

# The Rotunda Times



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

**Feature Vehicle:**  
**1968 Ford Mustang Fastback**  
owned by  
**Joe Piziali**



“I found this car on eBay located in Atlanta, Georgia. So I flew to Atlanta to see the vehicle, agreed on a price and purchased it. Although the car was drivable, I decided not to drive it home. Instead, I hired a friend who had a car trailer to pick it up and deliver it to my house, this was at the end of November, 2005,” explained Joe Pizialak.

Joe had been looking for a 67/68 Mustang that had a good body, but needed mechanical work. He planned on making a



This Mustang moves!

**Dearborn '11 with  
Mark Kirby's "Old School Flatheads"  
Story and Photos by Vahan Nazarian**



Mark Kirby, Art Cervi, & Larry Wolohon present "Old School Flathead Award" to Marian Iannello.

At our last club meeting, before Dearborn '11, a new field layout was introduced by Mike Fontana. The next day I received Roxanne's drawing of the field, incorporating the suggestions from the meeting. Everybody was charged, *Continued on page 9.*

**Dearborn '11 Car Show a Success!  
by  
Roxanne & Mike Fontana**



Art Cairo's beautiful 1950 Mercury is on the left.

The weather is always a question at our annual Swap Meet and Car Show, and this year, Mother Nature must have been feeling a bit hot under the collar. Saturday was hot for the Swap Meet and Car Corral, but Sunday was even hotter. *Continued on page 6.*

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### Editor's Message



It was a hectic month with Dearborn'11, and I'd like to thank Roxanne and Mike Fontana, and Van Nazarian for their articles and photographs covering the event in detail! I also took lots of video so stay tuned!

This month we also thank Joe Piziali for his Feature Vehicle material about his very cool 1968 Mustang, our team of Staff Contributors for their materials, and Denise Rohde for the President's Page banner.

#### We again need more Feature Vehicle material!

If you want to report on an event that you attended or an award that you received, 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 15<sup>th</sup> of the month as a deadline for getting**



## FMRCOA

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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

<b>President's Page</b>	<b>3</b>
<b>Club Calendar</b>	<b>4</b>
<b>Treasurer's Report</b>	<b>4</b>
<b>Club Meeting Minutes</b>	<b>5</b>
<b>Brian's Tip: Leak Down Testing</b>	<b>8</b>
<b>Rolling Sculptures Car Show</b>	<b>10</b>
<b>Show &amp; Tell</b>	<b>11</b>
<b>Postcards from the Past</b>	<b>12</b>
<b>The FMRCOA Roving Reporter</b>	<b>13</b>
<b>Classifieds</b>	<b>14, 15</b>
<b>Photos</b>	<b>16</b>

announcements or other materials to me for that month's newsletter.

Finally, don't forget to visit our website [www.fmrcoa.org](http://www.fmrcoa.org) where you can read these newsletters in color and see more event pictures, and videos. As webmaster I would welcome feedback!

**Steve Rohde, Editor**

# The Rotunda Times



Thank you! Thank you! Thank you! to all of you members who stepped up to the plate and volunteered for our swap meet and car show. You all outdid yourselves. Without a doubt this was one of the smoothest meets we ever had. If anything needed to be done last minute someone was right there to help.

The swap meet portion was down about 40-50 vendors, which was not bad overall. I had the chance to talk to several who were not set up as a vendor yet came as a spectator. Each had a reason why they didn't sign up.....graduations, weddings, in-laws visiting....the list goes on and on, all saying the same thing....we'll be back next year.



A Bozo behind the wheel at Dearborn '11!

The flip-flop of the car show and the car corral worked out fine. As to the car show, we haven't seen that kind of a turnout in years! I'm guessing nearly 200 cars. What a show of Mercurys.....supplemented by all the others makes made into a very, very nice display.

As to the weather....that was another story. Hot, hot, hot....but.....we didn't have RAIN! Some have asked why we don't move it to a different date. Well, when you look at most weekends so far, most were washouts. Go into August and look at what you're up against....competition. September

is the start of the rain season....'tis the season to pick mushrooms. So what do you do? It would be great if we had a crystal ball.

To sum up, a big "thank you" to all of you chairman and leaders.....you all did a fantastic job and I salute you.

**Art Cervi, President**

## WELCOME NEW MEMBERS

**Al Nemanis (Cindy)**  
Farmington Hills, MI  
248-615-1240  
algyte@aol.com

**1966 Mercury Parklane**  
**1968 Ford Bronco**



**Jon Baker (Mary)**  
Bloomfield Hills, MI  
248-561-4070  
jbaker724@comcast.net  
**1967 Mercury Cyclone 2dr. H.T.**

**John Bowyer (Kathy)**  
Dearborn, MI 313-792-2527  
bowyerservices@hotmail.com  
**1956 Ford F-350**

**Brian Baker (Diane)**  
Commerce Twp., MI  
248-960-3796  
**1968 Ford Mustang**

# The Rotunda Times



## 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!**

<b>August 3</b>	<b>Club Meeting</b>
<b>August 14</b>	<b>Club Picnic</b>
August	Dearborn Homecoming TBA
August 20	Woodward Dream Cruise
<b>Sept. 3-4</b>	<b>Overnighter</b>
<b>Sept. 7</b>	<b>Club Meeting</b>
Sept. 9-12	Frankenmuth Auto Fest
<b>Sept. 24</b>	<b>Dick Kughns Car Collection Tour</b>
Sept. 18	Crosspointe Car Show (P. Lyon)
<b>Oct. 5</b>	<b>Club Meeting</b>
<b>Oct.</b>	<b>Color Tour - TBA</b>
<b>Nov. 2</b>	<b>Club Meeting</b>
<b>Dec. 7</b>	<b>Club Meeting</b>
<b>Dec. 10</b>	<b>Christmas Walk-Greenfield Village</b>



Bob Haas in his shrunken Ford at our swap meet!

### A Note from the Treasurer

July was our busiest month. As this newsletter is going to press, the final tallies are coming in. Thanks folks for all your efforts!

I would also like to thank Sandy Olson and her team of Maurice & Pat Horger, Julaine Niehaus, and Ellie Wingfield for working throughout Dearborn '11 in the “Treasury” office.

**Steve Rohde, Treasurer**



**YOUR CAR!**

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

**STEVE ROHDE**  
**rohdesteve@gmail.com**  
 ROTUNDA TIMES  
 2955 Bateson Ct.  
 Ann Arbor, MI. 48105  
 734.717.5444

### 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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# The Rotunda Times



## July 2011 FMRCOA Meeting Minutes July 6, 2011



What an engaged looking group!

There were 121 members in attendance including a lot of new faces. We also had 12 guests at the warm July meeting. Welcome guys!

Bob handed out new member badges to those in attendance.

Last month's meeting minutes were approved, and Steve read the Treasurer's report which was also approved. Remember that a copy of the report is available to look at during the meeting.

Most of the meeting consisted of details regarding the big swap meet and car show. Charlie Rivers reported that, although we have sold more swap spaces, we are still behind from last year. He mentioned that 90 vendors have not signed up for spaces but that efforts are being made to sell more spots.

Brian Saylor reported that the work roster is in good shape and, with the exception of few spots that need to be filled, we are ready.

Mike Fontana had some changes to report on the layout of the fields this year. The car show and car corral are switched, and we were able to get power for DJ Boogie Brian at the new car show field.

Mike Fontana reported that 23 club cars went to Wilson Barn Show, and that the event was a success. He thanked Dick Monroe for cooking. FMRCOA members won an impressive 13 awards that day. Nice job guys!

Mike closed with a reminder that the annual club picnic was coming up on August 14<sup>th</sup>. It is always a fun time. Show off your cars and bring a dish to pass. Don't forget your chairs.

Hank Dawson offered one last chance to sign up for the Labor Day overnighter. The trip is set and they are ready to go.

Bob reported that the Telegraph Cruise is coming up on July 23<sup>rd</sup>. We have been invited to park at Oxford Lanes again this year. Come early and enjoy a nice cruise.

Bob also reported that, sadly, we do not have a spot set for the Woodward Dream Cruise. Royal Oak Ford is under construction and will not be able to save us a spot. Several members gave suggestions for alternate hot spots for parking.

Cole presented Show and Tell in Bill's absence and Art had a good joke to close out the night!

**Beth Marschner**

## July Meeting Photos



# The Rotunda Times

## 1968 MUSTANG, cont. from page 1

Shelby or Eleanor clone. This car certainly met Joe's criteria. "The guy I bought it from was in the process of making a Shelby clone from a base Mustang. It had all the Shelby fiberglass pieces, had been recently painted (as you see it today). It had all new exterior chrome, new carpet, a new headliner, and a stock 302 engine and 4-speed manual," Joe continued.

After receiving the vehicle, Joe put it up on jack stands and removed the brakes all around including the brake lines. He also removed the front suspension, the steering including the column, and the complete fuel and exhaust systems.

To replace these Joe installed an aftermarket front suspension with tubular upper and lower control arms and coil-over shocks, Maverick front spindles with 4-wheel disk brakes and all stainless steel brake lines. He also added rack and pinion power steering with a Flaming River steering column. Fuel is provided from a Nascar style fuel cell with stainless fuel lines.



The modernized dash is very functional.

The wheels are 8" x 17" Eleanor style sporting Goodrich tires. The Mustang came with a Ford 9" rear axle into which Joe installed 3.89 Detroit Locker center section. He also added a Shelby style roll bar and 3-point shoulder belts, re-upholstered the front seats with head rests (which turned out to be from a 1969 Mustang).

A friend of Joe's trailered the Mustang to his garage in Lapeer where they removed the engine and transmission and installed the new 392 c.i. Ford crate motor (stroked 351W), a Tremec TKO600 5-speed transmission, an all stainless steel exhaust system, and wiring. They then trailered it back to Joe's house to finish it. Jerry Worful (a fellow club member) polished the intake manifold. It's remarkable that Joe got all this done by July 2006!

"This is the first classic car that I've owned. I try to get out a couple times a week to cruise-ins and to car shows on the

weekends. I have been going to the Wilson Barn Show and Woodward cruise with the FMRCOA guys," Joe proudly stated.

Joe retired from Ford in 1999 after 35 years. He subsequently worked for a Ford supplier until 2007. His wife, Jill, retired from a private school. They have two married children and two granddaughters, all living in Michigan.

When asked about our club, Joe commented, "I enjoy the club and being with other Ford enthusiasts. I also like going to car shows and other events with fellow club members."

**MORE PHOTOS ON PAGE 16.**

## DEARBORN '11 CAR SHOW, cont. from page 1.

As we know, car buffs are special people and nothing can stop them from showing off their prize possessions, including the heat, and they started arriving early.

I was still gathering the judging teams, registrations, and raffle prizes as the cars started coming through the gate. Coffee and donuts were provided by Vic Hollingshead and were a welcome sight as the day began. True to the FMRCOA spirit, we pulled together and started the registration and judging process. Team Captains, Mike Fontana and Larry Wolohon, had teams of 8 judges, each responsible for a distinct feature of a vehicle, i.e. glass, paint, wheels, etc. The intent was to ensure a fair and equitable evaluation of each vehicle. Phyllis Davidovich and Sue McLennan had their hands full tracking the scoring and did a fantastic job. Soon, the cars were rolling through -- Mercurys to the left; Club Cars along the fence, flatheads to the right, and everybody else to the middle. What a rush as the cars just kept rolling through the judging area!



Judging was done very efficiently!

Paul Coleman and his son, Jeff, were valiantly trying to keep up with the flood of Mercury's as they kept coming through the gate. In came Mercury Cougars, Monterreys, Meteors, Coupes, and Sedans – each one unique in its own special way. Dick Anderson's 1940 Sedan wasn't holding a charge.

*Continued on next page.*

# The Rotunda Times

## DEARBORN '11 CAR SHOW, cont. from page 6.

After leaving her on the charger overnight, she made it to the Mercury display. We would worry about how to get her home later. Club members were given the choice of entering their vehicle as a Mercury or as a Club Car, but not both, and we had a good display of FMRCOA Mercurys. Art Cairo proudly showed off his dad's 1950 Mercury Monterrey, along with Bill Large's 1946 Mercury Sportsman, Larry Deck's 1939 Convertible and many more. So many, we ran out of room and began to park them in the aisle! Paul and Jeff volunteered to judge the feature vehicles -- I wonder if they would have volunteered if they knew how many were going to be in the show!

The crowd wandered the field admiring the shiny paint and trying not to melt in the heat as DJ Boogie Brian rocked the music. Raffle numbers were called hourly and prizes were awarded. T-shirts were on sale, free items were up for grabs, and the awards were on display. Each entrant in the show was given a ballot to vote for the FMRCOA club car they liked best. By noon, the cars had slowed to a trickle and it was time to total the scores. Bob Guetschow took the time to physically count the vehicles – a total of 172 vehicles were parked on display at that time. After running up and down that field as many times as I did, it felt more like 772!

A special thank you is due for those club members who jumped in to help where ever they were needed. Howard Voigt sold t-shirts for hours under the tent. He made me feel guilty because I left him there alone, but when I stopped by, he always seemed to be entertaining a visitor. Mike McLennan was judging cars, selling t-shirts or running the raffle. George Fontana, Mike's brother, stood at the gate welcoming the cars and giving directions. A lot of help was needed to pull this show together, and thanks to club members, friends and family, we did it!

Anticipation was heating up (along with everything else!) as it became time for the awards to be announced. Art Cervi and Larry Wolohon gathered the crowd together and began the presentations. First and second place winners were announced, including the Feature Vehicles, Mercury's 1939-1986. There were a lot of happy faces as their names were called out to receive their awards.

Jack Beggs with his gorgeous 1935 Woody, took Best in Show; Best Mercury was awarded to John Riordon for his beautiful 1956 Woody; Best Ford went to Mitch Suzich for his 1931 Ford Roadster; Best GM was awarded to Charles Hutchison; and Paul Coleman was awarded Best FMRCOA Car chosen by the car show participants. Congratulations to everyone!

For all the heat, the Dearborn 2011 Car Show was a tremendous success. Sharing space with Mark Kirby's Old

School Flatheads, showing off the 1939-1986 Mercury's, having the Queen's Lincoln on display, and the cloudless sky, all combined to create a perfect mix for a car show. A lot of work went into the day, but in the end, it was all worth the effort. This is your show, and without your support, it wouldn't happen. Thank you to everyone who helped with this year's show. Dearborn '11 is in the books – good job everyone!

MORE PHOTOS ON PAGE 16.

\*\*\*\*\* WANTED \*\*\*\*\*



Last known whereabouts of this 1960 Ford Econoline called "PACIFICA". Needed for photo.  
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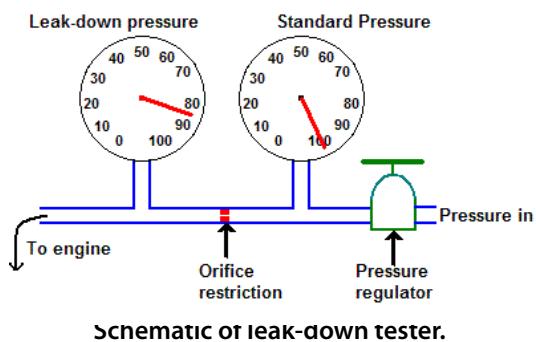
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## Brian's Tip: Leak Down Testing by Brian Kuta

Since I have written about timing, compression and some other fun stuff, I thought this would be a good time to explain the benefit of a leak-down test. Low cylinder leakage is important for maximum performance, so let's talk about what it really is about and how to do it.

You first need to buy a leak-down tester, and they are readily available in auto parts stores and mail order houses. Once you have the tester, you need to run the engine until it's at normal operating temperature. You then remove all spark plugs, being extra careful if you have aluminum heads to prevent thread damage.



Schematic of leak-down tester.

Now rotate the crankshaft until the piston of the cylinder to be tested is at bottom dead center (BDC). Next remove the valve cover and loosen that cylinder's rocker arms so those valves are fully closed. You will then install the adapter hose into the spark plug hole and connect it to your new leak-down tester. Now you will connect the tester to a good source of dry, compressed air at 110 to 120 PSI, and adjust the regulator knob on the tester until the right gauge indicates 100 PSI for ease of calculation. If for some reason you must use a different pressure on the left gauge, then make sure it is at least 10 pounds less than the source pressure. It's very easy to find your leak-down percentage if you set the rightt gauge at 100 PSI, because now the percentage is simply the difference between the left and right gauge readings. For all other left gauge settings you can perform the calculations by subtracting the right gauge reading from the left gauge reading, then dividing the difference by the right gauge, and finally multiplying the result by 100 ( $((\text{left gauge} - \text{right gauge}) / \text{right gauge} \times 100 = \text{leak-down \%})$ ). Note that the percentage difference between cylinders should not exceed 10%.

Now that we have talked about the more modern high tech way of testing, we'll now discuss how we used to do it, or what

we can now call a 'lazy poor man's leak-down test.' You first bring the piston up to top dead center (TDC) on the suspect cylinder, after you have pulled all the plugs out of the engine, so those valves are closed. Now you put your air adapter into the spark plug hole, hook up the compressed air, and let the preset PSI of the compressor into the cylinder. If you hear air coming out through the oil breather, you can suspect your rings are going or have gone bad. If you hear air coming through the radiator, you can suspect your head gasket is shot. If you hear air coming out though the carburetor, you can safely assume you have a bad intake valve. If you hear air coming out the headers, manifold or exhaust tubing, you no doubt have a bad exhaust valve. Well, enough of my hot air for this month, and I'll be talking to you again in the next issue of our Rotunda Times.



A Longacre leak-down tester.



### 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 [jcrawfo1@myway.com](mailto:jcrawfo1@myway.com)  
Art Cervi at 248.553.8897 or [ltc\\_acervi@yahoo.com](mailto:ltc_acervi@yahoo.com)  
Vic Hollingshead at 248.474.4356

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

# The Rotunda Times

## DEARBORN '11 & THE FLATHEADS, cont. from page 1.

anticipating the Dearborn '11 week-end. As most members were already aware, Mark Kirby (Motor City Flatheads and creator of the new, all-aluminum flathead) had pledged his support to Dearborn '11, and planned his "Old-School Invitational" to coexist with Dearborn '11... on the same field.

Things were about to get real interesting.

Saturday morning was here, and the club member volunteers were out early making sure the field was in order. The vendor spaces, indoors and out, were humming with everything from guitars to marmaduke parts, and the bargain hunters had taken over the field by 9:30 am. The sun was out, and not a drop of rain in sight.

In addition, the car corral was filling up. There were old and newer cars for sale including some real "project" cars as well as fully restored show cars! Everything from Fords to Oldsmobiles to Corvettes!

For those people who were hungry early in the morning, Heath's Treats served delicious breakfasts! They also provided lunch and snacks of high quality that were reasonably priced.

Mark Kirby and partners in grime had arrived the night before, and were anxious to get to work. Making the trip with Mark, was Phil Goller of Goller Hot Rods in Defiance, OH driving his '32 roadster, and Hal Stambough of Fayette, OH driving his vintage '50 Ford wrecker, sporting the Gulf logo. You will notice these "Flatheads" were DRIVEN to the show, not trailered!

On Saturday morning, Mark and Phil had parked the Mule and the '32 roadster, by the Gazebo. They became an outstanding centerpiece for Saturday's foot traffic, attracting a lot of attention.



**The Mule outside the gazebo.**

4:00 pm Saturday some vendors were getting ready to leave, the crowd had thinned and the temperature had climbed. It was probably 100 degrees F by then. When an occasional breeze came across the field, it felt real good!

Sunday morning was here in a blink. The orange caps and orange flags were on-the-job by the time I arrived at 7:20 am. The judging

aisles were marked, and we had tents, coffee, and doughnuts and judges were ready, clip-board in hand. The flathead dragster was one of the first cars on the field, and sparkled as the sun came up.

Hal's 50 Ford wrecker was in the vendor aisle on Saturday, as Hal had taken a booth. Late Saturday we had come back and picked up the wrecker and took it to the hotel. Kirby and Goller brought



**1950 Ford wrecker on the field.**

the '34 Mule and the '32 roadster on the field by 8:15 am, and parked them along the fence, near the Cruiz'news tent and the DJ trailer. Hal brought the wrecker in about 15 minutes later and took its place alongside the fence.

By 9:30 am there was no doubt the field would fill up... and that it did. At one point I had counted at least 45 Mercurys parked along "Mercury Row". A good assortment of makes and models filled the field... around 200 cars were shining in the mid-day sun.

We even saw an Aston-Martin Lagonda parked among the Fords!

Later in the morning I heard someone ask about the "Queens" car, and was it still going to show up? Some time later, riding with Steve Rohde to check with the gate attendants, I saw Kurt Machachek driving up in the green 1951 Lincoln convertible. Arriving back on the field I spotted Bob Machachek, and talked with him about the car.

Ford Motor Co. of Canada provided the car on the Queens visit to Canada in October – November, 1951. Machachek acquired this piece of history from the Volo Museum last year, and recently picked it up.



**Featured Mercs under the tent.**

Bob also shared that he came to Dearborn '11 with his cousin, Ed Micho, who lives in Chicago. They had not seen each other in 50 years! Mr. Micho, a former Seabee served on Okinawa during the war. The family was having a great time catching up with the last 50 years, at Dearborn '11. (See page 12).

*Continued on next page.*

# The Rotunda Times

## DEARBORN '11 & THE FLATHEADS, cont. from page 9.

Just a half-hour earlier the DJ interviewed Mark Kirby, and talked about the new all-aluminum engine. Mark had nothing but praise for the way he was treated by the FMRCOA members, and is proud to be a member, himself. The Club can also boast that another one of its members (Hal Stambough) has an original 50 Ford wrecker!

As the heat of the afternoon had most people looking for shade, the car owners were anxiously awaiting the announcement of the awards. It was three o'clock when the DJ announced the award presentation was about to begin, and Art Cervi was center stage.

An impressive list of winners made their way to the front to claim their awards. Unfortunately some award winners had left early because of the heat, but they will receive their awards.

The "Old School Flathead" award, a machined solid aluminum billet, was the last one to be announced. Marian Iannello, the lady from Plymouth, MI with the black '32 Ford three-window coupe, was in shock as she came forward to claim the 10lb aluminum prize.

Dearborn '11 ended, as the FMRCOA volunteers busily cleaned up the field, reeled in the banners and gathered flags



The "Old School Flathead" award winner & her car.

and signage to put away for next year. Mark Kirby stated many times, how pleased he was with the way he and his group were treated by the FMRCOA members, so it won't be a surprise to see the Old School Flatheads back at Dearborn '12, bigger than ever...

To see photos of the award winners, and more of Dearborn '11, please visit:

<http://www.seehere.com/carshots/dearborn11>

**MORE PHOTOS ON PAGE 16.**

## FMRCOA Members Participate in Rolling Sculptures Car Show

by  
**Steve Rohde**

On a warm, sunny Friday, July 8, the main streets of Ann Arbor closed for the 17<sup>th</sup> annual Rolling Sculptures Car Show. The show was sponsored by the Ann Arbor Main Street Association and Bill Crispin Chevrolet. I have been attending this show since it began, and have been a volunteer for the last several years. Like the Woodward Dream Cruise, this show has grown immensely over the years. In fact, this year, partially due to road construction in Ann Arbor, the show ran out of spaces!

Everything from street rods to rare concourse classics were present at the show. This year Mike and Roxanne Fontana attended with their beautiful 1946 Ford and charming dog **The Fontanas roll in in their beautiful '46.** Willie, Larry Miller with his classic 1958 Pontiac, and Jim Hamilton with his superb 1959 Ford retractable. I brought my 1926 Model T parade truck. Dick Monroe, Larry and Nancy Deck, and Gene and Joan Johnson also attended the show.



The cars rolled in at 2 PM and the show ended at 10 PM. I highly recommend the Rolling Sculptures Car Show. Perhaps next year we can get a larger contingent of FMRCOA members to attend!

**MORE PHOTOS ON PAGE 16.**

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# The Rotunda Times

## July Show & Tell: Hardware & Paper!

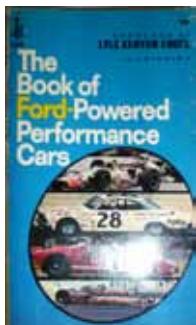
This month members again brought in a diverse mix of items. Cole Grandy was again our moderator.

Scott Vorath showed a Federal Siren for his 1970 Mercury Monterey CHP car.



Federal Siren.

Nick Zakarian displayed a vintage Ford powered performance book and Bob Haas some old newsletters from Australia.



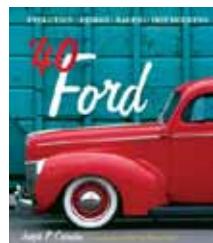
Left: Ford performance book. Right: Australian Ford club newsletter.

Cole Grandy brought both hardware and paper to the meeting. He showed us Milan/Kinmont disk brakes that were made between 1946 t and 1952. These were for flathead Ford and Mercurys ('39 -'48) and adapter kits were available for Model A to '38 Fords. These were pricy -- costing \$125 for set of 4 in 1946! By the mid 1950's Bell Auto had bought all the stock of parts and was assembling kits and selling them for \$52 until the supply was exhausted.



Disk brake installation manual and the brakes.

Cole also brought copies of the quarterly "Premium Street Rodder" magazine with colored pages and nice articles, and a copy of the new "1940 Ford" book signed by the author Joseph Cabadas from Dearborn. This book was reviewed in the May issue of the Rotunda Times.



Street Rodder magazine (l) and '40 Ford book (r).

Other items that members brought in included a rare 1942½ license plate, a die cast tow truck, and a parts request form from around 1978.

*Please make sure that you sign the Show & Tell sheet when you bring items in so we can give you credit!*



Above: Rare 1942½ license plate. Below: Die cast tow truck.



## 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!**

# The Rotunda Times

## Postcards from the Past by Lou Ironside

This month we have a dealer postcard showing the "then new" 1955 Ford Ranch Wagon. The wagon is the not often seen two-door, in a stunning yellow with white in between the belt line and roof.



1955 Ford Ranch Wagon

There is a V8 emblem on the front fender, small hub caps, white wall tires and no radio antenna, so this car was sparsely optioned. The back of the card tells us that this is the new Ford with "trigger-torque power".....what ever that meant! Sure wish I could run down to my dealer and order one just like it. Like many of you. I would love to have a 1955 wagon just like this one in my collection.

## A Family Reunion at Dearborn '11



Kurt Machacek, Ed Micol and Bob Machacek pose in front of the 1951 Lincoln convertible Ford Motor Co. of Canada loaned to Queen Elizabeth on her visit to Canada in October – November 1951. Bob had not seen his cousin, Ed, in 50 years, and they had reunion at Dearborn '11. Ed served as a Seabee on Okinawa during the war, and now lives in the Chicago area.



Eleanor, the '67 Mustang used in the 2000 film "Gone in 60 Seconds," looks a bit like our Feature Vehicle!

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# The Rotunda Times

## The FMRCOA Roving Reporter: In Michigan & Iola

I have several swap meets to report on this month, with three of them in Michigan. First, the Sloan Summer Fair in Flint, MI. This meet is in the 32<sup>nd</sup> year, and has seen its “ups and downs” over the years. The car show was packed with cars both days, with over 700 cars parked all over the grounds of the Sloan Museum. The swap meet was a little bigger this year with nearly 80 vendors which is an improvement over last year. The committee has worked hard to bring the show back to one of the better meets in the area, and they are gaining! Along with the swap meet and car show, the Sloan Museum, Buick Museum, and Art Institute are all open, so there is plenty to do. -- a fun, low-key show with only a modest entry fee of \$10 per car. Always the last full weekend in June, it is well worth attending.

The next show was the Easy Rodders show and swap at the old Packard Proving Grounds. When at the shopping center at 16 mile and Van Dyke, it was a good show and modest swap meet. At the new venue it was a fantastic car show, and great swap meet! The swap meet was packed, there were plenty of vendors, but most of the spectators were car owners from the show. With a little more advertising, and everyone spreading the word, this will easily replace the old Carnival of Cars, and now Cars are the Stars which this year had only a handful of vendors. The Easy Rodders seemed a little “overwhelmed”, by the turnout, but next year they will be ready I am sure! Spread the word: This is going to be a great meet! This one is on my list of ones to attend next year.

The third swap meet was the Old Cars Magazine swap meet in Iola, Wisconsin. The last time I attended this meet was in 1970, so obviously it has changed. There are over 4000 swap spaces, plenty of food vendors (reasonably priced) plenty of restrooms, close parking, and lots of parts. If I had any comments it would be that being in a town of 1200 people, it is a long drive to any motels. Parking is \$10 a day, entrance is \$8 a day -- but considering some swap meets, it is worth the admission. It was a nice 600 mile drive on picturesque roads as we chose to go through the Michigan's upper peninsula instead of through Chicago. Will I go again...yes. Probably not every year, but every so often to have a change of pace.

Next month I will give you my “take” on our own FMRCOA swap meet. Until then, enjoy your cars and the way too short summer!



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## Classified

July 2011

### For Sale

- 1950 Lincoln Cosmopolitan, has original 337 flathead engine and automatic transmission. Body has lots of rust in floors and rockers. Vehicle currently doesn't run. Asking \$1,200 obo. If interested, call Jason Wise. 248-535-2137.
- For rent to members or their friends. Dual axle car hauler trailer. Has strong winch with remote, new tie downs, ramps, proper lights, registration and license. Like new. \$50/day or \$100/weekend. Call Mike Fontana, Gene Johnson or Phil Lyon.
- 1972 Mustang Convertible 302 V-8, auto, power steering, brakes and top. Herb Offord. 248-684-5560.
- 1970's Ford front bumper guards (NOS) pair \$50. 1955 Ford window reg rh & lh (used) \$45. 1957 Ford tail light lens \$10. 1976 Mercury (NOS) hd/lp bezel rh & lh. \$60. Peter Morris. 734-482-7414.
- 1965 Pontiac GTO, 389 tri a/t blue exterior & interior. Runs real good. Asking \$18,000. Mike Stevenson. 586-759-6803.
- Fog lights, 6 volts, very good chrome. New wires. Ambrose Biondo. 58-274-4530.
- 1939 Ford 2dr. standard sedan. 1941 Ford opera coupe. 1977-79 Lincoln town car grille. 1941 Ford club coupe upper dr & otr window moldings surround. Pat Beattie. 248-545-4128.
- 1967 Dodge A100 (van type pickup) 170 slant 6 automatic, rusted rockers. \$1,400. Cole Grandy. 810-735-1671.
- 1932 gar-wood boat. 16' run about with gray marine 4 cylinder inboard about 150 cl. \$7,000. Cole Grandy. 810-735-1671.
- 1979 T-bird. 302 cu in. All power brakes, steering, windows, heritage edition. 28,000 miles. \$7,800 obo. Ken Toth. 734-516-5255.
- 1956 Ford car standard trans., P205/75R15 wsw tires, '56 Ford car black conv. top. Don Olson. 586-752-7919.
- Cyclone model 'm' ½ ton chainfall. 4-15" Ford truck wheel covers. \$25 obo. Brian Baker. 248-924-0577.
- Ford-Mercury-Lincoln ads from 30's to 70's. Bill Coombe. 586-293-0662.

### Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- 1932 Ford heavy 1 beam axle. Will consider 33-34 and wishbone, need Kinmont disk brake parts and good year air wheel hub caps or firestone. Cole Grandy. 810-735-1671.
- Mech. siren 1960's thru 1970's federal. Scott Vorrath. 734-770-8519.
- 1970 Boss 302 engine complete or basic engine. Howard Voigt. 734-944-6930.



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## Classified

June 2011

### For Sale

- 1951 Ford N.O.S. ash tray for rear panel. Very nice. \$30.
- 1951 Ford fender skirts, not ribbed. \$250. 1954-57 block oil pump. \$20. 6 Volt coil & bracket. \$15.
- Y-Block timing pointer on block N.O.S. Perfect. \$10. Two Ford 4 blade fan blades. \$5 each. 4 nice 14" mustang wheel covers. \$75. Hank Dawson. 810-231-3184.
- Large wood border for pole barn. Never used. Make offer. Hutchison. 313-893-1880.
- '57-'59 Ford N.O.S and used mechanical and trim parts. Howard Voigt. 313-770-0332 or 734-944-6930.
- 1990 Buick Reatta Coupe handcrafted in Lansing. Includes owners manual with workers signature page, burgundy with tan leather 16 way seats. 99K miles. Very nice condition. \$5,900 or best offer. Rand Spanke. 517-861-1112.
- 1979 T-Bird. 28,000 miles. Florida car. Like new. \$7,800. Ken Toth. 734-516-5255.
- 1934 Ford pick-up parts. Gas tank \$150. Heater \$100. Tailgate \$50. Hoodtop \$50. 4 doors for '48 Ford \$50 each. Miscellaneous '48 parts. Mike McLennan. 248-669-2769.
- 1929 Ford Roadster pick-up. All 1969-70 Mustang running gear. All steel. \$16,500. Jim Robb. 313-291-3147.
- Ford 1933-1948 NOS and used parts. Bob Guetschow. 248-328-9113.
- Selling off the following cars: 1. 1970 Lincoln Mark III, runs. 2. 1970 Lincoln Mark III for parts or could be sold with car #1, runs. 3. 1976 Lincoln sedan. Texas car. Nice body and chrome. 4. 1978 Lincoln Mark V, 55K, runs good. 5. 1978 Ford F-150 Super cab pickup, 50K, original owner. 6. 1979 Lincoln collector's series town car. Excellent runner and driver. 7. 1979 Lincoln Mark V Bill Blass, 57K, rusty. For parts or ambitious restoration. Beautiful interior. Spare never down. 8. 1986 Mercury Grand Marquis 2-dr., 50K, not running. Cars priced reasonable, \$1,000 up. Call for full descriptions and prices. Bob Guetschow. 248-328-9113.

### Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- Experienced sheet metal person to help me with rear quarter panel on my 1959 Lincoln. Wally Wigand. 734-522-6477.
- 70 Boxx 302 engine complete. Howard Voight. 734-944-6930.
- '62 Ford Sunliner or Galaxie 500 convertible. Jim Crawford. 313-467-7789.
- 1968 Mustang dash with tack. Jeff Gniewek. 313-563-6569.
- 1964 Galaxie 500 right outer headlight bucket (passenger outside). Art Cervi. 248-553-8897.

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