

The Rotunda Times



Volume 7 No. 4 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America April 2011

Feature Vehicle: 1956 Ford Sunliner Convertible (Or how not to purchase an Antique Car!)

by
Don Olson



Don with his beauty at the 2011 Detroit Autorama!

In November 2000 I asked Bob Haas if he knew of a 1956 Ford Crown Victoria or convertible for sale. Two weeks later Bob called and said that there was a 9000 mile 1956 Ford convertible for sale on e-Bay that was in North Carolina. Dennis Carpenter gave me the name of a man who lived in the same town that the car was in.

I called the man and he knew the car but had not seen it in two years. He indicated that the owner was a car dealer and



An exquisite yet functional interior.

Continued on page 6.

Lewis Westfall's 1926 Model T Race Car Bonneville Bound: Part I – The Trip There

by
Phil Lyon



Lewis Westfall's 1926 Model T at Bonneville in 1951.

Somewhere around mid-August, 1951 Chuck, Lew, his brother Roy, and Bill loaded a rather makeshift trailer with Lew's hot rod, a T roadster; an extra engine; necessary tools; and enough fuel for a few runs on the Bonneville salt flats. With the exception of Lew's uncle, all of the characters in this *Continued on page 9.*

Brian & Matt Saylor Featured in Science Olympiad Article

Teammates Matt Saylor, left, and Connor Mohrenweiser run through a test of the radio-controlled robot they created for the state Science Olympiad competition taking place at Michigan State University in East Lansing on April 30. / Photo by ALAN WARD/DAILY PRESS & ARGUS



Story on page 8.



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Editor's Message



First, I'd like to thank the club members for their kind wishes, calls, cards, emails, and visits. I'm recuperating from surgery and, hopefully, will be able to attend the May meeting!

This month we thank Don Olson for his Feature Vehicle story about his beautiful '56 Ford Sunliner. I guess all's well that ends well! And thanks to Debra Lavasseur for taking the photos at Autorama of Don's car!

We also thank Phil Lyon for his nostalgic story about a trip to Bonneville in 1951—50 years ago!

Congratulations go to Brian Saylor and his son Matt for their achievements in the Science Olympiad!

This month I'm starting a new column, "Boys and Their New Toys." This column will relate stories from members who recently acquired an antique car. Thanks go to Tom Pfeiffer and Phil Lyon for providing the first material for this column. Please let me know what you think about it and do send me more material!

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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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We also thank our team of Staff Contributors for their materials and Denise Rohde for the President's Page banner.

We need more Feature Vehicles!

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
Continued on page 13.



April 2011

Our 42nd anniversary and still going strong!

Once again we move closer to our July swap meet and car show. Our swap meet chairman, Charlie Rivers, reports that our space reservations are coming in slowly and is looking for that to pickup soon. Terry Wolohon and his team are working hard on the car show.....as "Mercury Remembered" has sparked a lot of interest. This could be one fantastic show!

Brian Saylor is in charge of the work roster and says that although we have approximately 100 workers signed up we are a long way from what is needed. Please, oh please, do your share. Free admission and free food for 2 hours of work (and can one really call it work?) is, in my opinion, a bargain. Maybe we should do like other clubs.....if you're a member and haven't signed up to work you have to pay the admission fee....no tickee, no laundry.

Thanks Tim for arranging our guest speaker at our April meeting. Nancy was one fine speaker and sure knew her history of Detroit and our automobile pioneers. If you weren't there you missed it.

Once again I have been reminded by our Editor Steve Rohde that more feature stories are needed for our monthly newsletter. He is really running low and needs more material. Maybe if we called it "Braggin' Rights" we could get more people wanting to get their stories in print. Just think...today a feature story, tomorrow a best selling novel!

Art Cervi, President



More Volunteers Needed for the 2011 Car Show & Swap Meet



**Please contact Brian Saylor at:
248.486.8851 or bsaylor22@charter.net**

Attention All Members

When you hear of a member/spouse's death, please get all the information such as the funeral home and address, viewing times and dates, and the service time and date.

Then contact one of the following people:

Jim Crawford at 313.724.9117 or jcrawf01@myway.com

Art Cervi at 248.553.8897 or luc_acervi@yahoo.com

Vic Hollingshead at 248.474.4356

These folks will ensure that the membership at large knows of the death.



2011 FMRCOA Meetings & Events Calendar

Below is the *tentative* table of meetings and events for 2011. 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!*

May 4	Club Meeting
May	Garage Tour TBA
May 23	Memorial Day Parade
June 1	Club Meeting
June 12	Wilson Barn Show (see below)
June 18-19	Motor Muster
June 25	Downriver Cruise
July 6	Club Meeting
July 9	Cruisin' Michigan
July 16-17	FMRCOA Swap Meet and Car Show
July	Club Picnic TBA
July 23	Telegraph Cruise
August 3	Club Meeting
August	Dearborn Homecoming TBA
August 20	Woodward Dream Cruise
Sept. 3-4	Overnighter (see Hank Dawson)
Sept. 7	Club Meeting
Sept. 9-12	Frankenmuth Auto Fest
Sept.	Crosspointe Car Show (P. Lyon)
Oct. 5	Club Meeting
Oct.	Color Tour - TBA
Nov. 2	Club Meeting
Dec. 7	Club Meeting
Dec. 10	Christmas Walk-Greenfield Village

WILSON BARN SHOW

Mike Fontana is coordinating our participation in the Wilson Barn Show on June 12.

Please bring your completed registration forms to him at our May meeting. Forms will also be available at the meeting or see: <http://www.mhraonline.org/2011%20Barn%20Show%20Flier.pdf>



YOUR CAR!

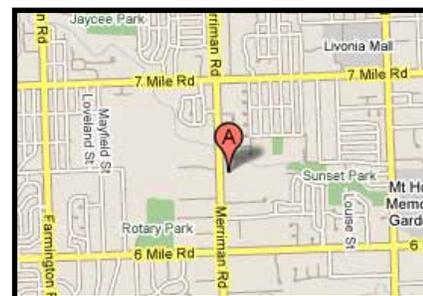
The Rotunda Times would like to feature your old car or truck in an upcoming issue. We are interested in how you came about finding your vehicle of choice, and what you have done to enhance its beauty, and / or mechanical condition. Simply mail or e-mail us your article accompanied with a photo to:

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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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April 2011 FMRCOA Meeting Minutes April 6, 2011



Kevin Mark brought his portable slot car track to the April meeting!

The meeting started off with a bang at 7:38pm! The Pledge and one of the best renditions of the National Anthem was sung by all. We had 120 members and guests in attendance.

Guests were announced with visitors: Dick Klein, Brian Baker and Tom Beard.

New members were announced and a name tag was given out to Frank Fundaro.

Steve Rohde was not available to be at the meeting tonight. Mike McClennan is also under the weather currently. Ed Goff is home from the hospital after a close call. Terry Worful has a bad back. She should join my "bad back club". Cliff Picklesimer is dealing with his mishap after bi-pass surgery. Hopefully, not too many others are not well. We wish all of these a quick recovery.

Minutes from the newsletter were motioned and approved.

The Treasurer's report was given by Art Cervi in Steve Rohde's absence. The report was accepted by the membership.

Charlie Rivers gave an update on the swap meet progress. Flyers were mailed out. Some spaces have been sold. Charlie needs more portajons at the event!!

Larry Wolohon covered the Car Show portion and Brian Saylor covered the sign up sheets for Dearborn '11.

Hank Dawson discussed the OVER-NIGHTER. He covered the schedule of events and that all of the prices for the rooms have also been reduced again due to Hank's persistence with the hotels. After a short disruption, Hank continued with the

details like a true showman.

Mike Fontana solicited the club shirts and other items. Mike is also going to handle the FMRCOA organized group car meet at the Wilson Barn Show. (See page 4).

Our Guest Speaker Nancy Darga, Managing Director of MotorCities National Heritage Area, gave a presentation about the Motorcities National Heritage Area. This organization has a collection of information about the history of the auto industry and their contributions to the nation. They promote the visitation of all of the automotive significant locations in the Michigan area. They have 3 goals; Preservation, Tourism, and Education of the automotive history in the area. They have recently set up a National Park Service Passport Stamp program.

Car talk: Art Cervi announced a few emails and Clara Mooradian wants to know if anyone can help with the radio of a '53 Lincoln. Roy Stull announced his son's repair shop in Troy, AUTOLAB. Kevin Mark brought in his portable slot car track and also spoke about his cars and his auto issues that he needs help with.

There were a couple of cars bought and sold, and Art Cervi finished up with a joke.

Our long but exciting meeting was adjourned at 9:22pm.

Brian Saylor



Above: Member badge s are handed out. Below: Nancy Darga, Managing Director of MotorCities National Heritage Area, was our guest speaker at the meeting.



1956 FORD SUNLINER, *cont. from page 1*

had taken the car in trade years ago. A few days later the man called me and said that he had looked at the car and, indeed, it was a “like new” original 9000 mile red and white two tone convertible!

Less than a week later I bid on the car in the last two minutes of the auction and was the high bidder – but my bid did not meet the reserve. I immediately called the owner and told him that I was high bidder. He said that he could get double my bid by taking the car to the Barrett-Jackson Auction. I gave him my phone number and asked him to call me if he changed his mind. Assuming that other e-Bay ads are also very accurate, the same day I looked at and bid on a couple of other '56 convertibles. This is where I made my big mistake! Based on the description on e-Bay, I made a quick fair (but not lowball) bid on a Fiesta red and black convertible located in Branson, Mo. I spoke to the owner by phone at least six times and asked many questions. Two days later my bid won the car!

Bob Haas and I drove to Branson (830 miles each way) with



A good old Y-block Ford engine with a “teapot” carburetor!

my open car trailer. When we got to Branson the owner was not there but in another state so we had to deal with an associate of his. Bob and I went over the car and, although it looked good, it was not as good as stated on e-Bay. I called the owner to try to renegotiate the price but he would only drop it a few hundred dollars.

Bob and I then called many friends of Bob's from the Crown Victory Association to ask if they knew of anyone who might have a '56 convertible for sale. We had no luck except for a lead on a car in Cleveland but we only reached the recorder. So I went ahead and bought the red and black convertible and we trailered it home.

By the time I got home, the man in Cleveland had called and said he had an all white '56 convertible with a black top that was for sale. This car had been professionally restored by the Thunderbird shop in Coshocton, OH in the mid to late '90s. A few weeks later

my wife, Sandy, and I went to Cleveland and bought the car. We intended then to sell the red/black convertible.

A friend, who is a good painter and owns a bump shop, came to look at the red/black convertible and suggested he paint it before I put it up for sale. I thought about it, and agreed to have it repainted.

A few weeks later I went to my friend's bump shop and his guys had the car almost completely disassembled. I was in shock but told them they may as well finish it.

A week later, I received a call from my bump shop owner friend and he advised me that he had had a heart attack and would probably have to close his shop, and I would have to get the car out of his shop. I brought the car home completely disassembled.

Lou Ironside, another FMRCOA friend, did a little body work on the car. Two other club friends told me about a guy in Ypsilanti who had painted their cars. That painter looked at my car and agreed to paint it.

The painter had the car almost a year and did only a little body work in that time. I then received a call from another friend who also had a car in that paint shop, who told me that I better get my car out because the shop was going out of business. A week later I was finally able to get my car and all the loose parts out.

The car then went to the Anything Cool Custom shop (<http://www.anythingcoolcustom.com>) in Oxford, MI. These are the same guys who painted my '60 Ford Workmaster 541 offset farm tractor that was invited to be shown at the 2010 Detroit Autorama. Brent Keener and Tom Patermoster, Sr. and Jr., at Anything Cool completed the car and entered it in the 2011 Autorama. It has also been invited to be shown at the 2011 Concours d'Elegance at the Inn at St. John's in Plymouth, MI, on July 31, 2011.

I decided to change the color of the fiesta red and black two tone with black top to a fiesta red and white two tone with a white top. My wife Sandy did not care for the red and black color combination!

Our enjoyment with our antique Ford cars is to drive and enjoy them. We drive to cruise nights, local car shows, and restaurants. We never really wanted to get our cars to the point where they were too valuable and we were afraid to drive them. My '36 roadster, '38 station wagon, and now the '56 Ford are approaching that category.

On a personal level, I'm a retired Ford Product Analyst. I am married to Sandy, and we have two children: a daughter, Kris; and a son, Bill. I'm a Charter Member of the FMRCOA ('69) and have always loved the club!

Editor's Note: A short video of the 2011 Autorama including a segment in which Don describes his car can be found at: <http://www.youtube.com/user/SteveHotRod#p/a/u/1/LmolVNR0nQI>

MORE PHOTOS ON PAGE 16.

Brian's Tip: Automatic Transmission Fluid Check by Brian Kuta



When checking automatic transmission fluid, it's important, even critical, that you do it properly. Too many vehicle owners don't, and too many times overfilling occurs. As a result, the oil is high enough that the gears run in the oil and aerate it, causing overheating. Aerated oil cannot be cooled properly. The overheated oil then foams more and possibly is pushed out the dip stick tube or out a vent tube. Often the oil gets onto an exhaust manifold causing a lot of smoke.

If the oil level is up to the full mark when the trans is cold, it is too high. When the trans is cold, the oil level is usually just below the 'add' mark. This allows for heat expansion of the oil. If the oil is checked when it is up to normal operating temperature, it should be about halfway between the 'add' and 'full' marks. If the oil is checked after the trans is put under a heavier load, such as climbing a hill, the oil still should not be above the 'full' mark.

You should acquaint yourself with the smell of new trans fluid, so when you are checking your transmission oil you can smell it to make sure it has not overheated and burned. If the oil becomes burnt from overheating, it varnishes, and when it is varnished, it will not allow valves to operate freely and smoothly causing drivability issues and eventual transmission failure.

Always use the proper fluid as recommended by the manufacturer, unless a reputable rebuilder made changes and suggests otherwise. Note that many feel there are advantages to using synthetic fluid. There is no need to use it unless you have a very high stall converter, as that will heat up the fluid quickly, and synthetic fluid has a considerably higher tolerance for those higher temperatures.



Ford automatic transmissions.

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Brian & Matt Saylor Featured in Science Olympiad Article

FMRCOA Board Director Brian Saylor and his son Matt were featured in an article in the Livingston Daily on April 12¹ about the Science Olympiad*.

“The competition forces the kids to use their own creativity,” said Brian Saylor, a parent and one of five coaches of the Brighton High School team. “You have all these teams show up at these events with the stuff that they’ve made, and it’s always a blast to see the variety of ideas, how different kids come up with solutions to one common problem.”

The Brighton High School Science Olympiad Team and its Scranton Middle School counterpart will travel to the state’s Science Olympiad competition at Michigan State University on April 30. The teams won the right to compete at the state level after winning their regional tournament at Mott Community College last month. “At this point, you’ve already surpassed a lot of schools in the regional competition,” Brian explained. “You’re competing against the best in the state.”

Brian Saylor specializes in coaching Science Olympiad’s building events. The competition encompasses 23 different events from all applications of science, from anatomy to mechanics. For some events, students must complete a hands-on project, and for others, they are tested on their knowledge of a science discipline.

This year, the students must drop a coin onto a mouse trap in their contraption, which will eventually raise a balloon.

The Brighton High School and Scranton Middle School teams will compete against other teams from across the state at MSU for the chance to participate in the National Science Olympiad competition. Schools from 48 states field teams for Science Olympiad.

Matt Saylor, Brian’s son, is one of the most experienced members of the Brighton High School Science Olympiad team. “I’ve been doing it about five years,” he said. “I think we’ve gone (to state competitions) every year except the first one.”

Matt, a junior, has already taken classes in computer engineering and has been doing computer-aided design (CAD) work as a hobby and a part-time job. Last summer Matt made a CAD model of the FMRCOA’s swap meet field layout. That model is being used this year to lay out our fields! Matt plans on pursuing a career in science.

Seeing the students progress is one of the best parts of coaching Science Olympiad, Brian said. “You get them to do a lot of hands-on things, and it’s an opportunity to do a lot of things they normally wouldn’t do at home,” he said. “I want them to give me their input. Every time there’s a new student on a

team, when you first meet them, they’re quiet and reserved ... very quickly, they start getting involved.”

At some schools, Science Olympiad is part of the students’ curriculum, but the Brighton teams do not receive any help from the schools, Brian commented. This means students have to meet on weekends and after school to work on their projects and study for their individual tests. “It simply means a lot of hard work went into it after hours,” he said.

Congratulations Brian and Matt!



Matt (center) with two of his teammates work on a project.

*The Science Olympiad is a national nonprofit organization. Its main goal is to improve science education for students in all grades. The organization aims to inspire a passion for science in students by holding Science Olympiad tournaments and events, training teachers and incorporating their events into classroom curriculum. For more information visit www.soinc.org. Parts of this article were adapted from Sarah K. Norris’s article: (<http://www.livingstondaily.com/article/20110412/NEWS01/104120312/1002/Science-Olympiad-gives-young-scientists-chance-strut-their-stuff>).

Sign Up for the Overnighter!

Hank Dawson will be taking deposits for an overnight car cruise during Labor Day weekend at our May Meeting. Rooms are filling fast! Please call him at 810.231.3184 for more information

A Note from the Treasurer

This month was a fairly typical one. We, like you, filed our tax return!

Steve Rohde, Treasurer

BONNEVILLE BOUND, cont. from page 1.

story, which is as TRUE as my 78 year old mind can recall, were all under 21 years old. The group of us, who had been high school classmates, had started the Topeka DRAG-Ons car club the year before in Kansas. I helped build the car that they were taking to Bonneville, but had been recently injured in a car accident and couldn't go on this trip.



DRAG-Ons Meeting Place & Club Cars. Phil's '32 Roadster with an Olds '88 Engine is on the left.

Chuck (now a doctor), who was quite a chemist, even just out of high school, had procured the fuel, not knowing if it would be readily available when they reached the salt flats. A mixture of methanol and some nitro-methane was poured into a somewhat rusty 20 gallon steel barrel. During his high school days, Chuck had a '37 Ford cabriolet (stump puller # 1) with a 59AB flathead engine and a '39 Ford transmission which was fitted with Lincoln Zephyr gears. After a crash, which demolished the body, he removed the engine and transmission, located and bought a '32 five window coupe and installed the running gear. This move produced stump puller # 2. I'm not sure of the exact facts here, but I believe the entire frame and running gear of this came out from under the too rough '32 and was installed under a nice 1928 Model A pickup. The engine was rebuilt, donned with a set of Evans heads, an Evans dual manifold, Winfield cam and twin Stromberg '97 carburetors. They were curious to know how the engine would run in the race car, so it was removed from the little '28 truck and tied it down on the trailer.

The three would be racers from Topeka, Kansas hooked the rig up to a then thirteen year old (and tired) 1939 Chrysler four door sedan and headed West. Fortunately, the engine had been strapped on securely, but not so the fuel tank. Not too far out of Topeka the barrel shook loose, fell off, and began bouncing along behind creating a shower of sparks. Lou yelled "What'll I do?" Chuck and Bill answered simultaneously "Keep on going until it stops!" No explosion ensued, so the tank was re-tied, this time more carefully, and the adventure resumed. Fast forward, or rather, slow forward on Highway 40 through Western Kansas, through Denver, where some pretty high foothills of the Rocky Mountains were encountered. The old

Chrysler overheated, groaned loudly and refused to pull the loaded trailer up the inclines. Some new game plans had to be made in a hurry, as the car would have to be driven from there to Wendover, Utah. This decision necessitated the removal of the alcohol burning race engine and the installation of the street engine (set up for gasoline) which belonged to Chuck. I am sure the help of a few of the local gas station guys was recruited to help with the exchange. According to an article in the Topeka Daily Capital newspaper, the travelers had already anticipated the problem.

This is probably a good time to try to describe the car and its power plant. The Model T frame rails were kicked up and narrowed in the rear. A Model A rear cross-member was used with the Model A spring. The brakes were '47 Ford hydraulic but Lew used a vacuum booster to actuate them. I cannot recall the front suspension, but I know that Lew and his uncle (the real engineer of the whole project) had been doing some experimenting with a torsion bar setup. Lew's uncle had just recently returned from the Air Corps where he was a B24 pilot. He was somewhat of a mechanical genius and inventor. The steering gear was installed almost vertically. The roadster body was complete with windshield, full hood and sides, headlights, and legal exhaust. The most outstanding visual feature of the car, however, was the sectioned 1938 Cadillac grille shell with grille intact. It almost gave the impression of a track nose. The car was painted in black primer, had a legal 1951 Kansas license plate and a Topeka Drag-Ons club plate on the rear. I just have to mention that because I was the president of the club at the time.

Moving to the engine, the builders had located a 59AZ block in a surplus Army bus. For those not familiar with that designation, it was a Ford block that had been specially cast for the military with thicker cylinder walls. For that reason 3 3/8" was not the bore limitation. It could be safely taken out to 3 7/16". With the 1949 Mercury crankshaft offset ground to 4 1/8" stroke the resulting cubic inch displacement of the engine was a very healthy 306.26 cubic inches. It was fitted with racing pistons and Grant rings. I believe the camshaft was a Potvin, and of course the high compression heads and three carburetor manifold were on the engine (but I can't remember the manufacturer). During that period of time, Spaulding was making a dual point dual coil distributor using the Lincoln V12 coil. Lew's inventive uncle used the distributor cam from the old 9N Ford tractor with four lobes giving the necessary timing. The advantage of that cam is that the points break rapidly but the gentle slope of the trailing edge stops point bounce at high RPM. The carburetors were jetted for alcohol, and the car ran several times at our local drag strip before it was taken to Bonneville. Can you imagine a Bonneville race car today being built on a DIRT floor garage? This one was.

TO BE CONTINUED NEXT MONTH. MORE PHOTOS ON PAGE 16.

Boys & Their New Toys

My New Old Ford by Tom Pfeiffer



This 1950 Ford Customline 2 door sedan was purchased by a friend of mine up in the Crosswell - Lexington area. It is an original 28,000 mile car, but it has been restored. I believe it was previously owned by the same guy up in that area for more than 30 years, but I did not buy the car directly from him. He sold the car to a friend of mine recently and my friend's wife did not like the car. So he decided it wasn't for him after he brought it home!

He and Jerry Ladouceur drove the car over to my house to show it off and he expressed his regrets about buying the car. I jumped at this chance and immediately asked him if he wanted his money back right then and there.

This car had my name all over it! It's a very nice car with an O/D transmission. There was no more discussion and I bought the car instantly before he had a chance to change his mind. This all happened around the end of March.

I now have a car to drive with the Early Ford V-8 club on their tours. I was not in the market for another car, but couldn't say no to this one. But now I have a storage problem -- so if you know of a garage for rent in my neck of the woods, please let me know about it.

These pictures were taken at Ed Syrocky's EMS car repair shop in Warren on April 5. My age and health have prevented me from doing any major repair work, so Ed is now my chief mechanic when I need help. Ed got the overdrive working and a few other small issues that needed attention. The old Ford now runs and drives like a new car again and Ed did a very thorough safety inspection for me. I highly recommend Ed Syrocky at EMS for any and all antique car repairs for people that need help.

My New King Midget by Phil Lyon

When I went to California this winter, one of my sister's friends down the street told me he had a car in a garage that had been there since 1963. It was last licensed in 1968. The rent had not been paid for twenty years, and he had been



1961 King Midget

unable to find the owner. It turned out to be a King Midget (KM). They were manufactured in Athens, Ohio, from 1946 to 1966. This one is a 1961 KM 3. My sister's neighbor didn't want it, so I hired a car hauler to bring it home. It turns out that it had a new 9 1/2 HP Wisconsin engine and a new 2 speed transmission. After very little coaxing it started and drove. Its four wheel hydraulic brakes were inoperable, but the car is in excellent original shape.

MORE PHOTOS ON PAGE 16.

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April Show & Tell by Bill Timoszyk

No April fooling around here -- guys brought in serious stuff! Al Majewski spoke of his connection with Ford Design through the famous Jack Telnack, and the story of the Ford Flex. Al brought in a die cast miniature of a 1940 Ford station wagon. Seems that the designers were given a 1940 Ford station wagon as a template for the design of the Flex!



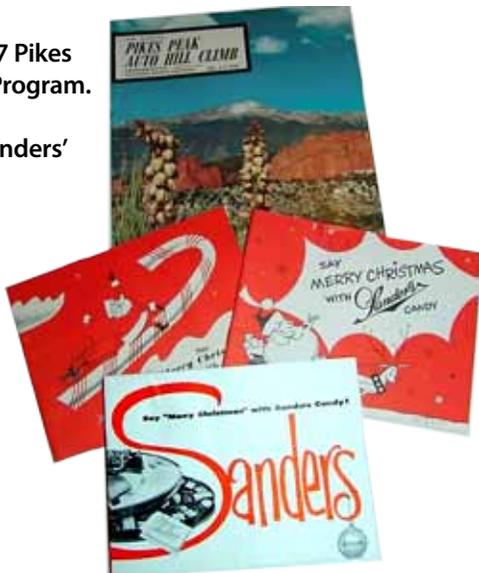
Left to right: Ford Rouge coin dish, string wind clock, auto keychain "gazer," Stromberg "LZ" carb, and 1940 Woody Wagon die cast miniature.

Brian Kuta brought an issue of a "Rotunda Times" from 20 years ago. However, this was issued by the now defunct "Ford Performance Car Club of America."

Gary Radke had some very interesting paper in the form of an official program for the 1957 Pikes Peak Hill Climb; and some counter menus from Detroit's favorite chocolate store, Sanders, also from the 50's.

Top: Official 1957 Pikes Peak Hill Climb Program.

Below: 1950's Sanders' Menus.



Nick Zakarian displayed a Ford Motor Co. official 50th anniversary dealership calendar, from North Bros. Ford Inc. in Lincoln Park, Mi.

Hank Dawson explained the significance of his special new "soap box derby type" car steering wheel.



Larry Wolohon showed us a metal sign picturing a 1946 Ford advertising drive-in food service.

Hank explains his special steering wheel.



Left: Metal drive-in food sign. Right: Auto body "tonic" sign.

Tom Eriksen came equipped with a 1928 through 1936 Ford Repaint Color Manual, a vintage Mobil Oil advertisement, and an interesting City of Chicago Vehicle Tax Form from 1940. Evidently, back then, you had to purchase a city plate/permit also.

Continued on page 12.

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!

SHOW & TELL, cont. from page 11.



Top l: Issue of the "other" Rotunda Times; top r: Chicago car tax form; Bottom (l to r): Ford 50th anniversary dealership calendar, and vintage Mobil Oil advertisement.

Bill Bella brought in a Stromberg carburetor marked "LZ," presumably for a Lincoln Zephyr V-12; a Ford Rouge coin dish with a 1950 Ford sedan on it; an old circa 1919 original metal sign from "Americus Auto Body Tonic," a form of early car wax; a Phinney-Walker accessory dash mount 10 day string wind clock circa early 1930's; and a unique late 1930's Autolite keychain "gazer."

We certainly had a wide array of items this month... MAYbe you can top this In MAY!

Postcards from the Past by Lou Ironside

This month we are looking at a Ford postcard from 1935, which was used by dealers to entice customers into the showroom. In the postcard we have the famous Ford Scotty dog along with a Greyhound watching a new Ford head down the road. The caption leads us to believe that the Greyhound (which is a quick runner) is telling the Scotty that they have



1935 Ford Postcard

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no chance in chasing the new Ford with its V8 engine. A very simple advertising message, which conveyed a lot of thought in seven words! Today it would take a full stage production with dancers, actors, and loud music 60 seconds on television to say the same thing...and when it was over, we probably wouldn't know what they were trying to tell us!

The FMRCOA Roving Reporter: In Michigan Again!

Two swap meets to report on this month -- both in Michigan, and both good ones. First, the 41st annual swap meet put on by the East Side A's in Macomb, MI. at the Russ Milne Ford dealership. The weather was nearly perfect, and the swap meet was a great success. They sold 20% more tables this year by opening a second room, and the attendance was up by roughly 25%. There was a steady line of spectators all morning, with the majority of the vendors reporting excellent sales. Although put on by a Model A club, there was a good mixture of parts, so virtually any collector could find something of interest. This meet is always in the end of March, and well worth attending.

The second swap meet was the 13th annual Pecker Heads swap meet in Davisburg, MI. Although a little overcast and cool, the swap meet had many unique items for sale either inside the building or outside. Although we were told it was a "sold out meet", there were several empty tables inside, and there was room outside if any unregistered vendor showed up.

The swap meet was well attended, with a full parking lot, and a short line of cars waiting to get in even towards the noon time frame. Just like the East Side A's swap meet, many FMRCOA members were either in attendance, or there as vendors. There were also flyers for our FMRCOA swap meet in July being passed out. As a note: *Every member of FMRCOA can help our swap meet by taking flyers to any and every car show, swap meet, or cruise night you attend. With everyone's help, we can continue to keep our FMRCOA swap meet one of the best in the area!* Next month: Monroe, MI and Pate, Texas.

EDITOR, cont. from page 2.

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. As webmaster and would welcome feedback!

Steve Rohde, Editor

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April 2011

For Sale

- F100 Fiberglass hood, NOS passenger running board. Bill Stanley. 248-321-7871.
- '65/'66 Galaxie power steering box – NOS – John Stasiewicz. 586-286-3265.
- Ford 3 speed manual transmission – fits 292CD1 engine. Gerry Radtke. 248-684-3408.
- 2008 Jeep Wrangler, 4dr, \$22,500 or best offer. Dave Bednarczyk. 248-765-3509.
- Eagle car lift. New, still in the crate. 110 volt. Cost \$3,100, will sell for \$2,800. John Miller. 586-756-4279.
- 1960 TBird seats, front buckets and rear bench, black, decent condition. \$225. Dean Styles. 734-626-4052.
- 4 Keystone 15" wire basket style chrome wheels very nice \$275. Jeff Martoia. 734-812-9255.
- 1964 VW Dune Buggy, max taxi four seat. Needs minor repairs. \$2,300. Steve Thomas. 734-287-8236.
- **Moving barn sale of Ford parts and misc. tools:** 40 years collection in the old car hobby. Lots of flathead and Y-block parts. Engines: 39 Merc flathead, 5 272/292's, 302, 351C, 49 Ford six flathead, transmissions, not much sheet metal. Hard to find parts for 39 Ford. Hard to say what you may find. Priced cheap to sell! Don't call asking what I have - show up on the sale days and dig! Sale dates Friday May 6, Saturday May 7 & Sunday May 8, 9am to 4pm each day. No early birds - I will not be there. Address: 3597 Old Creek Road, Rochester Hills -- near Rochester Rd and M-59. Raye Klopfenstein.

Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- 1989 Mercury Grand Marque left side tail light lens. Must have. Paul Conforto. 313-801-8131.
- 1962 Ford Galaxie 500, or Sunliner convertible. Jim. 313-467-7789.
- 1923 Ford Model T roadster rear spare tire carrier. Tom Gehring. 313-386-2310.
- 351 c 4V heads – iron or aluminum. Rod Kurowski. 517-467-2404.
- 1965/66 Mustang ¼ window glass – convertible – carlite clear – R & L, still need. Grant Beard. 248-305-8031.
- Name and telephone number of Mercury parts dealer in LaSalle, Michigan. Gary Sharkas. 734-525-3652.
- 2009 Mustang 18X8 polished wheels. Set of 4. NOS \$400. Jeff Gniewek. 313-460-9879.



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For Sale

- Qwik-way boring bar used very little. Original cost \$7,640 will sell for \$5,000. John Miller. 313-891-2640 or 586-756-4279.
- 2008 Ford F150 2 wheel drive crew cab, King ranch. 40,000 miles, loaded. Charlie Rivers. 248-446-1534.
- '79 T-Bird 28,000 miles FL. Ken Toth. 734-516-5255.
- (2) 1939-54 tractor hat box rim's – rare (2) 13.6 X 28 tractor turf tire's. Don Olson. 586-752-7919.
- Air conditioning '68 Mustang. Complete. \$900. Scott Vorrath. 734-770-8519.
- '79-'82 Mercury col-pk fuel tank. Dave Wallace.
- 1967 289 with C4 trans. Complete. \$500. 390 GT short block with S code intake. \$400. 1969 351 Windsor 4v complete original. \$750. 1967 289 from '67 Mustang, complete. \$250. Nick Zakarian. 313-468-3687.
- 1987 Dodge Shelby CSX: 5spd turbo, intercooler, original paint, rust free. \$2300/trade. Jeff Martoia. 734-812-9255.
- 460 150.00 C6-200.00 2. roller 5.0 mtrs. Don Steinhagen. 313-561-1251.
- 4 black Ronel wheels with lugnuts & locks. 4 lug 87 to 93 Mustang. Gary Holmstrom. 313-277-3475.
- 1964 Galaxie grill and trunk chrome and 1956 Ford miscellaneous parts. Jerry Orcutt. 734-675-4729.
- 3:25 Ford nine inch ring and pinion gear set \$50. 3:25 Ford nine inch complete center section for 28 spline axles (out of '76 T-Bird) \$125. Brian Kuta. 734-753-3788 or mbhouse@charter.net.

Wanted

- A six volt marine air horn for installation into my 1949 M-47. Jim Cramton. 780-478-0872.
- Color chip charts for Ford, Lincoln, Mercury for 50's & 60's cars/trucks. Also, WW II memorabilia. Also, Great Lakes maritime items. Mark Deconinck. 586-405-7206.
- '49-'50 Ford taillight buckets. Buckets only '49-'51 Mercury front & rear armrests. Lynn Goodwin. 248-684-0984.
- '55 Mercury Montclair 2dht drip rail moldings. John Durrant. 810-599-7400.
- Vintage car magazine 50's, 60's & 70's hot rod. Car craft, motor trend, also, foreign car magazines. Greg Sanchez. 313-382-4420.
- 1963 Ford 221 ci v/8 with 2 spd auto trans out of a Fairlane car. Was running when parted out. Dean Styles. 734-626-4052.
- '87 Ranger 2300 engine \$150. '87 2300 rebuilt \$250. '65 260 engine \$150. '66 289 engine \$250. '68 302 engine \$250. '85 302 roller eng \$350. '93 4.0 V6 engine, 4wd 5 speed \$350. '86 Mustang no eng/tran, no rust. \$800. Roger Hodyka. 517-282-4738.
- 351C – 4V cylinder heads. Either cast iron or aluminum. Rod Kurowski. 517-467-2404.

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