



Expressway Gulf
1963 1/2 Ford 427 ci Drag Car
by
Bill Timoszyk



Expressway Gulf was located on the NE corner of I-94 and Belleville Rd., Belleville, Mich. In 1963 they sponsored a 63 1/2 Ford Fastback "A Stock" (A/S) drag race car. At the recent Milan Dragway Nostalgia Drag Meet, this display car was shown. To the East of the Gulf station was "The Hitchen Post", a business that sold and installed auto / truck trailer hitches. In 1963, The Hitchen Post acquired the Bob Ford Inc 1962 Ford Galaxie 406 ci drag car and campaigned it. These Belleville racers had good resources available at Bob Ford Inc., Dearborn, MI (now Fairlane Ford). If they needed more tech support, they went South 1/2 mile to downtown Belleville. There, on Main St., was the hobby shop garage of Dearborn Steel Tubing's Andy Hotton. Filled with antique classic Lincolns, Fords, and parts and pieces of a lot of new hi-po Fords, and a lot of hi-po knowledge. This Golden Age of Factory Muscle Cars by the big 3, ran from approx from 1960 to 1972.





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I want to wish everyone and their families a very Happy Thanksgiving. Thanks to all the members who have sent in articles, photos, etc. It sure makes my job a lot easier. Keep the great car articles coming.

Editor, Beth Marschner

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.

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PRESIDENT'S PAGE

Well, with November upon us, it is now time for all of you to put your babies into dry storage for the winter.

Linda Rankin and the Marines will be coming in to our meeting on December 4th for "TOYS FOR TOTS". Please bring in an unwrapped toy for them to distribute to the kiddies in need at Christmas time. Please help the club look good as you always do.

Don Nicholson will also be in at the December meeting to answer your questions concerning the Hines Park Cruise. We will be retaining the Nankin Mills Pavilion, Don assures me.

We are now in the midst of the election season and based on my experiences over the last ten years, I call for all candidates for board and officer positions to be cognizant of the fact that in the course of discussions and voting, on issues presented before the board, that the board think through these issues before voting. During the last ten years as president or vice president I find that for too many times board members vote on the basis of their personal feelings and not based on the facts. Board members should vote with the club and its members in mind and not the board members personal feelings and political agendas. The club has suffered because of some of these selfish people. Think about it for the good of the club we can do better.

Also, in regards to the election, please, when you receive your ballot vote it as soon as possible and get it back in the mail due to time constraints. We want to make your vote count.

Your notices for renewal of your annual dues

are in the mail. Please renew either by mail or at the meeting. All dues received after January 1st are subject to late fee.

Til next time
Bob Guetschow



Brian's Tip: Storage

We all have our own idea of how a 'specialty car' should be stored, and everyone that has one does what they think to be the correct and best way to store it.

Besides the race car, which I take apart every winter, I have a motorhome so, winter storage is a very important issue to me. Because I do not take the motorhome apart in the winter, I have learned a lot about storage. Although you may not agree totally with me on everything, at least consider the alternatives to what you may have been doing for years, and the reasons for doing so.

Some just stop the engine for the winter, and pull the battery out of the vehicle so it won't freeze. If a good battery is kept charged properly, it will not freeze. Some put it on a tender, other's charge the battery every so often, while others will start and run the engine every so often. Cars were built to be driven, and putting them up in storage causes issues, many times more than using the vehicle at least once a month during the off season.

Before winter, I strongly suggest an oil and filter change. By doing that the engine has

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Rotunda Times



CALENDAR OF EVENTS

November 6th Club meeting

Last chance to nominate someone for any open 2014 position. We will also be reviewing and voting on the by-laws

November 28th



December 4th Club meeting

Bring in a new, unwrapped gift to the meeting for our annual Toys for Tots drive



December 14th
Holiday Nights

RSVP to Bob Assenmacher
by **November 27th**
810-227-0926 or
rassenma@hotmail.com



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
emar916@gmail.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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OCTOBER 2013 FMRCOA MEETING MINTUES October 2, 2013



73 members at the October meeting

The meeting started at 7:40pm. There were no guests or new members but the 73 members in attendance recited the pledge.

The minutes were read and approved. No objections or corrections.

Stan read the treasurers report and it was approved as read. No objections or corrections.

Terry was not at the meeting but it was reported that we have 1 new member with a club total of 295 members.

Jim reports that the website is up and running. Fixed a few broken links. Stan had asked about the Ford racing website/emails. Rob and Jeff Martoia were supposed to have been in contact with John Clor so Bob said he would follow up. Stay tuned.

The Constitution amendments are done and ready for review. Post cards are going to be mailed out notifying you of the vote at the next membership meeting on November 6th.

Bob spoke to Don Nicholson again and he almost has all the necessary approvals. The club will send in the required deposit to reserve our spot as soon as all the details are finalized.

The new 2013 membership roster is now available. Please pick up your copy at any upcoming meeting from Terry.

A member mentioned that some of the members will be in Florida for the November meeting. How does that affect their voting? Tim will coordinate with those affected.

Bob reported that Tom Mehlhose passed away on September 23rd. Tom was a past member and was known to bring Art Cervi, Bozo materials.

Bob Haas wanted to revisit the possibility of getting club banner that the President would hold on to. He had asked this question at a recent membership meeting. This is still in the works, please stay tuned.

Discussion of a dues increase is in the works. It was suggested that members pay less if they opt to have the newsletter emailed rather than a hard copy. More on this topic in upcoming meetings. No one was strongly opposed to the idea.

Tim will distribute the bylaws for members to review prior to the November meeting. A member asked who was on the bylaws committee. It was reported that Tim Pusilo, Kurt Gottlieb, Laurel Gottlieb, and James Shumaker were on the committee.

It was announced that Linda Dicks would head the nominations committee along with Leo Chouinard, Wally Wigand, Tim Bradley and Laurel Gottlieb. Linda opened the nominations for 2014 starting with President.

Continued on page 7



4 Doors vs. Fedoras

by Mark Sapienz

Did Detroit destroy the Millinery? Before the mid 60's most all men wore a hat when outdoors. Then around 1964 men's hats became nearly extinct. There are many reasons for this shift in fashion. Most believe JFK not wearing hats greatly influenced the American male. James Bond wore hats only in his first two movies. Longer men's hairstyles and the advent of Hippie anti-establishment feelings furthered the demise of the hat. Some contend the greaser craze of the late 50's started the trend. Historians might argue that Eisenhower's freeways brought suburban sprawl. Men began driving their own car to work instead of public transportation. Car roof heights dramatically changed from the 1950's into the 1960's. Longer Wider LOWER. Since a hat adds 3 up to 10 inches to a man's overall height, the head to roof clearance became an issue. This can clearly be seen if you remember Toody and Muldoon wore their police hats in the squad car while in less than a decade Reed and Malloy removed the head cover to drive. Another blow to the hat industry was the explosion in popularity of the convertible and retractable model cars for obvious reasons. So "hats off" to Detroit for changing America in so many ways.



by Bill Timoszyk



The first person to call me ([734-421-2076](tel:734-421-2076)) and correctly tell me where this Lincoln is parked, will win a \$5 bill from Bill

Winner to be announced at our next meeting.

Hint; Very visible from a main street in the City of Detroit.



FEATURED ADVERTISER

We welcome back Ride On Appraisals, Inc. After a 9 month hiatus, owner and fellow club member, Dennis Parus, has returned to us again as an advertiser in our newsletter. Dennis has opened a new office in South Haven, Michigan to better service us with your car appraisal needs. Dennis and his staff are certified by both the Bureau of Certified Auto Appraisers (BOCAA) and the American Society of Certified Auto Appraisers (ASCAA). If you are interested in speaking with Dennis, he can be reached at (630) 721-1009 or visit his website at www.rideonappraisal.com.

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Meeting Minutes, Continued from page 5



President:

Tim Pusilo was nominated and he accepted

Vice President:

Terry Worful was nominated and she accepted
Hank Dawson was nominated and he accepted

Secretary:

This position is currently open

Treasurer:

Stan is running for Treasurer

1 Year Director:

Dale LeVasseur was nominated and he accepted
Jim Crawford was nominated and he accepted
Larry Wolohon was nominated and he accepted

2 Year Director:

Cole Grandy was nominated and he accepted
Bob Guetschow was nominated and he accepted

You may still nominate someone at the November 6th meeting. There was a motion to split the secretary and newsletter editor positions. The membership agreed.

There were no show and tell items to share but the evening ended at 8:50pm after car talk and 50/50 raffle.



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Postcards from the Past

by
Lou Ironside

What could be more appropriate than a car made of wood poking its nose out of a tree. That, is exactly what we have here: a black 1940 Ford woodie wagon parked in the burned out hollow of a redwood tree



1940 Ford Woodie Wagon

over 300 feet tall. The tree in Big Basin, California was a tourist destination in the prewar era, and visitors were allowed to park cars in the hollowed out area to take photos. If the tree still exists, I doubt that the park Service would allow you to get close, much less park your car in it! Can you imagine a woodie made from redwood? It would blend right in with the patio furniture!



The Roving Reporter:

Another year at Hershey is in the record books, and a new record was set. It rained for 30 straight hours, and set a record of over six inches of rain in a twenty-four hour period. Talk about soggy...but at least not muddy like the monsoon years of 1975 and 1976. Wednesday was a fairly decent day of shopping, and although some empty swap spaces, I found some really good deals on needed Model A parts. In fact, I have never seen so many Model A and early Ford V8 parts as this year. Plus, the prices seemed a little lower than years past. Thursday started out damp, but by late morning it was all out rain, and everyone ran for cover. At that point it continued to rain all evening and throughout the night. Friday the rain continued and vendors were packing up and heading to the exits as fast as they could. When the rain finally let up on late Friday

Continued in next column

afternoon probably 80% of the vendors had left and it was pretty "slim pickings" for the few who continued to walk the aisles. Although not a great year by any means, I actually sold very well at our space, and bought a couple rare items I never had hoped to find. If you are going to Hershey next year take your boots, rain always seems to come in back to back years at a Hershey.

The Adrian Michigan swap meet (formerly Tecumseh for many years) is a meet I have attended regularly since the mid-1960's. It is always cold, usually damp, often raining, and once when attending it actually snowed. In spite of that I always attend, and inevitably find some very nice items at a reasonable cost. This year did not disappoint me, it was cold, but with plenty of sunshine. As always, the place was packed with vendors and shoppers. I saw many fellow FMRC members, and found some nice parts. This is the one swap meet a year that my wife attends, and after the meet we have a big breakfast, and hit a few antique shops so she can spend the money I didn't spend at the swap meet. This is pretty much the last swap meet in our Michigan area until after the first of the year, so it brings out a lot of auto enthusiasts for the last chance to enjoy the old car season. Well worth the drive by all means.

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The Dangers of Pumping Ethanol, *by Rod Kurowski*

Today, your antique collector car is being fed a steady diet of Ethanol. The majority of oil companies mix 10% ethanol in with their fuel stocks. This is mandated by our federal government. In the U.S., ethanol is distilled from corn. It was a well intentioned effort by our government to reduce oil dependency, but it is not cost effective. It results in severe damage to your collector cars engine and fuel system.

Most new vehicles have been built with materials that resist ethanol's harmful properties when 10% bio-fuels are used. However, that is not the case with our older cars. It damages rubber fuel lines, fuel pumps, carburetor seals, diaphragms, etc. In addition, the ethanol has a higher rate of collecting condensation, absorbing water which can lead to corrosion, rust, clogging of fuel system components.

Our wonderful government established the Renewable Fuel Standard in 2005 and then set mandates for the amount of ethanol to be blended into gasoline each year. Going from 9 billion gallons in 2008 to 36 billion gallons by 2022.

In order to meet this task, the EPA is now permitting the sale of bio-fuels blended to 15% ethanol. Sometimes called E15 at the gas station. The EPA admits that pre-01 vehicles are at risk for damage. They are pursuing a path to make it "illegal" to fuel an older vehicle with E15. This does not deter a station from selling E15. They only have to put up warning signs indicating it can be harmful to older vehicles.

The U.S. is now no longer dependent on foreign oil. With the ability to process the oil sands from the Dakotas, we are becoming an oil exporter again. The Congress needs to revisit the requirement for the use of ethanol based on corn as a fuel additive. Several states have passed laws limiting the maximum amount of ethanol sold in their states to 10%.

Need your help in contacting your legislator to enact laws to limit the amount of ethanol sold in Michigan to a maximum of 10%.



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Brian's Tip: Storage *continued from page 3*

fresh oil in it, and if you start and run the engine maybe once a month, it will splash fresh oil all over the inside of the engine, and that helps to prevent oxidation inside the engine. Running the engine will also charge the battery to it's normal operating level, and open and close different valves to not have the same spings in compression all winter, and leaving the same valves open to allow moisture into those cylinders all winter. Using the car on nice days will also keep the brakes in good working order, along with transmission and carburetor gaskets and seals. Remember, the gas in the carb will evaporate though the vent tubes, and those gaskets do dry out. Along with the gummy residue that remains inside, especially those 'teapots' with leather diaphragms so, you would probably be better off to pull the carb off and dump the gas out before it evaporates inside.

If you really have it in mind to store the vehicle, then the engine should have fresh oil in it, then ran on the road until it's completely hot. Once you have shut it down for the season, the valve train should be undone. That will seal all the valves and take all the spring tension off the valve train. Using duct tape to seal off the carburetor and exhaust pipes would prevent moisture from creeping in but, the carburetor and transmission could have issues in the spring because of non usage. If you intend to not run the vehicle, then it really should be suspended off the ground by jacks under the frame to allow the suspension to hang free. Also, the tires will not flat spot by staying on one spot, even if inflated to maximum pressure. Hey, let's not even talk about rodents here but, I hope maybe one of two thoughts in this article will have you re-ponder the best way to put your pride and joy up for the off season.



Welcome New Members



No New Members for October

OCTOBER SHOW AND TELL



Nothing to share this month for show and tell

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OCTOBER CLASSIFIEDS



- 1956 Ford sunliner convertible. This is Don McCredie's car. Very nice car done in original colors of Mandarin and White with matching interior. Engine rebuild in 2001. \$45,000. Please call Helen McCredie at 248-701-9070 or email buttonbabe2@comcast.net.
- (4) L60X15 tires on shelby after market mag. wheels – 15X7 \$250. (4) ST 225/75 B15 trailer wheels & tires with ½ tread \$150. 734-944-6930. Howard Voigt.
- 1956 Ford front and rear bumpers from Arizona with guards \$250. 1956 Ford CV used power window setup. \$800. 734-944-6930. Howard Voigt.
- Ford radios: 1936, 1939, 1946-1948, 1950. 734-421-2076. Bill Timoszyk.
- 1966 Mercury Am radio \$65. Y-block EDB-9430 & 31 exhaust manifolds, very nice. \$125.00pr. Y-block oil pump. \$40. Y-block valley pan with tube (one dent), \$20. 810-231-3184. Hank Dawson.
- 1956 Victoria windshield used. \$45. 1956 Ford tail light lenses. \$30pr. 1955 tail light chrome housing (not perfect). \$35. 1955 rear bumper. \$30. Set of 5 white & red & blue 14" wheels with centers. New in boxes. \$225. 810-231-3184. Hank Dawson.
- 1951 Ford radio. Nice. \$80. Set of 4 champion CH44 glow plugs nos. \$40. 810-231-3184. Hank Dawson.

WANTED

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- Ford radios: 1932, 1941, 1942. 734-421-2076. Bill Timoszyk.
- Good year air wheels hub cap, early 30's. Firestone or Cragar too. 810-735-1671. Cole Grandy.
- Model A or B speed equipment. 810-735-1671. Cole Grandy.



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