



Feature Vehicle:
1959 Ford Fairlane
owned by
Jerry Murphy



1959 Ford Fairlane

My wife Laura has purchased a 1959 Ford Fairlane 2-door sedan. The cars body and interior were originally restored in 1983. Black paint with grey interior. In 1988, the motor and transmission were rebuilt. The motor and transmission are original numbers matching to the car. They have approximately 24,000 miles on the drive train since rebuild. The motor is a 292 V8 with automatic transmission. The car is all manual steering and brakes. With the only option being a radio.

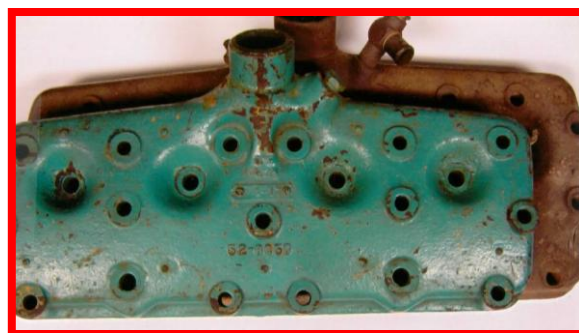
Laura purchased this Fairlane from a family friends estate. The last owner passed away from cancer and only had the car for a few months. For the past 4 years the car stayed under blankets in the garage. I knew where it was but never told anyone. I was hoping to get the funds to buy it for myself. But I have another issue I need to find a car that my wife family and I could enjoy together. Without them, this car would just sit and not be used like so many other projects I have tried before. I have Ushers syndrome 2. I am legally blind and deaf. I do hear and see. LOL. More on that later. Anyhow, Laura says she likes the car and everybody who sees it likes it too. It will be an honor to join the FMRC.

Ford V8 60 Origins
by
Bob Topping

In the mid thirties a new car was developed for the European market and it had a V8 engine that was the first production V8 built in that part of the world. A Frenchman, Emile Mathis, needed a partner with capital and Henry Ford wanted to expand, so a car called the Matford was born. Along with it came a new engine called the "ALSACE" engine. This engine had 136 cu. in. compared to the standard Ford V8 with 221 cu. in. which made some sense in the European market.

In many countries the import tax had been raised during the Great Depression, but they went further by imposing a higher licensing tax. This was known by names such as "Treasury Tax", horsepower tax and R.A.C tax; and it had nothing to do with the actual brake horsepower as determined on a dynamometer.

The formula was based primarily on the cylinder bore diameter (not the length of the stroke) and the number of cylinders



Comparison of Cylinder Heads

Rotunda Times



The Rotunda Times
Published by:
Ford and Mercury Restorers Club of America
P.O. Box 2938 Dearborn, Michigan 48123
www.fmrcoa.org

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Please continue to send me your newsletter materials. It can be an article, an event, a project, we want to hear about it. Send me an email to emarschner@twmi.rr.com or send it to me in the mail.

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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
Calendar of Events	4
Club Meeting Minutes	5
Featured New Advertiser	6
New Members	7
Postcards From the Past	8
Roving Reporter	8
Brian's Tip: Hard Starting.....	9
Show and Tell	10
Classifieds.....	11

Rotunda Times



PRESIDENT'S PAGE



Now that the weather has warmed up, the car cruises are also heating up. It is time for you guys to hit those cruises full blast and get the flyers in as many hands as you can. I hate to beat the drum, but we must work as hard as we can to maintain our money tree. I had to order some more flyers because I was fresh out. I have never had to reorder before, so I hope that means that the flyers are being distributed as they should. I will have plenty at the next meeting, so please take all you need. Call me if you can't get to the next meeting and I will make sure you get flyers.

We still need volunteers for the swap meet work roster. Please come forward and sign up at the next meeting or call Tim Pusillo (313-278-1325) and join up.

Just some final closure on the Novi Auction in April. Tom Davis from Classic Car Auto Auction sent me the promised donation the other day. The auction company is tentatively looking to do it again next year and will get in touch with us.

We had our garage crawl to Van-Tele Auto and Bob Fryz car collection on May 20th and we had a turnout of about 50 plus club members and friends that participated. Alex Test of Van-Tele gave us a tour of their restoration facility and classics and we were well fed and refreshed. Then we toured over to Bob Fryz's collection for a look-see there. We thank the Test's and Bob Fryz's for having us. There will more on this at meeting.

On May 28th, about six of our members brought their cars and participated in the Dearborn Memorial Day Parade at the behest of the K of C Hall. The guys and their wives were treated to coffee and donuts before the parade and a nice lunch afterward. Al Orloff reports to me that it was about 95 degrees making the heat up problems that much worse. Charlie from the K of C thanks us for participating with them. Thanks to Al Orloff for coordinating the event.

I stopped by and saw Roger Hodyka to give him some flyers so he could get them distributed to a car show in Charlotte. Roger, as some of know, has had a cat rescue shelter for many years. I always wanted to see his facility and this was an opportunity Anna, my partner, has also wanted to see. Well we were rather

surprised to see all the animals that Roger has rescued. At last count there were 150 cats, 7 horses, 2 sheep, 1 goat, 1 donkey and 5 dogs. A friend of Roger's also has about 250 more cats in another building. I really have to give Roger credit for all he does with these animals. My hat is off to him and I admire him for his passion and for all he does.

We recently had a board meeting and approved the promised bus trip to the Gilmore Museum's Red Barn Spectacular on August 4th. We have designated this trip as a reward for the members that do the club's work. If you want to come on this tour, I recommend you volunteer to do some work for the club. We will discuss this at the next meeting in more detail.

We are trying to do another event toward the end of the month. So stay tuned. See you at the meeting for the mini swap meet. Bring out your unwanted parts.

Til next time,
Bob Guetschow



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CALENDAR OF EVENTS

June 6th Club meeting
(Mini Swap Meet)

June 9th
11 am – 2pm

Hines Park Ford
All Ford Car Show

Food, Live Entertainment,
Fun for the whole family!

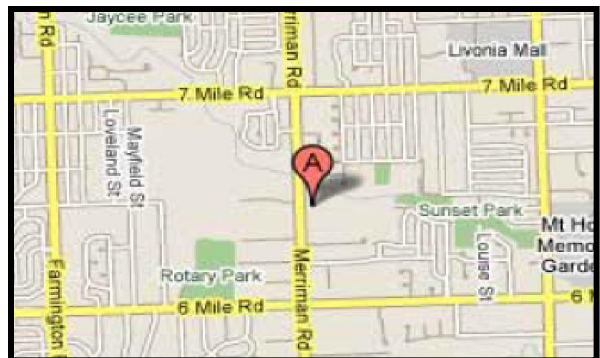
July 4th Club meeting

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!



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!

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May 2012 FMRCOA MEETING MINTUES May 2, 2012



80 members at the May meeting

Bob started the meeting at 7:40pm and the members recited the pledge. No guests or new members were in attendance. Although no new members were present to receive their name badges, Don McCredie received his 40 year name badge!

The April newsletter was sent out prior to the meeting so the meeting minutes were not read. A correction to the April minutes was noted by Bob Haas. During the April meeting, Bob questioned why the newsletter's volume and issue number had changed. Bob felt that by changing it, we lost "history". President, Bob Guetschow replied that



Don McCredie gets his 40 year milestone badge

he felt it was time for a change with a new board and new editor and made the decision to have it changed. Additionally, it was noted that the previous editor, Steve Rohde had changed the volume when he took over as editor. The minutes were approved as typed with 1 objection by Bob Haas.

Dale bought a new projector for the club and during the meeting had a slideshow presentation of the recent auction at Novi Classic Car Auction. Dale read the treasurer's report which was accepted as read with 1 objection by. Copies of the treasurer's report are available at the membership meetings.

Jim reports that the website is back up online. He was having trouble with his computer. He had added both March & April newsletters to the website. A suggestion was made to set up a chat room such as a forum on the website. This idea will be reviewed.

Terry Worful reports that there are 326 members including 1 membership she received in the mail.

The newsletter mailing issue appears to have been corrected.

Hank Dawson congratulated Steve Rohde who recently received his 5th Golden Quill award for 2011 for his work on the Rotunda Times.

Swap meets and cruises are starting very soon. Get out to those events and pass out our flyers. Be sure to talk to everyone, don't just drop them off. We need the exposure especially in the West and Downriver areas.

Tim is still trying to fill the work roster. We depend on you guys and there are still lots of choices available. Start filling those slots.

Old business included feedback on the Novi auction. We had a good representation and our club members worked hard. Thanks to Jim Crawford and Wally Wigand for arranging this event. The event wouldn't have happened without our help. Thanks also goes to those who stayed over longer than their shift to help out.

Al Orloff reports on his upcoming Memorial Day parade event. Has some slots available. If interested, sign up and Al will contact you prior to the event.

Open house at Van-Tel auto body. They are a new advertiser. Alex will be our host. We hope to see Bob Fryz's collection. Alex to provide refreshments. RSVP to Jim Crawford for this May 20th event.

Hank welcomed Paul Coleman back to the meetings as he has been ill. No updates on Cole however Bob Haas reports that Cole had to be fitted with a new cast. Bob and some other members tried visiting him recently but Cole was not up to visitors.

No plans at this time to visit the Wilson Barn show at this time. If someone wants to try and organize this June 10th event may do so.

The evening ending with a little bit of car talk, show and tell, and the 50/50 raffle.

Jeff Schembri



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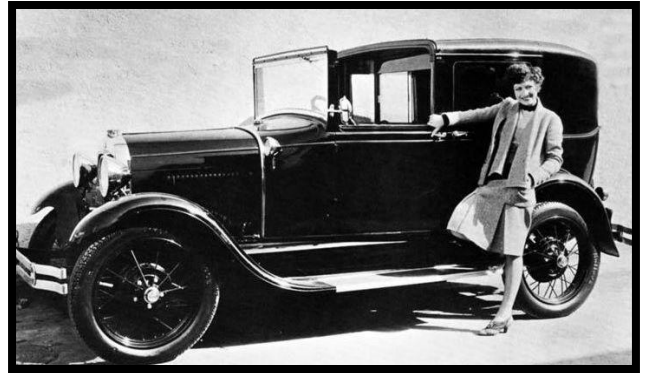
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STARS AND THEIR CARS



Joan Crawford with her 1929 Ford Town Car

Ford V8 60 Origins, *Continued from page 1*

with a few other tricks added. This certainly worked against Ford's products. Today we might call this protectionism. The Alsace motor helped with this problem, but what the French government really wanted was a car built by Frenchman using French materials. Although the original content contains some U.S. made engines, in time it became a domestic product. (Even the English liked it and called it the Model 62).

The Matford Company had its share of startup problems which included some personality problems between Mathis and Ford (both were automotive pioneers) but by December 1935 they sold 6709 units which wasn't bad at the time.

Ford U.S. continued making the small V8 even after France was up and running, and these were stockpiled for use in the 1937 thru 1940 cars and commercials. Since Ford didn't offer a six cylinder engine at that time it had some market appeal.

Today we know that these little engines ended up in oval track racers, dry lakes machines and hydroplanes. Who would have guessed!


By Bob Topping



Rita Hayworth with her 1941 Lincoln Continental

FEATURED NEW ADVERTISER

We welcome Sue Sharkas, daughter of fellow club member Gary Sharkas, as our new advertiser. Sue has been a new car sales person at Blackwell Ford for over 17 yrs. If you're in the market for a new car give her a call.



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Welcome New Members

Mike Mead (Jane)

Gaylord, MI 49735

(248) 231-3300

mikemead@voyager.net

- 1940 Ford 2-DR. Sedan
- 1949 Ford F-1 Pickup



Doug Nisley

Duncannon, PA 17020

(717) 834-6898

duggnis@embarqmail.com

- 1968 Mercury Cyclone



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(see page 11 for details)

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Postcards from the Past

by
Lou Ironside

This month we have a card showing the ten millionth Ford in front of a Ford dealership in Stockton, California. The one millionth Model "T" was built in December 1915,



10 Millionth Model "T"

the five millionth in May of 1921, and the ten millionth in early 1924. That, is a lot of cars! The ten millionth was sent on a cross country tour to help bolster sales which were starting to slack off due to the "dated" styling. It seemed that Henry Ford felt that a cross country tour would help to bolster the sagging market with the publicity. It must have helped as in less than three years the fifteen millionth Model "T" was built leading the way for the Model "A".

The Roving Reporter:

Three swap meets to report on this month, one in North Carolina, and the other two in Michigan. First, the Charlotte, N.C. Autofair. Although I have been attending this meet for over 25 years, I seriously doubt that it will remain on my "list". There were probably 20 percent of the infield spaces empty, about 30 percent empty in the green field, and I would guess at least 50 percent empty in the red field. There was a definite lack of early Ford parts, with post WW II truck parts (mostly G.M.) the most common. For the first time in many years I walked out of a swap meet with all the money I carried in! I enjoyed the weather and the Bar-B-Que, but the swap was a definite disappointment.

The second swap meet to report on was the VMCCA meet in Fowlerville, MI. There were many vendors, LOTS of early Ford parts, and I managed to spend the money that I didn't spend in N.C. In fact, thanks to this meet I now have another Model A project sitting in the barn (a huckster).....like I needed something else to do!! Several FMRC members were either spectators or vendors, and all in all I would have to judge this meet

as well worth the drive.

The third and final swap meet to report on was the Bearing Burners Car Club meet at the G.M. Technical Center. Many of the vendors who had been set-up on Saturday in Fowlerville were set up in Warren on Sunday, so Fowlerville must have been kind of "thin" on Sunday. The vast majority of the parts were post WW II...in fact post Vietnam might describe it a little better. There were probably over 800 vendor spots, and at least 400 show cars present. I don't know if it is the location or being early in the year, but this meet always packs them in. When we left at 11:30 a.m. there was still a line of cars coming in. Again, I saw several FMRC members both vending and as spectators, so hopefully they all did well. Although I didn't spend much money or buy much, I got to visit with a lot of former co-workers at the Tech-Center, so that made the day even more enjoyable.

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Brian's Tip: Hard Starting

by
Brian Kuta

Some carburetors have leakage problems which create hard starting after they have been parked overnight. In such cases, the fuel bowl drains dry overnight and the engine must be cranked until the fuel pump can fill the bowl. So much cold cranking is hard on the engine and starter motor. To determine if this is a problem, let the vehicle sit overnight, or for several days (the amount of time it takes to produce this hard starting problem). Remove the air cleaner, then using a flashlight, look down the primary venturi of the carburetor. Now crack the throttle once or twice and you should see strong streams of gasoline coming out of the 'squirters' (annular discharge nozzles). If you crack the throttle a few times, the streams of gasoline should be equal and strong in volume. If just a little comes out, or dribbles out, or does not come out of those nozzles, then the fuel bowl may be empty.

Evaporation of fuel does occur after a vehicle sits for more than a week. In addition, volatility of the fuel left in the carburetor is reduced, so more cranking is usually necessary. The GM Quadrajet carburetor is prone to leak from the soft plugs in the bottom of the bowl. Recesses into which these plugs fit can be cleaned and filled with epoxy glue to stop the leakage. The plastic fuel bowl of the Carter ThermoQuad, used on many Chrysler vehicles, may have cracks in the bottom of the bowl near the main metering jets. These cracks can also be filled with epoxy glue. Most other carburetors are not prone to leak, but when leakage is suspected, you can disassemble the carburetor, fill the bowl with paint thinner or kerosene, then inspect for leaks.

Hard starting can also be caused by a faulty accelerator pump. The procedure mentioned in the previous paragraph can be used to check effectiveness of the accelerator pump, which primes the engine with gasoline prior to starting. Each stroke of the throttle produces a stroke of the accelerator pump. Usually only a couple of throttle strokes are needed to prime the engine for a cold start, but this can vary with the choke setting and temperature. The initial throttle movement sets the choke to maximum position, which enriches the fuel mixture and aids starting. Pumping the accelerator pedal excessively can flood the engine, especially if the choke is set to a

rich position. When the engine is flooded, letting it sit for a few minutes allows the excess fuel to partially vaporize from the spark plugs, and the engine often will start. When a flooded condition occurs, it's helpful to prop the choke open with something like a clothespin, or a tube of chap stick or lip chap, or something large enough so it can't fall though the carburetor into the engine.



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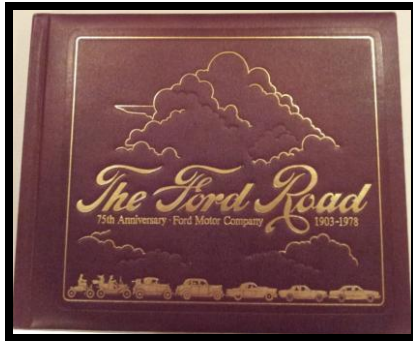
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MAY SHOW AND TELL

The treasures our members bring to share for show and tell are truly amazing. The stories are great and some items stir up some good memories.



Above is Larry Wolohon's book titled "The Ford Road" 75th Anniversary Ford Motor Co.

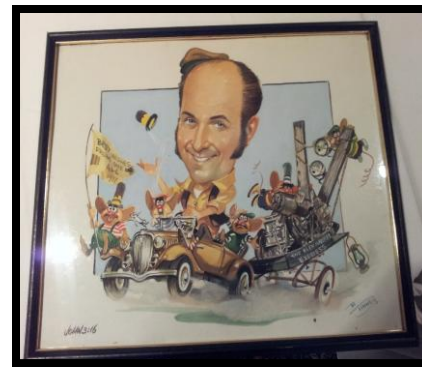
Below is an advertisement for Bob Jones's Skyland Motors in Denver.



John Miller brought in this amazing 100-year old newspaper dating back to April 16, 1912.



Jeff Gniewek shared his Jimmy Hoffa Teamster jacket.



Bob Guetschow brought in this caricature of himself in his 1934 Ford Roadster in 1976.

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MAY CLASSIFIEDS

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- 1951 Schwinn Deluxe Hornet bicycle. The bike is fully restored with many period accessories. The bike has an NOS front wheel brake assembly. I am asking \$2500.00 for the bike. If interested please email me at modelatom@att.net and I will email you a picture, or phone me at 586-268-5617.
- 1996 Ford Ranger XLT. Lots of new stuff. Great little truck. \$2,500. Jerry Worful. 313-271-2017.
- 1976 Olds Cutlas supreme with buckets. 90% restored. \$7,200 obo. Patrick O'Hara. 313-999-8725.
- 1967 Lincoln 2dr. white w/black interior. \$6,500. 1970 T-bird 4dr w/fac. sunroof. Black w/red. Rare. \$9,200. 1971 T-bird 2dr. Red w/white. California car. \$8,000. Jeff Coleman. 734-347-7023.
- 1951 Seeburg M100BL juke box restored plus 200 45 rpm records, Elvis, Beatles, etc. Service manual included. Works great. \$3,200. Roy Stull. 248-553-0420.
- Original Mustang auto floor shift 1965-1970. Completely rebuilt; Plus half the parts for a second one. \$40. James Robb. 313-291-3148.
- 1965 Ford pick-up 300 cu – 4spd/od. No rust. 90% restored frame off, red/black tu-tone, short bed. \$7,500 o.b.o. Roger Hodyka. 517-282-4738.
- Set of 1937 Ford fenders. All 4, excellent condition. \$950. John Miller. 586-756-4279.
- 1967 or 1968 Mustang CP doors with vent and glass. Right door \$100, Left door \$75. Robert Haas. 248-719-0952.
- Ford color and fabric books from 1950 and up. Ford fact books both car and truck from 1973 and up. Have truck color and fabric books from 1978 and up. Above books are in super nice condition. '46/'48 Ford bumper jack \$90. '70/'71 Torino wheel cover, like new \$20. Bill Coombe. 586-293-0662.
- 1970 Torino cobra 429 4V N-code 360 h.p. C-6 column? Shift seat, yellow w/black interior. Bench. 323 standard axle. #'s matching w/marti report. Needs restoring. I have many parts that go with car, would like to sell whole package and not part out. \$5,000. If interested, call Bob Pepper. 734-458-1073.
- 1971 Torino 500 formal roof, \$8500 o.b.o. Pro built 302 4V w/performer cam edlebrock alum. intake w/600cfm carb pertronix electronic ignition. Newe brakes, lines, radiator, battery etc. Repainted in 2003, Audi brilliant red w/white interior, bench seat. C-4 auto 2:78 stock gear. Dual exhaust. Runs perfect. Nice driver, very presentable. If interested, call before 2pm. Rob Pepper. 734-458-1073.

- 1949-1953 flathead parts: 1. Transmission; Fordomatic rebuilt \$450. 2. Radiator \$125. 3. 12V fan alum shroud \$125. 4. Foxcraft skirts \$150. 5. Conv. top parts. 6. Heads \$50 ea. 7. Intake \$50 ea. 8. Exhaust manifolds \$60 set. 9. Oil pans \$50. 10. SS Flex fan & pulley \$90. 11. Oil filter & SS cover \$100. 12. Power window 6V set \$90. 13. Old floor jacks. 14. 2 work bench. Ken Carver. 586-293-1284.
- 1953 Mercury Deluxe hardtop. Car is semi-customized with original flathead, 4 barrel, duels, power steering, Fordomatic automatic trans. Also, power disc brakes, custom radio & P.A, electric doors & trunk. Leather interior. \$21,000. Pat 586-421-5851 or Ken 586-293-1284. (Paid Ad) **See page 7 for picture.**

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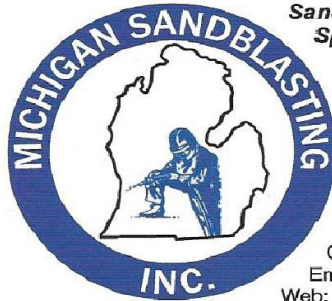


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