



Feature Vehicle:

1960 Mercury

owned by the late
Brian Cleary

submitted by
Tim Cleary



Brian's 1960 Mercury

Brian Cleary was a local piano player in the Detroit area for forty years, playing weddings, jazz clubs and parties. He played for over thirty years at Charley's raw bar/Dylan's in Grosse Pointe. He never had a cell phone, GPS, home mortgage, car payment, kids or a boss. He never lived outside the City of Detroit.

He loved older cars and restored a 1974 Triumph, 1973 Oldsmobile

convertible, a 1959 Thunderbird, and his last project, a 1960 Mercury Park Lane.

These are the pictures taken at the Ford employee car show of that completed and very unusual Mercury. When is the last time you saw one?

1960 was the last year of the elevated Mercury concept which was to fill the spot between the Lincoln on top and the soon to be murdered Edsel Below. It shared very little with the Ford and the Parklane was the top of the line offering with the 430 Lincoln engine as standard equipment. The 430 was rated at 310 horsepower with 460 foot pounds of torque. The hood was hinged at the front as a safety feature and the car measured 219.2 in length.

There were 5,788 four door hard top (No Pillar) cruisers sold, making it the best selling version of the top of the line model. It weighed 4,421 pounds and sold for \$3,858. The average family income in 1960 was \$5,600 so this would take 69 percent of your yearly salary to buy. The only costlier car, the Lincoln still only

was available with the curious weight saving unibody design, so the Parklane with a full frame may have offered the smoothest ride available that year. This car was built in September of 1959 which made it one of the first of the big Mercs off the line at the Wayne, Michigan assembly line. This design came in at an amazing 81.5 width measurement. Some state regulators threatened that the Mercury was over their 80 inch width regulation, but Ford promised to never break this informal law again, and they never have.



Ford Show Telegraph

Continued on Page 6



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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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.

I also want to apologize for the late newsletter. Crashed computers and busy schedules got in the way this month.

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

The swap meet spaces are coming in and are a little behind last year's pace. No doubt a few of them are a little bit disrupted by our change of venue this year. I am not getting nervous at this point. I expect a little turn down from last year due to the change. Believe me you are all going to be impressed by the new facility. The swap meet committee has made a few trips to Chelsea due to the new field layout and signs, but we are on schedule and I expect we will be ready by show time.

Tim Pusilo is still looking for volunteers for the remaining open slots in his work roster. All workers will receive a tee shirt designated "staff". Please call Tim at 313-278-1325 if you haven't signed up yet.

The Novi Auction had a strong turnout of members for the club on April 27th and 28th. Our members help them push the cars on the auction block. We thank Wally Wigand for his efforts as chairman. I received the \$500.00 donation to the club from the auction house.

The club participated in the Varsity Ford charity car show on May 18th in Ann Arbor. The proceeds from the show go to CS Mott Children' Hospital. The show was very successful and about 12 of our members participated.

We also participated in the Dearborn Memorial Day Parade with the K of C hall on May 27th. About 8 members participated with only a limited amount of slots available. Our thanks to Al Orloff for heading up this event.

We note the passing of fellow member Joe Bugeia on May 13th. Joe was a member for 14 years. Mary Bugeia said that Joe would have wanted our \$50.00 donation to his favorite charity, in lieu of flowers, donated back to the club. See the full memorial to Joe elsewhere in this newsletter.

Til next time,
Bob Guetschow, President

Welcome New Members

John Allen

Grand Ledge, MI 48837
(517) 643-6652

- 1986 Ford F250 4X4 Pickup

Ken Crans (Doris)

Brighton, MI 48114
(734) 334-3007

quiggs45@yahoo.com

- 1948 Ford F1 Pickup
- 1949 Ford F1 Panel
- 1967 Ford F1 Pickup Short Box
- 1968 Ford F1 Pickup Short Box



Geno Pittiglia

Dearborn, MI 48124
(313) 724-0339

Linda Welther

East Pointe, MI 48021
(586) 457-7758
niftyfifty59@hotmail.com

Fred Bertini (Thereisa)

Dearborn, MI 48124
fbertini@marygrove.com



In Memoriam

Joe Bugeia

1933 - 2013

It is our solemn duty to announce the passing of fellow club member Joe Bugeia. Joe was 79 years old and was retired from Ford Motor Company after 39 years of service. Joe was a club member for 14 years. He is survived by wife Mary of 57 years. Joe had two sons, Joe and Andy and one daughter Laura. He also is survived by three grandsons.

Rotunda Times



CALENDAR OF EVENTS

June 5th

Club meeting & Mini Swap Meet

AND

Guest speaker Ron Kelm for AMSoil

July 10th Club Meeting

**Note this is one week later
than our regular meeting**

July 27th & July 28th

DEARBORN '13

August 3rd Club meeting

The FMRCOA Membership Advantage!!!!

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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
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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MAY 2013 FMRCOA MEETING MINTUES May 1, 2013



Members enjoy a meal before the meeting

Bob called the meeting to order at 7:40pm and the pledge was recited.

Bob welcomed new member Steve Roberts and welcomed guests Ken Crans, Geno Pittiglia and Linda Welther.

Bob awarded milestone name tags to Richard Atkinson and Bob Haas for 25 years; John Price for 30 years; Cole Grandy, Clay Grandy, Grant Beard and Harry McAuliffe for 35 years and Roy Stull and Bob Guetschow himself celebrate 45 years with the club. Congratulations to all of you.

The April minutes were ready by Tim Pusilo in Beth's absence and approved by the membership.

Treasurer's report read by Stan Miller and approved by the membership.

Terry reports we currently have 284 members.

Jim Crawford reports that the website is up an doing fine.



Saturday's "Motley Crew"
for Novi Auction on April 27th

Wally reported on the Novi car auction. Bob also reports that he was able to get the auction to donate \$500 for the club's help during the event.

Roger Hodyka, club historian asks if any of our older members have any historical materials to submit to Roger.

Bob Assenmacher reported on the Edsel Ford Estate tour on April 6th.

Ron Kelm from AMSoil was scheduled to speak but had to reschedule for our June 5th meeting.

Skip Anderson spoke to the group about the Varsity Ford car show on May 18th. This is a scheduled event for the club.

Al Orloff reported on our event on May 27th with the K of C and the Memorial day parade in Dearborn.

Bob reminded members that the July meeting will be held on July 10th due to the 4th of July holiday.

Bob reported the swap spaces are trickling in and Roger has the new field layout in process at Chelsea.

Bob says they are meeting with manager Greg Jones to go over some things and he will give us keys to the gates and buildings at the fairgrounds.

Committee heads will meet at the fairgrounds on a Saturday in June to go over the grounds together and familiarize themselves with the facility.



Continued on Page 6



Some members brought their classics to the meeting



1960 Mercury

Continued from page 1

The interiors of the 57-60 Mercury's have to be seen to be believed. I have great difficulty reaching the radio from the drivers seat, and the clock is between the massive glove box door and the passenger door. You really cannot see it from the drivers seat. I cannot imagine this dash design getting green lighted by some design team, but that is the glory of the anything goes late fifties. Another weird feature is the windshield. It is the wrap around design which was sold as a visibility aid, and almost hits your knees when you get in. Also, it offered the exclusive vista view windshield with an additional 7 inches into the roof which aided in seeing traffic signals according to period ads. This was only used in 1959 and 60 and is probably the largest windshield ever produced for an automobile. If this one gets damaged, you will hear a wailing across this great land as I have no idea where I would ever find another.

Brian found this car on E-bay in 2007. He came in



second in the bidding, but the high bidder never paid for the car so the owners in Minnesota relisted it. Brian actually paid less than his first high bid on the second go round. Despite its low mileage(69,000) the car had some rust in the rocker panels and the rear quarter panels from its life in

International Falls Minnesota. The original owner was Robert C. Swenson, a large Swedish man (The drivers seat was squashed Detective Columbo noted) who bought it new and kept it until his death in 1974 after which it was stored until 2007.

Brian paid just over \$1,500 dollars for the Merc and had it shipped to his house in Detroit. I found him a set of NOS quarter panels in Ohio and picked them up for him on a trip to Detroit from North Carolina. He had those installed and found the original seat material at Original Auto Interiors in Columbus, Michigan.

After having the metal work done Brian had the seats redone at Orchard auto restoration for \$1,500 labor charges. Orchard also re did the vinyl covered safety dash for an additional \$500.00. Duncan speedometer repaired the speedometer for \$88.00.

Continued on Page 7

Meeting Minutes

Continued from page 5

Tim discussed the needs for the work roster. Sign up folks.

The proposed bus trip to Auburn was discussed.

Bob reminded the members about the mini swap meet at the next meeting in June.

Bill Coombe brought in some more international license plates for show and tell.

Bob conducted the car talk segment which was very well participated in by the members.

50/50 raffle rounded out the meeting and adjourned the meeting at 9:40pm.



FEATURED ADVERTISER

This month our featured advertiser is Brass Works. Brass Works is currently owned and operated by Lee Chamberlain and the business has been in operation for 35 years. Brass works restores and manufactures radiators for Ford products from 1906 – 1959. Lee tells me they have plans to also incorporate 1960's and 1970's Ford products in the near future. They also fabricate gas tanks and do sheet metal fabrication and die stamping in their 10,000 sq. ft. facility. Give Lee a call with your needs.

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1960 Mercury

Continued from page 6

Brian hunted rare parts for a couple years while he drove the car in primer. Finally he had the car taken apart and repainted the factory available silver. Brian said the most common question he got when he drove it was "what kind of car is that"? Most people do not remember when these beasts roamed the country and had no good guess what brand it was.

Brian died unexpectedly November 23 2012 and left the car to me, his little brother. His girlfriend said he bought it because he knew I loved the Mercury brand and we would always have something to talk about on the phone.

I drove it from Detroit to Charlotte, North Carolina after it had been sitting for six months. It made it without a problem and attained 16.5 miles per gallon with the 2V carb and 2:71 rear axle. The 2V was mandated by Ford as the sales in 58-59 were starting to favor smaller Ramblers, Beetles and other gas saving cars. In 1961, Mercury would shed 600 pounds and become a Ford with a different grille. Some would call this the last true Mercury as it stood



alone from others in the Ford Motor Company in design, style, weight and engine offerings. One of my favorite things about it is the fact that the gas gauge still works, though you have to tap the glass in front of the needle to make it go.

Now Brian and the Mercury brand are gone from the

world and I am sure we are not better off. Both of them presented us with a little something different to spice up this increasingly bland automotive and musical world.





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Postcards from the Past

by
Lou Ironside

This month we have a postcard from a foreign country...OK, it is only Canada, but it is a foreign country; and what we see in the card is unusual. The



Mississaga Street, Orillia, Ontario

scene is Mississaga Street looking east in Orillia, Ontario, Canada. But, if you look carefully, the vehicle making the left turn in front of us is a 1949 or 1950 Mercury Meteor deluxe 2-door sedan. These exclusive to Canada vehicles only amounted to a little over 49,000 vehicles in the two above mentioned years. This meteor has wide white-wall tires, and since the postcard was mailed in 1951, was a fairly new car when the photo was taken. A look in the EFV8 roster shows that very few of these cars exist when compared to the similar bodied 1949/50 Fords. It shows you never know what you will find on a postcard.




The Roving Reporter:

Two local swap meets to report on this month, and both were very worthwhile from my perspective. First, the AACA swap meet at the fairgrounds in Fowlerville, Mi the first weekend in May. Although never a large meet, there are always lots of old car parts available for purchase. As always I found a few Model A parts, and even a 1932 Ford part or two in the vendor spaces. Although a two day meet, Saturday is the better day as on Sunday many of the vendors show up with the same merchandise at the Bearing Burners swap which is the next day. I have attended and sold occasionally at this meet, and consider it a "must attend" meet.

The next day (Sunday) was the annual Bearing Burners car show and swap meet. This meet used to be held at the Freedom Hill facility on 16 mile rd. in Sterling Heights. But, a couple years ago they managed to get permission to use the G.M Tech Center facility on the Van Dyke side. Every year this meet gets bigger, and this year was no exception. Although the older parts were harder to find (and many of those I saw the day before at Fowlerville) there were record amounts of vendors, swap spaces, and cars in the show. Although I didn't spend a lot, I did find a couple nice items that followed me home. I don't know what their secret is, but they sure can pack in the spectators and vendors....everyone pass out those flyers and talk up the meet, and let's hope we can do the same at our FMRC this summer!





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FOMOCO Pace Cars

by
Mark Sapienz

We recently ran the Daytona 500. Thirteen Ford and three Mercury cars have ended up winning the great American race. While in its history, only two Ford products have paced the field. In 1970, the Ford Torino GT convertible and in 2010, the Ford Mustang GT driven by Richard Petty. As for the greatest spectacle in racing – The Indianapolis 500, Ford engines have powered the winning car six times – '65, '66, '67, '69, '70 & '71. However, FOMOCO paced the race twelve times:

- 1932 Lincoln Model KB, driven by Edsel Ford



- 1935 Ford Model 48, driven by Harry Mack
- 1946 Lincoln Continental, driven by Edsel Ford II



- 1950 Mercury convertible, driven by Benson Ford
- 1953 Ford Crestline Sunliner, driven by William Clay Ford, Sr.
- 1957 Mercury Turnpike Cruiser convertible, driven by F.C. Reith
- 1961 Ford Thunderbird convertible, driven by Sam Hanks
- 1964 Ford Mustang convertible driven by Benson Ford
- 1966 Mercury Comet Cyclone GT convertible, driven by Benson Ford



- 1968 Ford Torino GT convertible, driven by William Clay Ford, Sr.



- 1979 Ford Mustang, driven by Jackie Stewart
- 1994 Ford Mustang Cobra convertible, driven by Parnelli Jones





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Pictures taken at Mid Michigan Motorplex this 2013 Memorial Day W/E. Mike (my kid with the blue Maverick) ran a 9.998 to my 10.081 in a side by side. His wife, Stacy, shot the flics.

Submitted by Brian Kuta



Saturday, May 18th was a perfect day for the Varsity Ford car show. It's free and all the money collected goes to C.F. Motts Children Hospital. This is the one time for our "Club" to show it's appreciation for Lou Stanford and the Varsity Ford Team. With the usual 50/50, food, DJ, great weather and prizes, this is a wonderful event for a good cause. I didn't win anything but had a great time and saw some new cars in the process.

Now I know many of you may not be in the market for a new car, but it would have been great to have made the show with your club car ... Less than 10 members ... Very disappointed Let's see if we can improve the next time.

Submitted by Mark Koehler



More photos at fmrcoa.org



Once again the Ford Mercury Restorers Club joined with the Dearborn Knights of Columbus and participated in the Dearborn Memorial Day parade. This year we had 8 members and guests that volunteered and drove their beautiful vehicles in front of a very large audience. The weather and temperature were perfect. At the completion of the parade an excellent luncheon was provided by the K of C. We look forward to continuing this relationship in the future.

Submitted by Al Orloff

Brian's Tip: Beating The Drums Cont. *Continued from April issue of Rotunda Times*

Besides rebuilding the wheel cylinders, the master cylinder should come under scrutiny for replacement too, as they can become ineffective. While I am thinking of it, Dorman is a good brand name that has a very large stock of just about everything you need for your specialty car. A suggestion came to me recently that is worth mentioning, and the suggestion is to lubricate the self adjusters to avoid the metal seizing up over time. Personally, I have never had this happen, not even in driving Michigan salt all my life with many cars equipped with drum brakes. The choice is yours, as it is with most things, but I have never lubricated myself adjusters in all the years I have owned drum brakes, which included 2013. Remember to crimp your brake springs, as they have been known to pop off. Lastly, if you are really doing it correctly, then you will probably be replacing the drum brake front spindle seals and rear axle seals. You must buy a seal driver in order to get this job done correctly. If you don't, and just insist on 'pounding' the new seal on with some homemade device, the impact can pop the spring seal, and without that spring seal the lip will lose contact with the axle and you will have leaks and brake shoe contamination. The last time I looked, a couple years ago, Harbor Freight had bushing and seal driver kits that are quite inexpensive and certainly do make that job go easier.



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- 1988 Lincoln Mark VII LSC over 100k. Minor surface rust. Everything works. Cold A/C. Air Bags recently replaced. Runs excellent. \$2500 or best. Bill Sulak. 313-565-2591.
- 2002 Lincoln Continental, 82K on the clock. Great running car. Fully loaded with all available options. Last year for the Continental. Tan with full leather interior. Club price only \$7,500. FMRC member bonus - purchaser will receive a one year paid membership to FMRC and FULL tank of fuel upon delivery. Must be current member to receive member bonus. Call to schedule a test drive. Jerry Ostalecki at 248 344 4063.
- 1968 Ford Mustang convertible. Black loop carpeting, front and rear, jute backed, (new), in old box. \$45. 1966 Ford Mustang convertible ¼ panel R&L, black (new), NPD#QT-58-A, \$15.00. 1957 Ford retractable hardtop shop manual, operation and trouble shooting. \$20.00. 1966 Ford Mustang, convertible, black, padded (moonskin), sun visors, used, nice NPD#56-A \$10.00. Grant Beard. 248-305-8031.
- 1952 Ford glass blue lynx taillights. \$30. Rod Kurowski. 517-467-2404.
- 1955 air cleaner – driver quality – pair of 312 exhaust manifold VGC. 1955 Ford radio for restore. Hank Dawson. 810-231-3184.
- 1951 Ford radio. Bill Timoszyk. 734-421-2076.
- 9" Ford 3:25 center section. \$100. Brian Kuta. 734-753-3788.
- 1967 289 A/C Lindenwood system – compressor, mtg. brackets, condenser, hoses. Don't know if it works. \$25.00 Jon Baker. 248-561-4070.
- Project and parts trucks and Broncos. '69-'81. Also, 1979 Bronco and pickups. David Brockette. 586-615-4403.
- Semi truck sleeper. \$1,200. o.b.o. Tom Von Meyer. 586-776-6116.
- 1940 Ford rear end drum to drum. Don Steinhagen. 313-561-1251.
- '49-'53 8BA blocks 500 each. Jasper built 302 with mild cam and rollers. New MSD dist and coil with G50 holley. Never driven. ready to install. \$2,500. Pair of 1962 Ford NOS tail light lens for galaxie C2AB-13A-49 7B. \$40. Ford brake shoes 1962-67. Fits Mustang 1965-70. \$25. Building a police car?? I have bubble red light, 2 way radio and whip antenna 6 volt \$300. Hal Stambaugh. 419-583-7892.

WANTED

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- Looking for '69-'70 Boss project. Ehren Golicz. 313-231-9292.

- Rodders Journal #1 through #8. Rod & Custom little books and Hop Up magazines. Cole Grandy. 810-735-1671.
- 1989 Thunderbird super coupe. Nice driver. \$2,500 o.b.o. Frank Fenech. 734-765-2082.
- 1971-72 Chevy G10 chase or GMC. Cole Grandy. 810-735-1671.
- 1941 Ford business coupe front seat. '42-'48. Cole Grandy. 810-735-1671.





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