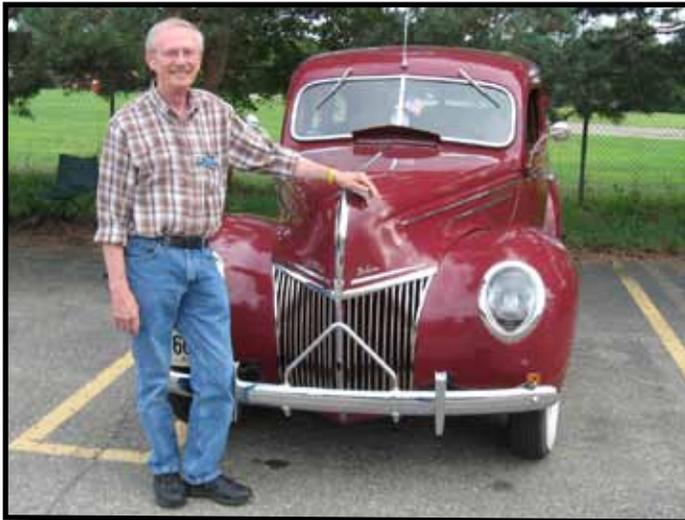


The Rotunda Times



Volume 6 No. 9 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America September 2010

Feature Vehicle: 1939 Ford 4 Door Sedan owned by Richard Moote



“As the son of an automobile mechanic who cut his teeth on repairing Model A’s, I was naturally drawn to the antique car hobby,” remarked Richard Moote about his keen interest in antique cars. In fact, Dick’s dad overhauled the engine on a 1946 Ford 2-Door and gave it to him as a high school graduation present in 1953. Subsequently Dick bought a 1952 Ford.

“My first antique collector car was a 1931 Model A coupe which I decided was too small to take my four sons for rides. So, in 1976 my friend and I found a 1939 4-door Ford in Detroit being driven by a couple of teenagers. I asked to buy the car and they agreed to sell it for \$600. My friend and I



Before (l) and after (r) photos of Dick’s dash. What a difference!

Continued on page 8.

FMRCOA Members Enjoy 16th Annual Woodward Dream Cruise by Steve Rohde



Despite the rain, we had a lot of fun!

About 25 FMRCOA members with their cars banded together at Royal Oak Ford on August 21 to enjoy the 16th annual Woodward Dream Cruise. Although it was a rainy day, the camaraderie of our group brought sunshine to the event – albeit in spirit!

Continued on page 9.

The Old Car Festival at Greenfield Village is 60 Years Old this Year Photos & Story by: Vahan Nazarian



Watching the old Fords go by...

This popular two-day event happens once a year around Labor Day. This year it was September 11th and 12th. I visited the grounds on Sunday the 12th, after Saturday’s rain.

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Editor's Message



This month we thank Richard Moote for the Feature Vehicle article and Van Nazarian for his article the Old Car Festival. We also again thank both Van and Debra Levasseur for the photos, and Denise Rohde for the President's Page banner. We also thank Tom Pfeiffer for his interesting article about restoring his bicycle, and for inviting the FMRCOA to his Buick Club color tour. As one who also owns Buicks, this should be fun! You guys have been great in supplying me with interesting material for the newsletter!

Thanks again our team of Staff Contributors for providing materials! In particular, Bill Gipperich, our new Club Historian, wrote an article about the club t-shirts!

We welcome new advertiser Brothers Custom! FMRCOA members visited Brothers on garage tours several times, and

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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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some members had their cars worked on there.

Our queue is empty! We need more Feature Vehicle articles (or I'll put my Studebaker in as one!). Please see me at the meeting, email, or call me ASAP. In addition, we still do need more material!

Continued on page 3.



September 2010 Our 41st anniversary and still going strong!

The September meeting was a nice relaxing one as we didn't have a lot of business to discuss.

A pleasant surprise was the attendance of our own Clara Mooradian. Still on oxygen, she was able to stay for half the meeting. Hang in there Clara!

It's hard to believe that September is here already....it may have been "Hot" but we had a great summer as far as I'm concerned. There was a lot of cruisin' done this year. Let's hope it continues for a couple of more months (wishful thinking).

October will give us a wind down of swap meets. Carlisle and Hershey are the two big ones which a lot of our members attend. Usually the week after Hershey we have Adrian which pretty much wraps it up until January.

Remember that October is nomination month for your Board of Directors. Thank you for your support of the present board the last couple of years. (It is much appreciated.) If you know of someone who is genuinely interested about running for an office please bring it up at the October meeting. Remember, it's your club!

Hopefully we should have some news soon about a fall event. We are constantly on the look-out for places to visit as a garage tour. In most cases we prefer them local (tri-county area) which generally gets us a nice turn-out of members and guests. Let us go into the fall with optimism.

Art Cervi, President

A Note from the Treasurer

September was a fairly typical month although we are still taking care of some remaining details of Dearborn '10. We welcome Brothers Custom -- it's good to get new advertisers to offset some of the newsletter cost! Soon we will begin collecting dues for 2011!

Steve Rohde, Treasurer



At the September Meeting Terry & Jerry Worful gave Mike Fontana a 19th century Detroit fire wagon photo. Note that Mike, who retired from the Detroit Fire Department, is standing in the center and Jack Krompatic, who used to work for Mike, is driving the wagon! As Roxanne Fontana explained, "I married a much older man!"

EDITOR *cont. from page 2*

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.

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



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!*

Sept. 26	Orphan Car Show
Oct. 6	Club Meeting
Oct 10	Buick Club Color Tour (see below)
Oct.	Color Tour - TBA
Nov. 3	Club Meeting
Dec. 1	Club Meeting
Dec. 11	Christmas Walk-Greenfield Village

FMRCOA Invited on Buick Club Color Tour

The Buick Club is doing a scenic color tour to Lexington and Marlette on October 10th. The FMRCOA is invited to tour with us. The tour will start at Romeo Plank and 23 Mile Road at the Country Inn at 8:30 AM for breakfast. Bring your best ladies with you, because we will be in Lexington for a couple of hours and I plan to let the ladies to shop until they drop. There is much to see and do in Lexington and we will have good parking for our cars. After Lexington, we will drive to Marlette for dinner and possibly to see another interesting collection of cars along the way. Dinner will be at the famous Eddie G's. (Famous in Marlette, but nowhere else). This is a fair weather color tour -- if there is more than a 30% chance of rain, the tour will be cancelled. The return home trip will be via M-53 and you will have a choice of surface roads or X-way when we get to Romeo. The rest of the trip is on very scenic back roads. Everyone should be back home before dark.

Please call me or e-mail me to register for this tour, as I need a head count for the dinner restaurant. There is no charge to drive on the tour, but you will have to pay for your own dinners and other stuff along the way. Color tour maps will be provided at the Country Inn before we leave. Hope to see the FMRCOA on the tour. Please call me with any questions: Tom Pfeiffer, (586) 268-5617 modelatom@att.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 an 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 dinner. And do bring a friend!



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September 2010 FMRCOA Meeting Minutes September 1, 2010

Art opened the meeting with a hearty hello to everyone! Due to the rainy night there was limited activity on the parking lot, so we were all ready to get things started.



135 members attended the September meeting.

After the pledge and the national anthem guests were introduced. Dave Friend from Farmington Hills; Bill Brown, a well known repairman of antique autos; and Phyllis Davidovich, who just purchased a 1946 Ford pickup truck, all received a welcome. A few new member badges were handed out. Last month's minutes were approved and the Treasurer's report was read and approved. Steve ran an interesting comparison of our present financial standing to a few years past. All seemed to think we'll survive a few more years!

Gene Johnson and Mike Fontana commented on the Gilmore Museum bus trip. Thanks to those two guys and to anyone else who helped to organize the trip, everything came off without a hitch and all had a great time. Some goodies were even brought back from the swap meet. It was a unique swap meet in that you saw some vendors that were unfamiliar. Of course Roger bought a few pounds of stuff that no one else could carry.

Dick Monroe volunteered to store the swap meet trailer at his house which will save the club some bucks. Thanks Dick!

People who bring show and tell items were asked to write their first and last names and the name or description of the article being shown.

We got an update on Art Cairo's son who was in a bad auto accident. He was driving a Grand Marquis and they say he owes his life to that big strong Ford product.

Clara Mooradian said a few words of thanks to the club for the cards and thoughts that are going her way.

Just before car talk began some Bozo was give some special silverware that was appropriately monogrammed.

Lots of upcoming events were plugged and it sounded as if one could keep busy just attending car stuff. We talked about everything from blue dots to Royal Oak tickets during our car talk session. After Show and Tell the meeting was adjourned.

Phil Lyon, Secretary



Above: Club members "kick tires" in the parking lot. Below: We enjoy dinner before the meeting.



Mike Fontana receives Detroit fire wagon photo. (See page 3.)

OLD CAR FESTIVAL *cont. from page 1*

As the event literature puts it, "... the streets are filled with the sights, sounds and smells of hundreds of authentic vehicles from 1890 thru 1932." Special features this year were a large display of Kissel's, the Packard "Old Pacific" and Henry Ford's "Sweepstakes." A replica 1886 Benz Motorwagen, and an early Ford Quadracycle replica were also featured.



Gandy's "restored" Model T Torpedo. while you're focusing on your subject, with total disregard to your efforts. (I've thought of carrying a portable airhorn for just such occasions!)

This year's show was encumbered by rain on Saturday, but Sunday's weather more than made up for it. The Village streets on Sunday were bustling with motorcars and big wheel bicycles, the Village's 1931 Ford Model A green bus and pedestrians – so much in fact that it seemed the traffic cop on Main Street was worn out from directing traffic. My buddy Buck Mook was making short work of the Village streets in his Marmon race car... and the J bodied Duesenberg at the end of Post Rd., just past the Review Stand, let the people see what the lumber barons and movie stars drove back in the day. You, of course, knew that when you bought a Duesenberg you got an engine and a chassis, and then had to take it to your coachbuilder for the body to be made and fitted to the chassis. That little "square-like" door behind the passenger door was for the golf bag!



Buck Mook in his Marmon race car.

The Old Car Festival show coordinators do a good job is assembling the variety of vehicles the put on the field; including many speciality cars, and trucks. Remember the fruit vendor truck?

Set up on the grass by the Scotch Settlement School was my friend, Dan Hershberger, with his early car camping display. Close your eyes for a moment, and envision doing our recent trip to the Gilmore in a 1939 Ford pulling a camper, where

you might stop for a meal along the way. Of course there were no modern highways then, nor was the Gilmore there either.

You could see Marques that you had completely forgotten about, like the Dort, and the Cole, and those you may never have heard of, such as the Minerva (a luxury Belgian auto), McIntyre (started life as the Kiblinger automobile-Auburn, IN), Northern (a runabout made in Detroit) and Pullman (a York, Penn. company), along with the survivors like Ford, Lincoln, Chevrolet, Cadillac and Buick, to name a few.



Fruit and vegetable vendor's truck.

One spectacular example was the 1911 Oldsmobile Limited, a very big car that towered over the little Model T. Another behemoth of an automobile, driving the Village streets was the 12-passenger, 1913-15 Stanley Steamer Mountain Wagon... a big car with an exceptionally comfortable ride for its day. There was a Model T with a RA JO cylinder head (an overhead valve head)! Gandy's "restored" 1912 Model T Torpedo was there! It was also fun to see the Simplex race car, with open exhaust, thundering down the streets, and the "drag racing" taking place on the old ball field, where the Lah-De-Dahs usually play.

The other sights in the Village are just as delightful, such as the Locomotive Round House, and the Crafts area. I stopped in for a few minutes to watch the glass-blowing operation, which was very impressive, as a copper-toned glass vase took shape.

When I look around at all the cars on the road today, I can't help

Continued on page 7.

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!

Restoring My Bicycle by Tom Pfeiffer

When I was a kid growing up in the shadow of Ford Motor Company in Dearborn, I had a 1950 blue and white Schwinn Deluxe Hornet bicycle with red stripes. I rode that bike everywhere in Dearborn and as far away as Plymouth, Michigan. I used it on my paper route, to drive to school, and I even would climb up on it to get to the top of the wavy wall on Village Road in Greenfield Village to see all the test cars driving by. My bike was also parked out in front of the Ford Rotunda many times, as my friends and I always liked to take the free bus tours through the Ford Rouge in those days.



Tom's beautiful restored Schwinn Deluxe Hornet bicycle .

I sold my old Schwinn or what was left of it to the kid next door who used it on his paper route in 1956. It ended up out in the alley a couple of years later, because it was junk by then.

Me and that old Schwinn had some good times back in those days and it was my primary mode of transportation for years. I always wanted to find another one and ran across one in an antique store in 1998. It took a year of negotiating to get the price down to what I was willing to pay for it, but I finally bought the bike. It was a mechanical mess when I bought it and I had to carry it out to my truck to bring it home -- it wouldn't even roll on its own wheels!

It took about five years to locate all the right parts to make a nice bicycle out of it. The parts were not only hard to find, but were very expensive. The bike had an original front wheel drum brake on it that was unusable, so I had to locate a new one and those are rare. The rear brake had been replaced by an aftermarket Japanese version, and now it has the correct New Departure brake on it again. Even though I was capable of respoking a bike wheel myself, I felt it better to leave that up to a professional and had a bike shop do it.

Now my restored bike sits next to my wife's (Josephine)

Continued on page 10.

OLD CAR FESTIVAL *cont. from page 5.*

but think how exciting it must have been back in the infancy of the automobile; when men like Henry Leland created the Cadillac and Lincoln automobiles, and Henry Ford was building his race cars, and Horace Dodge stopped supplying Henry with all the Model T parts, and struck out to build his own automobile. These visionaries had no computers, no cell phones with texting features or GPS, and not much in the way of automated machinery, (visit the Arlington Machine Works to see the leather-belt driven machines) just sheer determination to pursue an idea, and the guts to see it through. I was also interesting to see many of the younger generation showing an eager interest in these early automobiles.



The Simplex thundering through the streets.

Since high schools today have eliminated many industrial arts and vocational programs, where students were given a "hands-on" learning experience, one can only hope that the quality and craftsmanship our fathers, grandfathers, and many of us rebuilding and restoring our own classics strived for, can live on. To view all my photos go to:

www.seehere.com/carshots/oldcarfestival2010

MORE PHOTOS ON PAGE 16.

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CZ Safety Series: Respirators*

In previous safety articles we have discussed protective eye ware. This month we focus on respirators.

A respirator is a device designed to protect the wearer from inhaling harmful dusts, fumes, vapors, and/or gases. Respirators come in a wide range of types and sizes used by the military, private industry, and the public. Respirators range from cheaper, single-use, disposable masks to reusable models with replaceable cartridges.

There are two main categories: the air-purifying respirator, which forces contaminated air through a filtering element, and the air-supplied respirator, in which an alternate supply of fresh air is delivered. Within each category, different techniques are employed to reduce or eliminate noxious airborne contents.

The history of protective respiratory equipment can be traced back as far as the 16th century, when Leonardo da Vinci suggested that a finely woven cloth dipped in water could protect sailors from a toxic weapon made of powder that he had designed.

In World War I Canadian troops used urine-soaked cloths as primitive respirators to protect from the chlorine gas that the Germans were using: the ammonia in urine would neutralize the chlorine.

All respirators have some type of facepiece held to the wearer's head. Half-face respirators can only be worn in environments where the contaminants are not toxic to the eyes or facial area. For example, someone who is painting an object with spray paint could wear a half-face respirator, but someone who works with chlorine gas would have to wear a full-face respirator. There are many books and references available for determining which kind of hazard requires what type of respirator.

Air-Purifying Respirators

Air-purifying respirators are used against particulates (such as smoke or fumes), gases, and vapors that are at atmospheric concentrations less than immediately dangerous to life and health. The air-purifying respirator class includes: negative-pressure respirators, using mechanical filters and chemical media; and positive-pressure units such as powered air-purifying respirators (PAPRs)

Mechanical Filter Respirators

Mechanical filter respirators retain particulate matter when contaminated air is passed through the filter material. Wool is still used today as a filter, along with other substances such as plastic, glass, and cellulose.

Chemical Cartridge Respirators

Chemical cartridge respirators use a cartridge to remove gases and other vapors from breathing air. A typical organic vapor respirator cartridge is a metal or plastic case containing media such as activated charcoal or certain resins. The service life of the cartridge varies and when they become saturated or clogged, they must be changed.

Continued on page 12.

'39 FORD *cont. from page 1*

drove the car home, only to have it break down at the bottom of the driveway. We proceeded to push it into the garage and there it sat alongside the Model A," Dick continued.

After he put his four sons through parochial school and then college, it was time to restore the 'A' in 2006. Then the '39 was ready for some "tender loving" (as Dick put it) restoration. Many parts were bought on eBay and Dick's wife told their mailman that he was the only mailman to deliver a 1939 car piece by piece!



The restored engine compartment.

"Another year and a half passed and, finally, on July 4, 2007 my '39 driver returned home. The engine, transmission, and radio were overhauled by club member John Miller, and the body work was done by ex-club member Ron Stadler." Dick explained. Dick drives his '39 about once or twice a week mainly in the neighborhood and to church.

Dick has been in the computer industry since its early years in 1959. He started as a programmer on machines such as the Univac SS80/90; and the IBM 402, 407, and 604.

"I have been married to my understanding wife, Mary, for 50 years this year and we have four boys: three automotive mechanical engineers and one physician's assistant," he happily remarked.

When asked about our club Dick exclaimed, "I love it! It's really a group of friendly people!"

WOODWARD *cont. from page 1.*

I arrived at the event a little past 8 AM in my '42 Chevy and parked right behind Laurel Gottlieb who was in her '57 Ford Fairlane at the gate of our host, Royal Oak Ford. A few minutes later we entered the parking lot, and then Terry and Jerry Worful arrived in their '63 Ford Fairlane. Terry and Laurel began setting up our canopy on Woodward while Jerry and I went to get bagels and coffee. More members arrived and set up another canopy slightly north of the first one.

At about 10 AM I jumped in the back seat of Terry and Jerry's car and we headed for a ride up Woodward. The traffic flowed fairly well at that time and it was fun watching the people and cars lining Woodward, as well as the diverse array of cars travelling north around us. We drove from Royal Oak Ford (a little north of 11 Mile Road in Royal Oak) to South Adams which is about half a mile north of 14 Mile Road in Birmingham. At that point I jumped out of the car and visited my daughter who lives there and was due to have a baby on that Saturday! (The baby actually was born on August 31.)



View from the back seat of Terry & Jerry Worful's '63 Fairlane.

Slightly after noon I left my daughter's home and walked down Woodward on the east side of the road. It was a long walk but was enjoyable watching the cars, the people watching the cars, and people amusing themselves in a variety of ways including partying. It drizzled most of the time and, for a short time, around 3 PM, rained a bit heavier.

There were various vendors/information stands on the route ranging from Cruis' news to Gladiator Garage Works to Catholic information. One bank fed me with free hot dogs and pop!

I visited some friends at the NCRS Corvette club "stationed" in the Burger King just north of 13 Mile Road, met some other friends, and then headed back down Woodward. I spent the remainder of the afternoon with the FMRCOA guys watching the cars cruise by and enjoying our refreshments.

The cars of several club members received recognition:

Dan Matakas reminded me that the Woodward Dream Cruise actually started as a small fundraiser to raise money for a soccer field in Ferndale, Michigan. In August 1995, Nelson House and

a group of volunteers sought to relive and recreate the nostalgic heydays of the 50s and 60s, when youth, music and Motor City steel roamed Woodward Avenue, America's first highway. That year, 250,000 people participated—nearly ten times the number expected. Dan's '71 Ford LTD convertible had a sign on the side saying "THANK YOU NELSON HOUSE." He got a lot of "thumbs up" and "10 signs" that he appreciated.



Dan Matakas's '71 LTD with "THANK YOU NELSON HOUSE" sign on the door.

Ambrose Biondo's beautiful '50 Ford made it into the Detroit Free Press with him wiping the water off of it.



Detroit Free Press reporter interviews Ambrose Biondo

104.3 WOMC radio listeners voted Paul Conforto's homebuilt, *The Mark of Ecstasy*, a runner-up in the 104.3 WOMC Pit Stop sponsored by Marathon! (See page 16.) Among the comments (online) that Paul's car received were: "Thanks for the hand-built beauty. What class!!"; "This hand-made car is the best thing I ever saw. Is it for sale, cause I want to buy it."; "Awesome Car! Hand built beats out the others, what a classic!" Paul's car was our Feature Vehicle in the June 2008 Rotunda Times (<http://www.fmrcoa.org/newsletter/2008/Jun%202008%20Newsletter%20Screen.pdf>).

The FMRCOA gives special thanks to Royal Oak Ford who not only provided parking for our club and guest cars, but also hosted us with great refreshments all day! We also thank Bob Guetschow for setting this all up and Debra Levasseur for taking the photos! A video of my day at the Cruise can be found at <http://www.youtube.com/watch?v=SEQRK3aeQ6c>.

MORE PHOTOS ON PAGE 16.

September Show & Tell: No Toys by Bill Timoszyk

This was our first “Toyless” Show and Tell in quite a while, but we had some neat memorabilia.

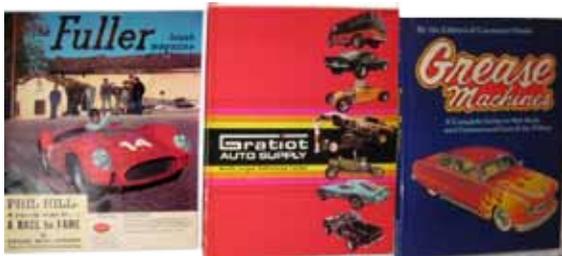
“Mr. Forty-One,” Larry Wolohon, displayed a ‘41 Ford pin back button and matches.

Hank Dawson brought in a rebuilt 50’s era Ford carburetor with a glass float bowl. These were used on Ford 6 cylinder engines of that era.



Left: 1941 Ford items. Right: A Ford 6 cylinder carb.

Rare Paper Guru Greg Sanchez had 3 neat items: a circa 1953 Fuller Brush magazine featuring race cars; a Gratiot Auto Supply catalog circa 1976; and “Grease Machines,” a 1976 booklet from Consumers Reports on hot rods and customs.



Greg Sanchez’s paper items.

Bob Assenmacher brought in all 6 standard issues of the infamous “FMRC T-Shirts.” These were “standard issue” meaning that they were generic, not year or show specific. Please see the article by Bill Gipperich on page xx about these.

I brought in factory photos of ‘32 and ‘36 Fords, and 2 copies of the Henry Ford Trade School Alumni News from the 1950’s.

We look forward to next months goodies.



Left: Henry Ford Trade School Alumni News. Above: 1932 Ford factory photo.

BICYCLE, *cont. from page 7.*

Schwinn Phantom bike that she has had since it was new in 1946. Her bike is still all original, except for the tires and seat. Both bikes are very rare collectible items today and you are very lucky to find them in any condition. My age and health, prevents me from riding them much anymore, but I still enjoy looking at them.

I have only shown my bike once at a show and it took a first place trophy. The proper restoration of an old bicycle can be as difficult as restoring an old car. I was almost in over my head with this project and I wouldn’t attempt to restore another one!



Tom with his and his wife’s bicycles.



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Our Club T shirts by Bill Gipperich, FMRCOA Historian

Over the years our club has had a few Tee Shirt designs and what is amazing to me is that someone still has arguably the entire collection. Bob Assenmacher brought his collection to last month's meeting and shared them with us. It was suggested that perhaps the club membership would like to have one of the designs remade so we could have new versions of our favorite. A vote was called and the membership in attendance selected one.

Shown below are the four versions. We voted to have the shirt with the V8, Ford and Mercury logo's reproduced.



Of the four T-shirts, club members chose the bottom one.

Brian's Tip: 460 Timing Cover Issues by Brian Kuta

Sometimes those 460 Ford engines continue to blow front timing cover seals. The crankshaft can be true, as checked with an indicator, and run out is within specs too. Because there are no grooves in the dampener, and no crankcase pressure is evident, yet another frustration is causing your heart to be in your throat when taking a leisurely cruise.

Many times the crank seal is dependent upon how well the cover is centered on the crankshaft. To assure correct alignment of the cover after removal, install a new seal and put the cover gasket in place with no bolts. Now install the crank pulley to support the timing cover. Next align the cover against the block. Now drill a hole in each side between the cover bolt holes with a #21 drill, going into the block about a 1/4". Thread the holes in the block with a 10/32" tap. Install the cover with 10/32" bolts in those holes to center the cover. Attempt to install the standard retaining bolts. If they do not line up, it may be necessary to slightly elongate the holes in the cover. Lastly, beware of bolts that are a bit too long, as they can bottom out in those blind bolts holes (ones that do not go through) causing a false torque readings, yet providing no clamping force whatsoever on the cover itself.

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RESPIRATORS *cont. from page 8.*

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These units consist of a powered fan which forces incoming polluted air through one or more filters for delivery to the user for breathing. The fan and filters may be carried by the user or with some units the air is fed to the user via tubing while the fan and filters are remotely mounted.

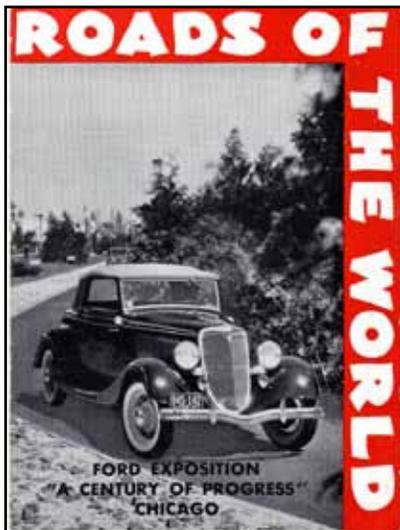
Self-Contained Breathing Apparatus (SCBA)

Most modern SCBAs are of the open-circuit type having a full-face mask, regulator, air cylinder, cylinder pressure gauge, and a harness with adjustable shoulder straps and belt. All fire departments and those working in toxic environments use the positive pressure SCBA for safety reasons.

**Adapted from <http://en.wikipedia.org/wiki/Respirator> for more information please see that reference or <http://www.cdc.gov/niosh/topics/respirators/#factsheets>*

Postcards from the Past by Lou Ironside

This month our subject isn't really a postcard, but instead a small booklet that was passed out by Ford at the 1934 Century of Progress in Chicago. It is a tri-fold booklet which shows a nice new 1934 Ford Cabriolet on the cover. The booklet is 4 1/2" wide and 6" tall when closed, but opens to 13 1/2" wide. Inside it shows the various roads that Ford had duplicated at the exposition, and explains a little history on each. At the Ford pavilion visitors could take a ride in a new Ford around the track while a driver explained the various road surfaces, and of course also told you to notice how smooth the Ford was over them. These booklets were given to the passengers as they completed the tour and exited the cars.



Ford tri-fold from 1934 Century of Progress in Chicago.

Continued on page 13.



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POSTCARDS *cont. from page 12.*

Although a Cabriolet is shown on the cover, most of the vehicles used were sedans as it was easier for the visitors to get in and out quickly.

I can remember my father talking about the Ford exhibit, and how nice the new Ford cars were compared to the 1928 Chevrolet they drove to the fair. My father would have been 16, and I can easily imagine how a new Ford looked when you arrived in a six year old Chevy. Guess that is why my father in his adult life always drove a Ford!

The FMRCOA Roving Reporter: in Michigan & Ohio

Three swap meets to report on this month, and each has good and bad points involved. First, the show at the end of August in Belleville at the Huron Metro-Park. A nice small swap meet with \$4 a car to get in the park, a good all you can eat breakfast for \$6, but a little disorganized. The rows are in an odd layout, and, even though it is a small swap meet, you do a lot of walking to make sure you see all the spaces. There is a car show involved, but that is \$20 per car over the entrance fee at the park. There were, however, quite a few nice cars on display, and many more in the general parking area. If you are in the area, it is worth visiting.

The second swap meet was the final meet of the year in Randolph, Ohio. They hold three meets a year, and the spring was great and the summer only "so-so." On the spur of the moment, a couple of us went to the fall meet and it was an excellent meet. Everyone in the group found some needed items, and I would have to call it a success. Although not really close, the spring or fall meets seem to be worth the drive.

The third and final meet was the NSRA Nationals North in Kalamazoo, MI. I have been a vendor at this meet for the last 15 years or so, and it never fails to amaze me how poorly it is run. I have been through less check-points to get on an airplane, and you would think that after paying \$55 for a small 10' x 20' they would let you and a helper in (not just one person), and not act like they were doing you a favor by letting you sell! All in all I sold fantastic in spite of the light rain on Saturday, and was pleased with the empty trailer I took home instead of the loaded one I took! There are a lot of things the club could do to improve this meet.

The more I go to other swap meets, the more I appreciate the fine job FMRCOA does on their swap meet.....it is hard to find one run better. Next month reports on Indianapolis, and Hershey...

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September 2010

For Sale

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

- 1965/66 Mustang convertible rear quarter glass (tinted) (glass only). Grant Beard. Novi. 248-305-8031.
- 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.



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- 4 Alum. wheels/94-96 Impala 17". Never in snow. Excellent condition. \$150 each o.b.o. Phil Lundy. 734-455-4438.
- 1979 Thunderbird. Florida car. 28,000 miles. \$9,500 o.b.o. Ken Toth. 734-516-5255.
- 1976 Olds Cutlas buckets and console. 90% restored. \$7,500 o.b.o. Pat O'Hara. 313-999-8725 Wed – Fri.
- 1972 Mustang Convertible with Mach I trim, 351c, auto, a/c, ps/pb/pw, southern car. \$14,900. Howard Voigt. 734-944-6930.
- 1991 Cadillac Allante, red/black interior and top, 49K original miles, western car. \$13,900. Howard Voigt. 734-944-6930.
- 1959 Ford 292 engine complete but apart. \$100. Gary Holmstrom. 313-277-3475.
- 1965 Comet Caliente Convertible. Red w/black. Asking \$15,000. Linda Dicks. 734-426-4997 or 517-605-5744.
- 1995 Ford F150 lightning truck. Black/gray, 351 w/auto, 1st generation SVT lightning. Low original miles. Less than 25K. \$11,500. Greg Sanchez. 313-382-4420.
- One pair clear lens 6 volt fog lights w/brkts. Very bright, VGC. \$100. Ambrose Biondo. 586-216-5234 or 586-274-4530.
- Fulton sun visor, all hardware. \$300. 49-50 Mercury 3 speed transmission with bell housing. \$100. Miscellaneous 50 Mercury chrome. All good. Ask price. 63-64 Ford rotunda tach used on sprints, cyclones, fairlanes & XL's. Rare. \$400. Gary Sharkas. 734-525-3652.
- 49-51 Mercury subframe. \$100. Lynn Goodwin. 248-860-6676.

Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- Set of cruiser skirts. Hank Dawson. 810-231-3184.
- 1970 Mustang Boss 302 engine, complete. Howard Voigt. 734-944-6930.
- 1949 license plate from Michigan. Prefer farm or commercial vehicle for use on an un-restored truck. Gordon Michael. 248-548-3775.
- Schwinn Bicycles. Vintage 1960-70. Schwinn 20"-24"-26" stingrays parts. Greg Sanchez. 313-382-4420.
- 6 Volt overdrive relay mounts on firewall. John Miller. 313-891-2640 or 586-756-4279.
- Looking for fuel gauge for 1934 Ford BB-V8 truck. Tom Gehringer. 313-386-2310.



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