



Feature Vehicle:
1977 Grand Marquis 2dr
owned by
Gary & Lola Hopcraft



Hopcrafts' 1977 Mercury Grand Marquis

Our '77 Mercury Grand Marquis, nearly 6000 lbs. of original equipment. So it's only 35 years old, but it's been "in the family" for all 35. Most of the huge "Town Car" chassis from the 70's and 80's are now just crushed memories, it is somewhat rare, it is a beautiful cruiser, and we love to show it off.

This 1977 Mercury Grand Marquis was purchased new in November of 1977 by my sister in San Diego California. We have all of the original paperwork, sales agreement, California title, and most of the maintenance records. This car was driven in Southern California from 1977 to 1995, always garaged and seldom if ever saw snow or road salt, and is in very original condition.

During a business trip to California in 1995, I purchased the Mercury from my sister, replaced a leaky fuel pump, and then with my wife aboard, launched our return trip to Michigan. This amazing trip started



near Victorville Ca. The first day took us out through the California High Desert, visiting friends in Mojave, and then in the afternoon just a few miles East of Bakersfield, one of the retread tires my brother in law had installed on the rear lost the tread and blew out. This allowed me to find the full sized spare, jack and wrench in the huge trunk, which was packed with our travel belongings. I was also able at this time to figure

Continued on Page 8

"Driving America"
by
Jeff Martoia



The Henry Ford

The first time I had visited the Henry Ford Museum was in the early 1970's, during an elementary school field trip. I was intrigued by the huge steam locomotives, airplanes and of course the automobiles. From Henry's Model T to the presidential limousines, these cars were fascinating. Over the years little seemed to have changed, other than a few additions and subtractions to the displays. This past year however, the museum has gone through extensive changes to the automotive exhibition. The newly opened, "Driving America" as it is now called, is a huge departure from the old. Yes, each car chosen for display has a special place in history, but it's the way that information is now presented is what makes this truly unique. I felt like I had never seen this collection before. It has gone Hi-Tech. Located throughout the display, you will find interactive kiosks that provide detailed info for each and every vehicle in the exhibit. From full exterior photos to interior and engine bay, they have it covered. Old brochures and advertisements are included as well on the huge flat screens. Here you can add them to your own "collection", and they will be sent to you via email, in high resolution quality photos, much better than I was able to achieve with my own camera. I used this feature

Continued on Page 8



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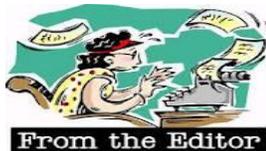
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I want to thank everyone for their wonderful articles and newsletter materials. If you have a car that has a "story" we would love to hear about. Send me an email and a photo and we can feature your vehicle in an upcoming issue of the newsletter.

Temporary 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.

IN THIS ISSUE

Presidents Page	3
New Members	3
Calendar of Events	4
Club Meeting Minutes	5
Featured New Advertiser	6
Brian's Tip: The 4bbl Vacuum Carb..	7
Postcards From the Past	8
Roving Reporter	8
Brian's Blog: Benson Ford Research Center.....	9
Show and Tell	10
Classifieds.....	11

Rotunda Times



PRESIDENT'S PAGE

MARCH

Here I go again talking about the weather. I have never seen in my lifetime such warm weather in March. We have been setting high temperature records over the last few days. The trees are leafing out already about a month in advance of normal. Hopefully with the weather so warm some of you should be bringing your cars out for the next meeting on April 4th.

Unfortunately we are experiencing a new problem with getting the newsletter delivered to you in a timely manner, but this time we have to lay the blame on the Post Office. The electronic scanners pick up any address off the business cards on the back page and overlook the addressee entirely. I will be visiting with the Ypsilanti Post Master to work out a resolution to the problem. Fortunately many of you are getting the newsletter on the internet so that helps some. If you don't get a copy by email and you have an email address. Please email Jim Crawford at jimcrawfo1@wowway.com so he gets your email address.

We toured DST INDUSTRIES in Romulus on March 17th. Over 100 members from the FMRCOA, The Early Ford V-8 Dearborn Chapter and the Cadillac-Lasalle club were treated to a great lunch spread provided by Dst. Bob Milligan who is a fellow club member and he is also in charge of DST's restoration Services was our host. We found the event very interesting and informative. Our thanks to Bob and also to Jim Crawford our events coordinator for facilitating the event.

In April we are planning to work with Classic Car Auto Auctions for positioning the cars as they are set up on the auction block. We have done this in the past with R-M AUCTIONS. We will need members to perform the necessary tasks, required and you will also have a bird's eye view of the auction as it is taking place. There are plenty of incentives for all those that are volunteering. So mark your calendars for April 20th to the 22nd Jim Crawford and Wally Wigand are coordinators for the club. Call Jim at 313-467-7789 or Wally at 734-522-6477 to register for available slots or sign up at the meeting.

Finally Tim Pusilo will be looking for volunteers to fill the open work slots for Dearborn '12. I will have plenty of flyers for distribution at the car cruises that will be starting up soon. It's time to give back to your club for all the benefits that your membership provides for you.

Til next time,
Bob Guetschow

Welcome New Members

David Kunz (Pam)

Canton, MI 48187
(734) 453-4330

- 1963 Ford Galaxie 500
- 1964 Mercury Comet Caliente
- 1965 Mercury Comet Cyclone
- 1966 Mercury Comet Cyclone

Kurt R. Machacek

Farmington Hills, MI 48331
(248) 410 - 8083
kmachacek@att.net

Ron Patterson (Betty)

Westland, MI 48185
(734) 595-1078
realtorronp@aol.com

- 1957 Ford Fairlane 500 Skyliner

Don Renkert (Lynn)

Royal Oak, MI 48073
(248) 588-4815
drenkert4@aol.com

Ray Sanders (Nancy)

Wayne, MI 48184
(734) 674-2148
junkcollector1929@live.com

- 1928 Model A Ford
- 1931 Model A Coupe
- 1966 Mustang Fastback
- 1967 Mustang



In Memoriam

Gary Majewski

1971 - 2012

It is our solemn duty to announce the passing of fellow club member Gary Majewski on March 2nd, 2012. Gary was a passionate old car guy and worked on his own car. He is survived by his wife Stacey, parents Al & Sharilyn, brothers Mark & Paul and sister Nancy.



CALENDAR OF EVENTS

April 4th Club meeting

NOVI CLASSIC CAR AUCTION

Suburban Collection Showcase,
46100 Grand River, Novi, MI

We are preparing for our April event for our club members as we continue to create events every month this year, so far so good. This event will be helping at the Novi Classic Car Auction on **April 21st & 22nd**. This event will be like the R&M Auction was, help place the cars.

See page 7 for dates and times we will need our members sign up for. Pick a time slot and email me or sign up at the April meeting.

May 2nd Club meeting

The FMRCOA Membership Advantage!!!!

Your Board officers and editor 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 Beth Marschner, our ad editor. For more information on becoming a member go to FMRCOA.org or write to :

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
248.231.4892

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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MARCH 2012 FMRCOA MEETING MINTUES March 7, 2012



80 members at the March meeting

Bob started the meeting at 7:40pm.

The pledge was done.

Guests in attendance included Dave Kuntz who states he likes comets and Mike VanConant. Member Gary Hopcraft joins us for the first time and Nancy Darga who is our guest speaker for the evening.

Bob passed out new member badges and presented Jim Ullery and Bob Assenmacher their 40 year badge. Congratulations gentlemen!



Jim Ullery & Bob Assenmacher receive their 40 year name tag from President, Bob Guetschow

Minutes for February were read by the secretary. Terry Worful and Laurel Gotleib approved the minutes as read.

Dale read the treasurer's report. Stan Miller and Larry Wolohon approved the report as read.

Don't forget about the club picnic on Sunday, August 26th at the Hines Park Cruise. We are across from Nankin Mills right at the entrance to the cruise.

Terry reports 350 members on the roster. This number may go down as she takes in the last of the renewals.

Jim Crawford reports that the website is updated and the newsletter is sent out. The newsletter should be added to the website by the weekend.

Bob also mentions that there was a mailing issue which he hopes to resolve by next month. Thanks to the contributors and Beth Marschner for the great job on the newsletter.

Swap meet flyers are available. Get those flyers and walk around and hand them out personally. We need to get that connection. Swap spaces and gate are seriously down so we have got to the word out !

Tim has the work rosters available at every meeting. Need everyone's help. Support the club and do your share. There are positions for everyone. Easy and hard. Let's get those positions filled.

Jim reports on the Stahl museum tour. About 54 people attended. The collection had a little bit of everything. Check out our website for some great pictures.

March event to DST Industries is set. Bob Milligan is our host. He will be providing refreshments. The only thing he asks is that you don't take your cameras or phones on the tour.

Bob reported on new business which included health updates on some club members. Paul Coleman is recovering well. Cole Grandy fell off the gate of a truck at Autorama and injured his back. We did not have more details than that. Mike Fontana is feeling better although he is due to have heart surgery soon. Sadly we report the death of Phil Wood, a former member and Gary Majewski who died on March 2nd at the age of 40.

Our guest speaker for March was Nancy Darga. Nancy returned to update the FMRCOA on the ongoing work, progress, and accomplishments of Motor Cities Heritage. She informed us of the large number of contributions Detroit has made to the industrial growth of the United States.



Nancy Darga

The evening ended with a little car talk, show and tell & 50/50 raffle.



Jeff Schembri

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1977 Mercury Marquis 2dr

Continued from page 1

out how to remove and reinstall the fender skirt. (remember them?)

Back on the road and up the hill to Bakersfield, a stop at the Winston Tire Store, new rubber, and two new front shocks (one was broken) we were soon roaming South through mountains, foothills and towns, with our destination being Anaheim, CA. Convention Center and the meetings which were the original purpose of the trip. Two days later we



were headed for our return to Michigan but decided to detour to see the Grand Canyon.

Once there and an overnight in Cameron, AZ. Another decision to head North and see Utah, Northern Colorado, Rocky Mtn. National Park, Estes Park, and ultimately 3400

miles total trip home. It now resides in my Hangar at our local airport here in Flushing, Mi. It only gets out on sunny days to local meets. We did drive it to the FMROC swap meet in 2009 but have not had it to any of the meetings yet. This is not an economy vehicle to drive and with fuel almost at \$4 mark, we will think twice before going too far or on many cruises. However we will drive it to a FMRCOA meeting or event this summer. About the only thing not original at this time are brakes, fuel pump, master cylinder, and floor carpeting. The radiator needed a new core several years ago. All of the California emission junk is still aboard and operating. We did rebuild both of the cylinder heads on the 400 Cleveland engine in 1997 after a head gasket failed.

This particular vehicle was built at the St. Louis assembly plant, and I would appreciate any information or places to look to determine how many of these 2 door 77 Grand Marquis were built.

Driving America,

Continued from page 1

and it works great! From what I understand they want to have every item in the museum presented in this fashion in the coming years.

The cars are displayed in interesting, unique ways. Some are set in "vignettes" near buildings or signs of



the cars' historical period. Others are "parallel parked" as you walk down winding pathways under perfect lighting. Others are just sprinkled throughout for your viewing. "Driving America" is

more about the influence on our culture than the beauty of the vehicles themselves. Located in the display is an actual 1940's blue enamel diner, Lamy's, where you can grab a bite to



eat. A theater is present, with a huge 1950's style marquee out front. Inside short movie presentations are made every 15 minutes or so. Several new vehicles are on display for the first time as well, but I'll leave the details for you to explore.

The automobiles' influence on America for the past 100 years or so is covered very well at The Henry Ford. I spent about an hour and a half just in the auto display, and could have been there a lot longer. Race cars, Hot Rods, 1920's, 30's, 40's, 50's, Steamers, Taxi cabs, Presidential Limos, Semi trucks, Ford, Chevy, Chrysler, even those new crazy Hybrids. There is a car here to spark every elementary school kid's imagination. Go see it for the first time, again.

The Henry Ford is located at 20900 Oakwood Blvd, Dearborn, Mi. Hours of operation are MO-SU 9:30-5:00. Entry to the entire museum is \$17 or \$15 for 62 years and up. Visit THEHENRYFORD.ORG for more information.

FEATURED NEW ADVERTISER

We Welcome VAN-TELE AUTO as our new advertiser VAN-TELE AUTO is owned and operated by Alex Test, a fellow club member, and has been in business since 1976. VAN-TELE specializes in complete auto restorations, but will be happy to handle your collision work as well. Check out his ad and give him a call, or visit them on the web at vanteleauto.com.



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Alex & Donna Test

Brian's Tip: The 4 bbl. Vacuum Carburetor

by
Brian Kuta

It seems that there are some misconceptions about four barrel carburetors, particularly the vacuum secondary variety found on most street driven cars. In a two barrel carb, the enrichment circuit must be rather rich because that's the circuit that handles all power requirements from 6.5 inches of manifold vacuum all the way down to full throttle. In a four barrel carb, the secondary power system handles heavy and full throttle, so the primary power system need not be so rich. The result is a more precise fuel flow for varying conditions.

Many people seem to have the misconception of when those back two barrels open up. Full throttle does not automatically open up those back two barrels. The back two barrels open with engine demand. When the engine RPM rises sufficiently to require more air and fuel than the primaries can provide, a secondary air valve opens allowing the secondary to go into action. Secondaries usually do not open below about 2,500-3,000 RPM regardless of throttle position, and do not open unless more than about three-quarters throttle is used regardless of the engine's RPM. This can vary a little with different carburetors, and/or different engines, but you get the idea



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| 4. Oakman | d. Wealthy Detroitier |
| 5. Schaefer | e. an American Poet |
| 6. Schoolcraft | f. Attorney/Detroit Mayor in 1847 |
| 7. Trumbull | g. Dearborn Real Estate Developer |
| 8. Van Dyke | h. Detroit Cemetary |

Answers on page 10

NOVI CLASSIC CAR AUCTION

Set Up - April 20 th	April 21 st 1 st Auction Day
9:00a - 1:30p (need 5)	9:00a - 2:30p (need 15)
1:30p - 6:00p (need 5)	2:30p - 8:00p (need 15)
April 22 nd 2 nd Auction Day	For working you receive one (1)free :
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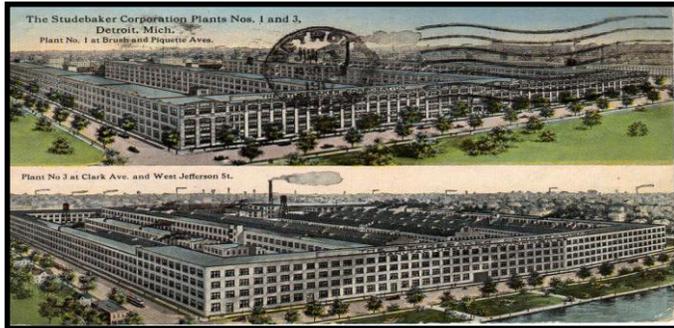
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Postcards from the Past

by
Lou Ironside

Detroit at the turn of the last century was the automotive capital of the world, and home to hundreds of auto plants and automotive suppliers. Although we still consider Detroit the automotive capital, the plants are down to a few major



Studebaker Corporation

“players”, and most of the onetime humming factories are reduced to either rubble or memories. This photo shows plants # 1 and #3 of the once great Studebaker Corporation. Plant #1 was at Brush and Piquette (next to the original Ford plant) and plant #3 was at Clark Ave. and West Jefferson. It is unfortunate that this post card was cancelled on both sides partly covering the upper photo. It is easy to date this card as it was mailed on July 5, 1917 from Detroit to Newton Center, Mass. The printed information on the back tells us that the two plants employ 10,000 workers and produces 50,000 cars a year. Can you imagine how many workers a plant would employ in today's world to produce 50,000 cars....as a former employee of a car company....if would be FAR less!

The Roving Reporter:

Although the swap meet season started off with a “bang”, the last month has sort of been a “whimper”, with only two small swap meets to report on. However, there are plenty of meets coming up in the next few months, so there will be lots of meets to attend. The first meet I will report on is the Mustang swap meet at Gorno Ford in early March. There were only 15-20 vendors and the crowd died out by 10:30 a.m. This meet used to draw twice that amount of vendors and have a good crowd. Personally I think the lack of advertising is what is hurting that swap meet. The second meet to report on is a meet put on in Waterford by the Corvette club. Although the meet isn't large with about 30 vendors, every space was filled and there were even a few outside vendors. The parts were of mixed variety with race car and street rod parts probably at 60%. I did find a couple nice 1932 Ford headlights, so felt this meet worth the drive.

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Brian's Blog: A look at Benson Ford Research Center

by
Brian Kuta

Other records that are collected at Benson Ford Research Center include early business papers from companies such as Herman Miller, the Heinz Company, the A.B. Dick Company, as well as some of the Ford family's older personal papers. There are also substantial collections of papers belonging to Thomas Edison and the Wright Brothers.

One of the cold storage areas keeps these (and many, many more) Edison phonograph cylinders carefully preserved.

In addition to business documents, there are boxes containing information about each of the homes in Greenfield Village; posters and materials from various World's Fairs; historic books, films and photographs;



publications on the auto industry and racing; trade catalogs; advertisements, and some fascinating collections of artifacts relating to industry, domestic life, business, art and popular culture.

There were a few moments on the tour that I found myself overwhelmed with the vastness and diversity of the collections. I couldn't help but think that some of my friends who love shows like American Pickers and Antiques Road Show would be in their glory.

The period clothing collection is often used for reference for costumers.

I was fascinated by the number of some of the items collected. For example, there are drawers and drawers of spectacles and eyeglass. There are paintings, tools, original patent models, textiles,

instruments, antique toys and decorative home accents.



In addition to seeing only slightly older versions of items that are still pretty standard in many modern

households – such as a baby monitor, a set of hot rollers and some Tupperware – I especially enjoyed the drawers dedicated to restaurant toys and themed lunch box sets.

According to Kathy, people who use the research center are car guys, researchers, movie makers,



clothing and costume designers, historians, writers and, of course, the staff of The Henry Ford. Staff and volunteers at Benson Ford Research Center continue to

diligently work on making the materials accessible through its online catalog and finding aids, the library World Cat system and by digitizing materials for easier sharing.

And here's something – a visit to the reading room at Benson Ford Research Center is free and open to the public, Tuesday through Friday, 9:30 a.m. – 5 p.m. There's no appointment necessary, and there's always someone there ready to help with visitors interested in viewing paper and photographic artifacts. If you want to see the other artifacts that are stored in there, you'll have to take the tour like I did. (Specific artifacts can also be viewed by request through the center's services.)

Oh, and a little post script ... No – those of us on the tour did not walk all five miles of the place. However, we saw so much on the little jaunt we did take but still only scratched the surface of the what's behind the scenes at Benson Ford Research Center. Benson Ford Research Center offers its Behind the Scenes Tour for \$150 for groups of up to 15 people. There is a general tour as well as a tour on early photography. Contact them for more information.



MARCH SHOW AND TELL

Our members brought in some great show and tell items this month. Hearing the history behind these great pieces has been a nice treat.

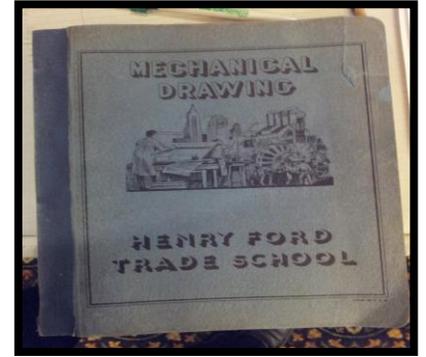


Nick Zakarian brought in this 1950's Clutch Jumpers shirt.

Jim Crawford brought in these Dairy Queen promotional Hot Wheels still wrapped in dairy queen paper.



Larry Wolohon shared these Henry Ford trade school mechanical drawings



Nick also shared this piston and 1st set rocker arm



These Barrett Jackson catalogs were brought in by Wally Wigand



This 1994 FMRCOA paperweight was shared by Harry McAuliffe

Answers to Detroit street smarts

- 1-d Joseph Campau
- 2-a Francis Livernois
- 3-h Robert Elliott
- 4-b Robert Oakman
- 5-g John Schaefer
- 6-c Henry Schoolcraft
- 7-e John Trumbell
- 8-f James Van Dyke

Referenced/sourced from the Detroit Free Press – The Detroit Almanac. Column #1 Streets;

MARCH CLASSIFIEDS

FOR SALE

- Mercury 1967 Parklane convertible. New top, some rust and sheet metal body repair needed. 390 engine has had some repair. Motor runs great and car is good driver. Car is located in Finger Lakes region of western New York. Over \$9,000 invested will take \$3,000. Bob Bennett. 315-536-9530 or bennettrb@verizon.net. (Paid ad)
- 1940 Ford Convertible Green loaded, rebuilt engine, Trans and clutch, hydraulic top fender skirts, many goodies. Restored. Asking \$58,000. 1960 Nash Metropolitan club coupe. Red and White, many goodies, tow bar, fender skirts asking \$16,300. Simon Hachigian. 313-565-4997
- 49-53 Ford and Mercury V-8 engine parts, radiator and support bracket, oil filter, oil pans 12 volt fan and alum. shroud. Conv. set Ken 586-293-1284.
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