



Feature Vehicle:  
**1956 Fairlane Victoria Hardtop**  
owned by  
Hank Dawson



Hank Dawson's new ride

### My New Ride.....

Purchased in November of 2012 out of Texas. Built in the Ford Louisville assembly plant and sold at a dealership in Oklahoma to a family who owned the vehicle for many years. My work on the car was a frame up restoration. All the numbers match and is a rare p-code car.

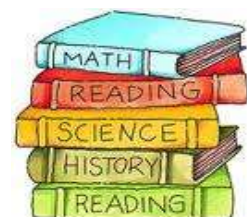
312 cid police interceptor engine, auto-trans, holly carb., A/C, radio, heater, clock, and gauges. Correct 1956 interior – black/white, tinted glass, window washer unit. Plus wire wheel covers, script firestone white wall tires, stainless steel rocker trim..The exhaust is stainless steel with chrome exhaust tips thru the bumper. A beautiful stainless and car color (sunset coral), continental tire package adds to the 50's style cruiser car appearance.

The car was invited to "Eyes on Design" at the Edsel Ford estate and placed with an award in the collectors circle on Father's day. This is a special car you don't see every day. Thank you for letting me share the car with the club in our newsletter...Smooth Cruisin'.

Back to School



Some interior shots of the Fairlane



# Rotunda Times



**The Rotunda Times**  
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Thank you so much to everyone you submitted an article. I was getting low on material and you guys stepped up and REALLY helped out. Keep the articles coming.

Editor, Beth Marschner

## **FMRCOA**

### **FORD AND MERCURY RESTORERS CLUB OF AMERICA**

P.O. Box 2938 • Dearborn, MI 48123

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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

You all should receive a post card notifying you of the review of the newly revised by-laws of the club, at the next general membership meeting on November 6<sup>th</sup>. We will be voting to approve the Boards recommended revisions to the by-laws. The by-laws were last adopted in 1998 so it was time for some updates and changes after 15 years. The by-law committee chairman, Tim Pusilo will be available for answering and clarifying your questions and concerns.

We have started this years' election process and several nominations have been made and accepted. I'd like to see at least two candidates nominated for every board position. We are still short of candidates for the 1 year director, treasurer, secretary and the president position. Please, it is time for some of you good qualified members to step up and accept the challenge of serving your club as a member of the Board. Nominations will be accepted through the November meeting and the ballots will then be made up and sent out.

We now have our current updated version of our membership roster available for pickup at our monthly meetings. My son Rob was gracious in driving out to the printer, in Ypsilanti, to pick up the rosters and deliver them to the October meeting. Thanks Rob. Make sure you pick up your copy from the Membership Secretary.

We note the recent passing of former member Tom Mehlhose. Tom didn't renew his dues for 2013 due to his illness. You could remember Tom for his bringing Bozo items into meetings to give to Art Cervi, the former Bozo personality. There is a memoriam to Tom elsewhere in this newsletter.

Til next time  
Bob Guetschow



Welcome New Members



### Roger Gill (Stephanie)

Eastham, MA 02642  
(508) 241-8962  
roard.6@yahoo.com

- 1954 Mercury 2dr. Hardtop



*In Memoriam*  
*Tom Mehlhose*  
3/16/39 - 9/23/13

We note the passing of former member Tom Mehlhose on September 23<sup>rd</sup> after a lengthy illness. Tom was born on March 16, 1939 and was 74 years old. Tom was a member from 2006 – 2012 but did not renew his dues for 2013 due to his illness. Tom is survived by son Scott, daughter Polly and four grandchildren.

# Rotunda Times



## CALENDAR OF EVENTS

October 2<sup>nd</sup> Club meeting

November 6<sup>th</sup> Club meeting

**We will be voting on the revised by-laws at this meeting**

**We will be accepting nominations for all open board positions**

December 4<sup>th</sup> 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](http://FMRCOA.org) or write to :

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

Dues are \$25 before and \$30 after December 31<sup>st</sup>. 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**  
**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!



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## SEPTEMBER 2013 FMRCOA MEETING MINTUES September 4, 2013



72 members at the September meeting

Bob started the meeting at 7:40pm. We welcome many members from the V-8 club and guest speaker Bob Kriepke. All joined us in doing the pledge.

Bob issue milestone badges to Joe Newland who celebrates 30 years with the club and Roger Hayman who celebrates 40 years with us.



Roger Hayman shows off his 40 year membership badge

Congratulations to you both.

Minutes were read and approved. No questions or corrections.

Stan read the monthly treasurers report for August. He also read the report for the swap meet as well. Both were approved with no objections.

Terry reports we have 294 members. She has already started getting renewals in too.

Jim Crawford reports that the website is up to date with the latest newsletter. As soon as the August newsletter is available, he will post that.

Roger has started receiving old club materials. He is always looking for more so reach out to Roger if you have something.

The club enjoyed the Hines park cruise and club picnic. Bob spoke to Don Nicolson and he is aware of the problems that occurred at this years' cruise. Trying to



Joe Newland receives his 30 year membership badge

coordinate a time where Don can come and talk to you about the cruise and maybe some changes for next year. Don also assures us that the Nankin Mills pavilion continues to be "the club spot" as long as the county allows him to have the annual cruise. It seems that the picnic went well. About 82 members and guests were in attendance.

The Constitution changes have been done. The committee is getting it ready for the final membership vote. A member suggested putting a copy online. This is yet to be determined. A notification will be mailed to the members as to when the actual vote will take place.

Our guest speaker, Bob Kriepke came to talk about the History of Ford Motor Company in "15 minutes". He mentioned that the Ford logo is the most recognized icon in the world, among other interesting factoids. Although his speech was a little longer than "15 minutes", the membership enjoyed the topic and had some great questions.

Thank you Rod Kurowski for coordinating Bob's visit and thank you Bob for taking the time to talk to our club.

New roster is in print and should be available at the October meeting.

Beth is extremely low on newsletter material this

month. She might have to reduce the size if more material doesn't come in. If you have something car related you would like to share, send it to Beth via email or mail.

Club is trying to coordinate something for September. If something comes up, we will send out an email .

Club talked a little car talk, Bill Coombe, Hank Dawson and Brian Kuta shared their show and tell items. The 50/50 raffle rounded out the night which ended at 9:15pm.



Guest Speaker, Bob Kriepke



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## Brian's Tip: Cam Timing Correction

Submitted by Brian Kuta

I've talked about this before, but since it's so near and dear to my mind and heart, I have to share this with my fellow club members, again. Back around 1972, to eliminate noise, the cam gear with nylon teeth was used. As most of us remember, those early 429's and 460's were around 360-370 HP, but in 1972 the engines were compromised in an effort to pass emissions. Those same 429's and 460's dropped down to around 202 to 225 HP, and performance and fuel economy suffered for owner's of vehicles with those engines. If your engine retains the nylon gear, and the engine has 20,000 or more miles on it, it's time to replace those gears to enjoy your vehicle much more.

Yes, there are ways to correct the 7\* to 8-1/2\* retardation of the cam via drilling and bushings, but since you can afford your cars, it's time to treat them to a new set of all steel timing gears. You do not want that nylon gear, you want both gears to be steel, and you will not ever hear any more engine noise, I know because I've done this to my own vehicles and to several others. When you buy the new gear set, be it Cloyes, Rollmaster or a brand you trust, you need to order for a 1968, 1969 or 1970 engine because it does not have that built in cam retard. Note that a person can feel a two degree cam advance, and you will not believe how much you can feel a seven to eight and one half degree cam advance. In my 1976, 460 CID, 225 HP Thunderbird, the performance increase was amazing, not to mention getting over four more miles per gallon and having a hellova lot more fun with the same car that fought in the heavyweight division.

When installing the steel gear, be sure to check for camshaft end play. This can be done by placing the camshaft retaining plate over the new gear and measuring the depth differential. This becomes pretty obvious when examining the relationship between gear and cam. A minimum of .004 end play must exist. If it is less, another gear must be obtained, or the gear must be machined. The camshaft retaining plate has two milled slots on both sides, and these lubrication slots do not extend across the plate. On the lower side of the plate (toward the crankshaft when assembled)

*Continued on page 9*

## FEATURED ADVERTISER

This month's featured advertiser is Federal Industrial Services. Federal Industrial is owned and operated by Steve Hadwin and has been in business since 1973. They specialize in sand blasting and powder coating. They also do metalizing, pipe freezing and chemical cleaning. If you have a need for any of these services, give them a call.



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Bill Bella is selling his 1951 Mercury  
(See ad on page 11)



## The Flight of the Phaeton

*submitted by*  
Bill Timoszyk

At the recent Greenfield Village "Old Car Show", there were a lot of interesting cars. A few good examples are shown here.

The 32 Ford Phaeton is one of approx. 2400 phaetons manufactured, this being one of 600 V-8 equipped Standard model's. The 32 Chevrolet Phaeton is one of 419 phaetons manufactured. The Chevrolet is one of 7 known to exist today, and has been in the same family since 1966.



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## Postcards from the Past

by  
Lou Ironside

This month is a little different than usual in this column, I am showing the backside of the card instead of the front. The front is a picture of an 1893 Benz "Velo" but the real interest is what is on the back. This card dates from the late 1960's, and comes from the long gone



1960's car maintenance reminder card

Jack Long Ford dealership in Rochester, MI. These cards were mailed out to customers reminding them to bring in their car for the services checked on the card. In those pre-computer days a clerk would go through the records back, type in the customers address in the blank space on

the right side of the card, check what seemed appropriate, and mail it out hoping the color photo of an antique car would get the receiver to turn it over and read the back. How do I know all of this you ask? Because, my job during my first two years of college was being that clerk! Now you get an electronically sent e-mail, your On-Star tells you, or the car flashes a message! One less job now for the struggling college student!!

and all of us in our group felt the swap meet was a little smaller. For the first time in many years I did not vend, but instead shopped in the swap meet. The spaces we usually obtained were empty, as were many others. I don't know how the vendors did, but I got some really great deals on Model A parts from vendors who didn't want to cart the parts home. In fact at one space the vendor gave me a package deal on everything Model A, and it took two of us four trips to the car to get it all.

The next swap meet was in Midland Michigan, and is actually an antique show which has a swap meet/car show attached as a "draw" to get more people in. The fall meet is definitely smaller, and the car swap was probably one-half the size of the spring meet. There were some really nice cars in the "for-sale" lot, and a lot of very nice cars on display. There was virtually nothing there I was interested in buying, so I spent nothing on car parts....but, my wife made up for my lack of spending in the antique market! Next month my annual report on Hershey.....please, NO RAIN!!



## The Roving Reporter:

Although the swap meet season is slowly winding down, there are still a few opportunities here in Michigan to spend some hard earned money on old car parts. The first meet I want to discuss is the NSRA swap meet and car show in Kalamazoo at the fairgrounds. Bluntly, this is an expensive meet to vend at or just to attend. A small 10' by 30' space is \$55., and that only admits one person. If you bring a wife or helper, it is an additional \$36. For a three day pass. If you just show up at the gate it is \$14. entry each day. This year, attendance was down on vehicles entered,

*Continued in next column*



## Brian's Tip: Cam Timing Correction

*Continued from page 6*

you can file the slot across the remaining portion of the plate to increase oil flow to the chain to help increase it's life. Before you install the steel gear, the camshaft thrust plate located directly behind the gear should be removed. With your micrometers, measure the thickness of the thrust plate and the depth of the relief in the gear into which the plate fits. The plate should be at least .003 thinner than the relief to allow end clearance with the camshaft. If you don't have micrometers, the plate can be laid in place in the gear and a straight edge can be used to assure some clearance is present. When the clearance is not sufficient, too much pressure is exerted and the camshaft snout could break off causing some serious engine damage (no factory bulletins have been issued on this problem). Corrections of new crank/cam timing gears, with no cam retardation, and correct thrust plate insurance will improve engine durability, performance and mileage.



## Brake Fluids

*Submitted by Rod Kurowski*

Brake fluid is the life blood of your vehicles braking system. However, the majority of us in the old car hobby do not consider changing brake fluid as part of any normal maintenance process. Just like engine oil, transmission fluid, brake fluids require changing periodically over time unless you are using a silicone based fluid. Most Dot 3 or higher brake fluids collect water or condensation over time. How many of us have gotten into our old car after it has sat all winter and found there is an issue with the brakes.

If your vehicle is equipped with the original steel brake lines, they have a small amount of copper used in the manufacturing process. This loss of copper over time becomes the measurement of the condition of your brake fluid. There are companies that make simple indicators or test strips that when dipped into your master cylinder

can indicate if your fluid is contaminated and should be changed. You compare the color on the test strip to a chart included in the package to determine if your fluid needs to be changed. One of the most popular is called "Brake Strip" which can be purchased at your local auto supply. However, if you have converted your brake lines to stainless steel, this simple test will not work. You need to develop a timeline or maintenance point to periodically change out your brake fluid.



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*Continued in next column*

## SEPTEMBER SHOW AND TELL



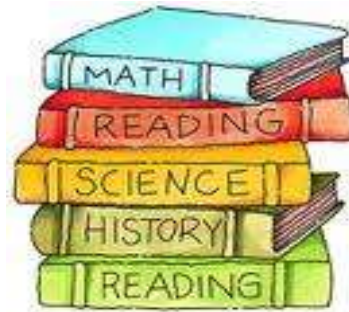
Brian Kuta shared this Road Runner club plaque.



Cole Grandy lost a Sony digital camera at the Hines Park cruise back in August. He is offering a reward so if anyone found it, please contact Cole at 810-735-1671.



Hank Dawson figured out what to do with his old license plates..... He made a "purse" out of it? Nice job Hank.



Bill Coombe took a break from his license plate collection and brought in these Ford V-8 print ads from different countries.



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- Exceptionally clean, mint condition, 1988 Ford Thunderbird Turbo Coupe. Black, original owner, non-smoker, 31K miles, A/C, power windows, power brakes, power locks, 5-speed manual O/D trans, graphic equalizer, AM/FM electronic stereo 2.3L EFI turbo Engine. \$8,000.00. 248-391-3934. Mrs. David Cheklich (Vivian).
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- 1965 Olds rocket V8 and auto transmission, complete. Run when pulled and filled with oil for storage. \$300. 419-583-7892. Hal Stambaugh.
- 1953/1954 Crestline. New in "box". NOS. RH "vent windows", Ford script original glass, all (2dr. cars) chrome hardware attached perfect. \$125. 810-231-3184. Hank Dawson.
- 1935 Ford salesman handbook. Pristine condition. \$400. 734-676-1560. George Patrick.
- 1951 Mercury Custom. This beautiful kiwi green car has '53 Desoto grill, frenched headlights, louvered hood, coker tires, Oldsmobile spinners, '54 Mercury taillights, '49 Mercury 3 piece window, C4 transmission, Lokar shifter, '53 Lincoln bumper, '49 Mercury dashboard, '57 Chevy steering wheel and Edmunds flathead V-8 engine head. Only 1,600 miles. Best offer. 734-771-4105. Bill Bella. (see a picture of the car elsewhere in this newsletter).
- Corvette illustrated buyers guide \$7. Corvette-Americas star spangled sports car. \$12. Going faster – Mastering the art of race driving. \$15. Glory Days – When horsepower and passion ruled Detroit. \$20. 810-227-0926. Bob Assenmacher.

*Continued in next column*

### WANTED

- Used oil (waste oil). Bring to the meetings. 586-756-4279 or 313-891-2640. John Miller.
- Looking for a company that rebuilds performance distributors in Michigan. I need to rebuild the distributor on my 1970 429 CJ. 810-845-6106 or scott\_dodge1@yahoo.com. Scott Dodge.
- Brake shoe grinder for fitting lining to the drums. 586-756-4279. John Miller.



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