering gearbox, center link, idler arm tie rod ends. \$150. Greg Sanchez. 313-382-4420.
- 1966 Mustang used disc brake setup complete except for spindles and one rotor --includes proportioning valve and master cylinder \$125; 1966 Mustang used bucket seats and rear seat black standard \$50; 1965/66 used front fenders L&R \$50 each; 1951 Wurlitzer 1400 juke box one owner last 30 years original working condition stored in living room plays 45 or 78 rpm records \$3000. Don McCredie. 248-563-8048 .
- 292 Mercomatic automatic transmission. \$400. John Durrant. 810-599-7400.
- Steel wheels 15" x 10" 5 on 5 1/2" early Ford bolt pattern \$40 for the pair. Mike Fontana. 248-926-0160.

Wanted

- 1970 Mustang /Cougar Boss 302 engine complete. Howard Voigt. 734-994-6930.
- 1957 Ford convertible ashtrays for back seat armrests Paul Coleman. 57ford@aol.com. 734-397-1685.
- Vintage Volkswagen cars, part, toys, literature, memorabilia. Greg Sanchez. 313-382-4420.
- Ford Johansen Jo blocks gage blocks. I have some missing. Herbert Cook. 734-285-2240.
- Valve covers for a V6 2.8 engine, and a carburetor cap (air cleaner). Steve Wolsh. 734-775-6227.

NEW MEMBERS, cont. from page 7.

Plymouth roadrunner that, like many owners, I wish I still had.

I also collect diecast cars and have around 800 1/18th scale Mustangs.

If I could have any other car other than a Ford, I would choose a 68-70 Dodge Charger because I loved the Dukes of Hazard and the Bullet Blade. I also learned to drive in a charger.

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