



Feature Vehicle:
1967 Mercury Cyclone
owned by
Jon Baker



Jon's 1967 Mercury Cyclone

"The Man's Car"

We all remember marketing tag lines made famous by car companies; who can forget "There's a Ford in Your Future", or "Ford Has a Better Idea"? There was even one in the '50's that announced you should see the USA in your what? I can't remember, but you get the idea. In 1967 Mercury adopted a marketing tag line "The Man's Car". I believe it might have lasted only one year, although I'm not entirely sure. While most of us would think twice about such a marketing push now, at the time Mercury was in somewhat of a tough spot. Pontiac, Oldsmobile, Dodge, and even Buick were pushing muscle cars, and Mercury had to fight all of them with not too many muscular entries, and the basic 390 FE engine might not have been the strongest motor on the street. So, putting myself in the position of Mercury marketing, I can see how the message "Real Men Drive Mercurys", or something pretty close, was appealing.

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Brian's Tip: Hot Rod Magazine Power Tour

submitted by
Brian Kuta

It would seem that I was the only member of FMRC that went on the entire Hot Rod magazine Power Tour, so I thought I would share the experience instead of doing my usual Tip for the month. This trip began officially on June 2nd in Milford, MI, and ended officially on June 8th in Arlington, TX. From door to door, Dan Stolarczyk (car owner) and I drove 3,247 miles in his 1967 Ford Falcon Futura. The car is a New Mexico survivor car with the original paint still on it, but now has a rebuilt 200 CID Ford six under the hood providing the efforts needed to move the car and keep us comfortable. The 200 was the original sized engine for that car, complete with the stock C-4 transmission, and stock 2:80 rear gear for highway use. Dan did some

modifications to the engine, and it now has tri-power (three aces), a one step over stock CompCam, and two three into one headers to provide true dual exhaust that run through some turbo style mufflers and out to the rear bumper. The comfort for driver/passenger was provided by air conditioning and a couple of later model Mustang bucket seats. Air shocks made sure the car didn't bottom out with the load we had in the car, and the car rode great, but needed cruise control!

On our very first day we encountered our only drivetrain issue, and that was the allegedly rebuilt heater core leaking coolant. We

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Brian Kuta on his Power Tour in a 1967 Ford Falcon Futura



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I want to thank everyone for their wonderful articles and newsletter materials. Traveling this summer? Going to a car cruise or somewhere worth writing about? Tell us about it. Send me an email or drop an article in the mail.

Interim Editor, Beth Marschner

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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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Rotunda Times



PRESIDENT'S PAGE

Well the Swap meet and Car show are nigh upon us and there are still many openings on Tim's work roster. Call Tim Pusilo at 313-278-1325, or see him at the meeting and let's fill the last of those open slots.

Please make sure that you remember the meeting change. The next meeting is July 11th on our usual Wednesday. If any of you are sitting on any flyers that you know you are not going to be able to distribute, bring them to the next meeting and we'll find someone to pass them out at the last minute.

On June 9th some of our members attended the charity car show at Hines Park Ford in New Hudson. I was there to pass out flyers and found it was a very nice event with a couple hundred cars present.

On June 20th our members turned out for the Automotive Hardware Solutions open house. Mike Weiss and Stu Durocher were our hosts. They are a new advertiser with us and about 25-30 members attended. They provided us with plenty of food and beverages and they did a nice job. A number of our members brought their cars and on the down side Larry Wolohon got his '41 convertible smashed up while attempting to make a left turn into the driveway. Our condolences to Larry on his hard luck.

I have made arrangements for two buses for the Red Barns Spectacular at the Gilmore Museum on August 4th. If you have performed work for the club or will work two hours at the Swap meet you are eligible to go on the trip for the base price of \$20.00 your cost for the seat on the bus. Non working members and guests will be eligible for a price of \$40.00 which includes a seat on the bus, admission to the museum and dinner at the Country Buffet on the way home. Bring your money to the meeting. The \$40.00 tickets will be as space allows as the workers will receive first preference. More details at the meeting.

Guys please let's pull together and make sure that our swap meet and car show is a success. Register you cars with Dale Levasseur and let's have a nice turn out from the club.

Til next time,
Bob Guetschow
President

In Memoriam *Simon Hachigian*

1924 - 2012

It is our solemn duty to announce the passing of fellow club member Simon Hachigian on June 11th at the age of 88. Simon was a member for 12 years and belonged to several other clubs in the area. He currently owned a very nicely restored 1940 Ford Convertible. Simon is survived by son James and daughters Nancy and Betty, two grand children and two great grand children. The club will send a donation of \$50.00 to the Dearborn Animal Shelter, in the name of Simon Hachigian, in lieu of flowers.

In Memoriam *Tom Pfeiffer*

1940-2012

We also announce the passing of Tom Pfeiffer on June 28th after a long illness. "Model A" Tom belonged to many car clubs in the area and was a member of our club for about 3 years. Tom was 71 years old. He is survived by wife Josephine, son Tom Jr. and daughter Leanne, and five grand children. The club is sending a donation of \$50.00, in lieu of flowers, to the American Cancer Society in the name of Thomas Pfeiffer.

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CALENDAR OF EVENTS

July 11th Club meeting

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August 1st Club meeting

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FMRCOA Membership Secretary
P.O. Box 2938
Dearborn, MI 48123

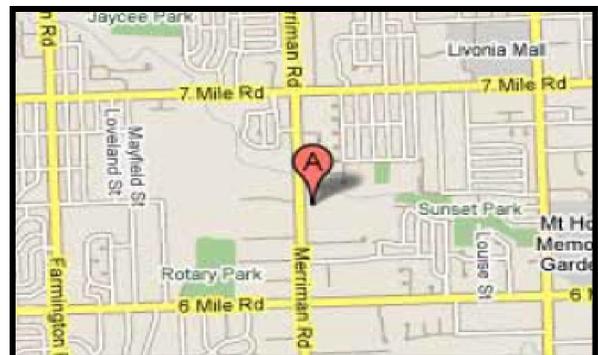
Dues are \$25 before and \$30 after December 31st.
Please mail your dues in or pay at a meeting!

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 email us your article accompanied with a photo to:

Beth Marschner
emarschner@twmi.rr.com
ROTUNDA TIMES
17445 Norborne
Redford, MI 48240
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Our monthly club meetings are held 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 had 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 6:30pm with a snack. And do bring a friend!



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JUNE 2012 FMRCOA MEETING MINTUES June 6, 2012



100 members attended the June meeting

Bob started the meeting at 7:45.

Excitement was in the air for our mini swap meet. There were many faces in the crowd that we had not seen in a while. Bill Davis was here from Ortonville. Cole Grandy made it in as well! Great see you up and around Cole.

After reciting the pledge, we welcomed visitors Mike Krol and Ken Bright.

Newsletter was delivered and most members received it prior to the meeting. Minutes were approved as delivered or emailed. There were no objections.

Dale read the treasurers report. Treasurers report was approved as read. A member questioned the bank fee; Bob explained dues for \$56 corrected to \$50.

Terry Worful reports that after removing those who did not renew we have 317 members.

Jim Crawford reports on the website. Newest newsletter will be up by the end of the week.

Mini swap meet appeared to be a success.

If our members have any suggestions for a meeting or an event, reach out to Jim Crawford.

Bob reports that there are about 150 swap spaces reserved already. This is about the same as last year. Bob hopes to add more before the July event. Bob reminded the members about taking flyers out to the upcoming cruises and car shows. Bob is currently looking into new food vendor contact as ours has backed out for this year. If anybody knows someone, please contact Bob.

Tim is working hard to fill the work rosters. There are still spots open. Parking and front gate to name a few.

Details on a possible Cruise to Baker's on some Sunday coming soon.

Plans for a Gilmore Bus Trip are already in motion. It was noted that the members cost for the trip would be reduced to \$20 if they put their time in with the club. Seats would be reserved first for those who put their hours in and those who

do not will be put on a wait list. Details on this great trip are coming soon.

Jim Crawford reports that the May event to Van Tel auto had about 50 members attend. "Shaboom" owner, Bob Fryz's collection was enjoyed by all.

Al Orloff reports that the Memorial Day parade had lots of people and was hot (95°) for the 6 cars in the parade. Fun was had by all.

Club members are invited to the Hines Park car show on 6/9. Open house tour to one of our advertisers, AHS Hardware Solutions on 6/20. Members will be able to see their facility and see what they have to offer. Flyers are available.

Various team leaders for the swap meet are meeting at the fairgrounds on Saturday to a walk through for set up and other areas of interest. Mark Koehler is the new "store keeper" and will take inventory of what is currently in the trailer.

Howard Voigt receives his 30 year membership badge. 2 new members received their new membership badge

as well.



Howard Voigt receives his 30 year milestone badge

It was agreed by all that due to the 4th of July holiday, the next meeting will be held on July 11th.

Members presented their show and tell, and the 50/50 drawing ended the evening.



For Sale

1953 Mercury Deluxe Hardtop
(see page 11 for details)

1967 Mercury Cyclone

Continued from page 1

Four years ago, I bought my own "Man's Car", my 1967 Mercury Cyclone, with what was purported to be 31,000 actual miles and no rust. Neither of those turned out to be true, but that's a story for another time, perhaps on the evils of E-Bay or my own foolishness for buying a car sight unseen. In any event, while the vision of the ideal Mercury was in front of me, I mentioned to my wife that I was going ahead with it. "Are you nuts?" was her comment, and that was how I first knew what "Man's Car" really meant. I should have listened, but let's face it, how many of us do when we've fallen in love online?

When the car was delivered (prior home was in St. Louis), I pretty quickly noted that the "no rust" claim might have been stretching things a bit. A rear bumper held on, on one side, with a bent coat hanger led to a discovery of some nasty rust in the rear structure.

And while I was under the car, I thought maybe the trunk floor didn't look very good, either. Sure enough, the trunk mat looked great, but when I lifted it up, (I know, by this point you're way ahead of me), it was ugly. Still, it was my brand new baby, I had already paid most of \$1000 to get it from Missouri, and I was determined this wasn't going to slow me down. As a result, I found a body shop with a great welding guy, and had the whole rear structure and trunk floor repaired and, in many areas, replaced. No more coat hanger for me; I was on the road.

The 31,000 actual miles started looking shaky when I took the car to my friend and fellow Club Member Nick Zak at Village Ford for a safety check and repair. Nick has managed this job for me on a few other cars I have purchased (he has some pretty talented old-car-type techs in the shop there), and has never steered me wrong. In this case, speaking of steering, that all had to be replaced, as did the front suspension and brakes, from the master cylinder to the linings. After I helped Village keep their operation in the black, I was really on the road.

Well, that was until the AT failed. By this time, you know that my personal mechanical skills and

Continued on page 7

Welcome New Members

Henry Clemons

Westland, MI 48186
(313) 291-3075
desotokid1@msn.com

- 1979 Ford F-150 4x4 pickup
- 1988 Ford Escort 2dr.
- 1988 Mercury Colony Park Wagon

Bob Poma (Nancy)

Westland, MI 48186
(313) 712-8189

- 1968 Mercury Cougar

Robert Watson (Frances)

Montgomery, TX 77356
(936) 448-2898
rcwatsonre@gmail.com

- 1949 Mercury Coupe
- 1965 Ford Mustang

Greg Smith

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1967 Mercury Cyclone

Continued from page 7

facilities aren't so great, so I do end up paying for a lot of things many of you would do for yourselves. You would be the "Real Men" that should have purchased this car. But back to the AT; I had excellent service at USA Transmissions in Royal Oak, and after paying a king's ransom (I told them to make it like new), I had the car back and this time I was on the road for sure.

After this initial flurry of excitement, things settled down a little, and I undertook some minor repairs (new fuel pump - - and yes, I actually did this myself), new thermostat and radiator hoses (me again), carb rebuild (Kar-Go), and some non-mandatory work like a new dual exhaust system (guy at Midas in Troy did a fantastic job), and a variety of paint and trim work (Maaco in Troy and Quality Auto Trim, also in Troy - - both of whom did great work). Last year I confronted an inoperative brake booster (the only part in the entire brake system except for the pedal not replaced by that time) and, thanks to the recommendation of a Club Member, found "Booster Dewey" out in Portland, OR, who did a fine job of rebuilding my old unit.

Later last summer, I finally fixed the grinding in the rear end, which a couple of Club Members had suggested sounded like bad bearings (and it was), back at Midas again. Some other work I was able to take on; new carpet, new speakers front and rear, new headlamp switch, new wiper motor (I'll bet I studied the wiring diagrams for over 2 hours to figure that one out), one new rear spring, new shocks all around, new wiper blades, new gas cap, new heater shut-off valve, shoulder belts (yes, many of the '67's had the mounting points built in to the structure). The shoulder belts came with a little problem; on E-Bay (when will I learn?) they sure looked black, but when they arrived, they sure were green. My interior is red. Hey, I'll be safe.

And they are a dark shade of green; almost look black, you know?

I think that's about it, to date, for repairs and problems. I have a "to do" list I keep but it's a lot shorter than before! To round out the picture of my "Man's Car", though, it runs beautifully, steers great, stops on a dime (ok, a quarter, but pretty darn good), and takes me back to the year Kate and I got married! If I were to sum up my experiences with this car, I think I'd go with country singer Toby Keith, who said in a recent song about heavy trucks, "Takes a lotta man to make eighteen roll...."; I think the same must be true for a '67 Merc!

Jon Baker

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Postcards from the Past

by
Lou Ironside

This month I will re-use one of my favorite postcards of all time. I used this card on the 75th anniversary of the 1932 Ford, and now it is time for the 80th celebration!



1932 Ford entering Tijuana, Mexico

This card which shows a 1932 Ford in line entering inspection from Tijuana, Mexico to the United States. The card was mailed from Mexico to an individual in Waterloo, Iowa in 1941, so the '32 Ford was nearly a decade old at that time. Somehow I will bet that nobody even noticed the 10th birthday of the '32 Ford in early 1942. In fact, with the war going on and cars being scrapped at a high rate for the war effort, it is lucky that any early cars survived. I was told once that if you own a pre WWII car it was either in use during the war, or very well hidden from the scrappers.

The Roving Reporter:

Three swap meets to report on this month, two in our neighbor to the south Ohio, and one in Michigan. Both of the swap meets in Ohio were in my opinion a waste of time and money. At Springfield 90% of the parts were 1955-57 Chevrolets...or so it seemed, and old Ford parts were practically non-existent. The Randolph, Ohio was basically a repeat of Springfield with a few more Ford parts, but certainly nothing worth driving 5 hours for. You can add two more swap meets to the list of those I won't be attending too often in the future.

The swap meet at the Midland, MI antiques fair did have a fair amount of old Ford parts and some good buys were to be had. One friend actually hauled a small empty trailer to the meet, and came home loaded with Model A axles, brake drums and other assorted items. In spite of it being primarily an antique show, the auto swap meet is in a separate area along

with a car corral and car show and of fairly good size.

By the time you read this the annual FMRC Swap meet will either be right around the corner...or history. Let's hope everyone "does their part" to make this the best ever! We are one of the last "good old swap meets...with OLD car parts" we want to continue this tradition.

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Hot Rod magazine Power Tour, Continued from page 1

yanked the hoses off at the firewall, jointed them together, and called it a job well done for the rest of the trip knowing we would not have any use for a heater. The first two days we did all the 'car guy' things, checking the oil, trans fluid, coolant etc., then never checked anything again for the remainder of the trip. The stock points/rotor/condenser engine ran flawlessly averaging about 21 MPG, and used less than a pint of oil for the entire 3,247 mile trip.

The first day in Milford was at the GM Proving Grounds, and we were totally awed by the size of the facility GM managed to keep after going bankrupt. GM was



a very gracious host to the Tour, and we then moved on to Downtown Muskegon, MI, for day two. From there on to the University of Illinois in Champaign, IL,

on day three, then on to Gateway International Raceway near St. Louis, MO (really Madison, IL) for the most fun day ever on day four. Day five put us in Miami, OK at the Buffalo Run Casino (no poker tables), then on to Kicker Audio Complex in Stillwater, OK for day six. The final, and seventh day of the Long Haul trip, put us into the QuikTrip Park in Arlington, TX. We also had to return to the Park the next day for our Long Hauler awards, along with having to be at Milford before the Tour started, in order to get our awards. After being in the Park for over an hour in the blazing sun that we still don't miss, we asked several people who have done this Tour before to find out the usual awards were things like a coffee mug or baseball cap, so we didn't bother to stay any longer and fired up the trusty Falcon and crossed the Power Tour off of our 'bucket lists'.

Both Dan and I have always wanted to do the Power Tour from beginning to end, and are both happy we finally did. It seems that the vendors, the monetary providers for the Power Tour, run ahead of the Tour every day to set up the same display tents ahead of the Tour, so once we understood that we instead would cruise the parking lots looking at literally thousands of specialty cars at each location. I don't know for sure how many Long Haulers there were, but we would have to believe there were some 1,500 to 2,000 that made the trip from start to finish. Besides the Long Haulers, every day at a new stopover there would be all the thousands of locals coming with their specialty cars to keep the entire trip very interesting.

On the downside of this Power Tour are several reasons

that I personally would not want to be associated with too many of these 'car people' again. Because no cut off for what year a vehicle has to be for this Tour, there was an endless, and very boring, steady stream of late model Mustangs, Camaros, Challengers and Corvettes. There was a very apparent lack of respect for the hosts on the Tour, as was evident by the huge amounts of trash left behind, which included broken glass, food and food wrappers, cans, etc., etc., etcetera. You would hope that people with these ultra clean cars would be clean about themselves and considerate of other's property, but there are way too many that do not understand this concept, and I have chosen not to be associated with these people. Further, and totally not understandable to this writer, were the idiots that elected to not use public facilities when they were all over the place and never far away. On the silly side was the fact that we never saw not one State Trooper in TX, OK, KS nor MO. We saw a few in IL, and saw more back home in MI than in all the other states put together. On the annoying side was gas prices. In TX and OK the average was about \$3.14, and many places there is real gasoline (if you can remember those days here in MI) for about eight to ten cents more per gallon. We did the math on pure gas versus the usual 10% ethanol mix, and it is worth the extra money to use pure gasoline. As we proceeded to make our way back home, the gas prices escalated by state until we got back to 'home', and \$3.84 per gallon for our usual artificial gas.

Bottom line if asked: Would I do this Power Tour again = NO --Am I glad I did this Power Tour = YES

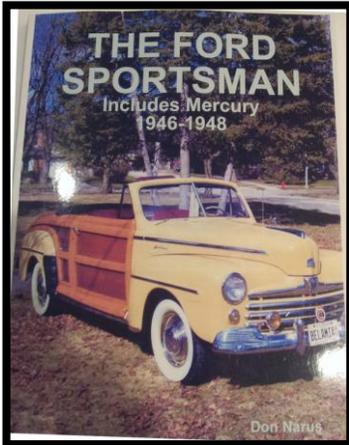
Follow this link for more pictures of Brian's trip. [Hot Rod Power Tour 2012](#)

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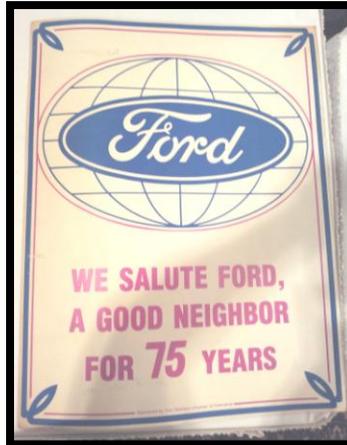
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JUNE SHOW AND TELL

Our members continue to bring in some great items for show and tell. Their personal story behind their "finds" are great!

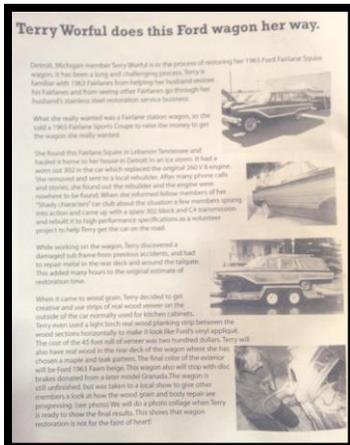


Larry Wolohon brought in the above "The Ford Sportsman" book



On the left, Bob also brought in the 75th anniversary advertisement from Dearborn Chamber of Commerce and on the right is the "The American Road" 75th Anniversary book signed by William Clay Ford & other Ford executives.

Terry Worful shared her American Station Wagon Association Article



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- 1986 Old's Cutlass Supreme. 11K miles. Mint. All factory original. \$17,000. Paul Conforto. 313-801-8131.
- Books: "The Ford Century" used, excellent condition \$15. "Thunderbird 2002" used, excellent condition. \$10. Bob Assenmacher. 810-227-0926.
- 2008 E-250 super duty van only 15K miles, all options including factory tow package. Like new, with shelving. Asking \$17,900 o.b.o. Greg Covey. 248-568-1190.
- Set of Mustang 4 lug 14" Ronel wheels with nuts & locks. Gary Holmstrom. 313-277-3475.
- 1980's wire wheel Mustang \$50 for 4. 1974 Mustang wheel covers \$60 for 4. Hank Dawson. 810-231-3184.
- 1941 Ford or Mercury Radio. Bill Timoszyk. 734-421-2076.
- 1956 Ford Fairlane 500 rear bumper with exhaust outlets from Arizona. \$250. 1957-59 Ford new and used trim & mechanical parts. Howard Voigt. 734-944-6930.
- 1971 Ford pick-up. Little rust, no engine, long bed, F-250. \$700 o.b.o. Roger Hodyka. 517-282-4738.
- 1975 Lincoln doors and bumpers, no rust, will separate. \$200. Roger Hodyka. 517-282-4738.

WANTED

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- Valve cover for a 1959 Mercury 430 cu. Rob Calhoun. 313-802-1229.
- NOS 1940 Ford voltage regulator. 1970 Ford or Mercury Boss 302 engine. Howard Voigt. 734-944-6930.
- 1962 Galaxie grille. Jerry Worful. 313-271-2017.
- 1932-34 Ford truck parts. 1971-73 Pinto parts. Roger Hodyka. 517-282-4738.
- Need 1956 Fairlane neater core that does not leak. Laurel Gottlieb. 734-525-8445.



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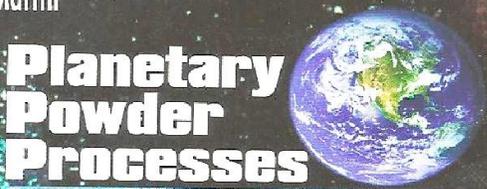
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