



The Rotunda Times



Volume 9 No. 8

The Official monthly Publication of the Ford & Mercury Restorer's Club of America

August 2019



AUGUST FEATURE CAR NUTS VS SPORTS NUTS



There are a number of afflictions, that can affect the male species.

Two of the most common are the overactive attention to old cars and sports. Many of the people in our car club could very likely be classified as car nuts.

I also have many friends who are among the group of US males who love and obsess over sports. I have noticed that there is not a lot of overlap in these two groups.

I am obsessed with both and so I notice when there is a gap of interest in one of the areas of interest and discussion. I have noticed that most of my "car buddies" do not like or follow sports. Maybe that is old Mother Nature kicking in to prevent time waste overload on her beloved male species, or maybe there is just so much free time available that, can be frittered away, on crazy fun stuff like this.

First, let's talk about **CAR NUTS**.

Web MD lists these as some symptoms.

- You have one or more antique vehicle. Add two points for each inoperable vehicle.
- You subscribe to car hobby magazines.
- You attend at least three car shows a year.
- You exhibit in car shows.
- You have repaired your car on the side of the road.
- You own a set of ramps and floor jacks.
- When a huge fire or volcano is shown on TV you think of the loss of cars.
- You have car buddies. Cars is the only reason you know them and talk to them.
- You go to the junk yard at least once a month.
- You go to the junk yard even though you don't need anything-just to look around!

- You get antsy if you go somewhere where there is no car stuff and no car people. After three days, you are completely nuts. (I went to a junk yard twice while we were at The Outer Banks)
- You turn off movies when flipping channels if they are set in a time without cars.
- You turn off movies if they have too much inside action and no scenes outdoors with cars.
- You will watch terrible movies if they have good car scenes.
- You look at Craigs list every day for your favorite cars even though you have no intention of buying one, and in fact you are on strict orders not to buy one.
- When you go to the beach, or the Grand Canyon, or Hoover dam, you find yourself looking at cars instead of the site.
- Your wife knows more about your favorite car than the editor of a car magazine, just from osmosis.
- You remember the dates of weddings and births by the car you took there or saw there.
- You remember old television shows most by the automobile company that sponsored the show.
- You can remember all your old cars, but not all of your girlfriends.
- You sometimes sit at Home Depot just to watch the cars and trucks being loaded.

SPORTS NUTS

- You have a favorite college and pro team.
- You have a favorite pro team.
- Everyone you know is aware of this,

- You have traveled to distant location to watch your team play.
- You talk to some people only because you share team affiliations.
- You can relate what your teams players are currently doing in retirement.
- If you are under forty, you are on one or more fantasy teams.
- You watch games that do not even involve your team
- You watch sports TV and listen to sports radio.
- You are relieved to hear a sports argument that does not involve your team so you can just enjoy it.
- You bet on your team to heighten the excitement.
- You bet against your team so you can diminish the anguish of a loss.
- Your team affiliation is complicated.
- You have trouble watching your team with non serious fans of your team.
- You don't appear in public after a big screw up by your team in a big game.
- When your team is eliminated from contention, you still watch, but part of you dies.
- You wonder about people who don't have a team.
- You envy people who don't have a team,
- Your car has a sticker or license plate for your team.
- You are sure a back up player on the team could save the team.
- You call fans of your team during big events to analyze the action and find out where the coach lives in case the ultimate atomic option is called for.

There are other afflictions men may have that are as bad or worse, but these two together or separately can really eat up some valuable time, money and sanity.

The Rotunda Times



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

NEWSLETTER STAFF

Newsletter Editor

Tim Pusilo 313.278.1325
dean35aw@gmail.com

Newsletter Advertisements Editor

Bob Guetschow 248.328.9113
guetschowr@yahoo.com
16291 Worden Rd., Holly, MI 48442

Membership Classified Ads Editor

Jerry Worful 313.271.2017
kercrest@comcast.net

Staff Contributors

Louis Ironside 810.798.8803
louisironside@aol.com
(The Roving Reporter)

Brian Kuta 734.753.3788
mbhouse@charter.net

Membership Secretary

Barb Jockwig 248.459.9019
fmrco2018memsec@gmail.com

Club Historian

Mark Sapienz 734.676.5379
masrtr43@hotmail.com

Web Master

William Hill 734.771.0845
william.r.hill@gmail.com

ATTENTION ALL MEMBERS

When you hear of a member/spouse's death, please get all the information such as the funeral home and address, viewing times and dates, and the service time and date.

Then contact one of the following people:

Jim Crawford
734.259.8079 or jcrawfo1@wowway.com

Bob Guetschow
248.328.9113 or guetschowr@yahoo.com

These folks will ensure that the membership at large knows of the death.



FMRCOA **FORD AND MERCURY RESTORERS** **CLUB of AMERICA**

P.O. Box 2938 • Dearborn, MI 48123

2019 OFFICERS

President Jim Crawford 734.259.8079
jcrawfo1@wowway.com

Vice President Stan Miller 734.464.3978
stan3379@sbcglobal.net

Secretary Gerald "Magoo" Murphy 734.323.8378
Hellsentmebackagain@outlook.com

Treasurer Dale Levasseur 248.807.2821
fmrco2018treasurer@yahoo.com

Director Rob Martoia 734.837.1891
martoia@yahoo.com

Director Bill Timoszyk 734.421.2076
williamtimos@att.net

Director Jerry Worful 313.271.2017
kercrest@comcast.net

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.

IN THIS ISSUE

Presidents Message	3
Henry Ford Biography	4
Meeting Minutes	6
Kentucky Truck Plant	6
The Roving Reporter	7
Brian's Tips	8
Detroit's First Car	8
Ford F-Series Article	9
Classifieds	10



2019 AUGUST PRESIDENTS REPORT

Hello Members,

I hope everyone is enjoying the great cruising weather that we been having. You can go an event to every night of the week and weekends. As long as you have your Crusi'News handy.

Our club has moved our meeting location due to the high cost. We will be meeting on the first Wednesday of each month at the Livonia Civic Senior Center at 15218 Farmington Rd. Livonia, MI. 48150. This is a great location that several car clubs and other clubs have their meetings. So let's see how many members car we can get to show up to our new meeting location.



By the time you receive this we will have had our Hines Drive Annual picnic with MHRA at Nankin Mills. This should have been a great event.

September will be a busy month for our club. The board will select a Nomination and Election committee consisting of 5 members and they will select a chairperson. The Nomination and Election Committee will work independently of the board.

October the chairperson will open the floor for nominations for the positions of Vice President, Treasurer, and Director. The present board members do have the right to run for another term in their position. For those wanting to run for a position all they will need is tp be nominated. The committee will then follow the procedures listed in our bylaws

Article VIII, Section 2 and Section 3.

Swap meet T-Shirts \$5.00, Original hats \$12.00, New 50th year hats \$15.00 and Vintage V8 shirts \$10.00 ea. The new 50th year logo 20 can Koozie Coolers are \$15.00 each for our members. We also have our new club jackets with the 50th year logo on them. They will average around \$107.00 to \$125.00 depending on what you want on the jacket and size.

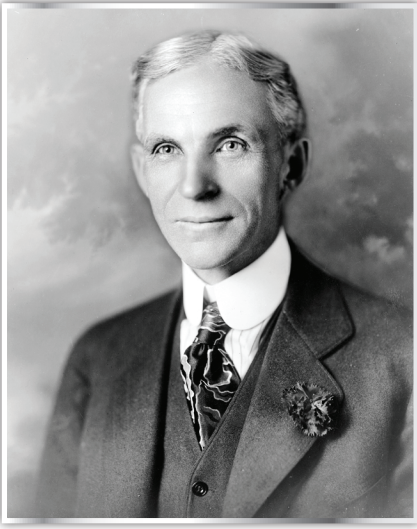
If there is interest, we will plan a Color Tour for October for our members.

I am sorry to report that our longtime sponsor Varsity Ford has decided not to support our club in the future. We will be looking for new sponsors for our 51st year.

Members this is a perfect time for everyone to check out their favorite business and ask about sponsoring our event. They can contact any board member or myself for information. Show them our website Facebook page or a Rotunda Times Newsletter.

That's it for now members
***YOUR PRESIDENT,
JIM CRAWFORD***

HENRY FORD BIOGRAPHY



Henry Ford, founder of Ford Motor Company, was born in Springwells Township, Wayne County, Michigan, on July 30, 1863, to Mary (Litogot) and William Ford. He was the eldest of six children in a family of four boys and two girls. His father was a native of County Cork, Ireland, who came to America in 1847 and settled on a farm in Wayne County.

Young Henry Ford showed an early interest in mechanics. By the time he was 12, he was spending most of his spare time in a small machine shop he had equipped himself. There, at 15, he constructed his first steam engine.

Later, he became a machinist's apprentice in Detroit in the shops of James F. Flower and Brothers, and in the plant of the Detroit Dry Dock Company. After completing his apprenticeship in 1882, he spent a year setting up and repairing Westinghouse steam engines in southern Michigan. In July 1891, he was employed as an engineer at the Edison Illuminating Company of Detroit. He became chief engineer on November 6, 1893. Thomas Edison would become a lifelong mentor and friend to Henry Ford.

On April 11, 1888, Henry married Clara Jane Bryant of Greenfield, Michigan, the daughter of Martha (Bench) and Melvin Bryant, a Wayne County farmer. Clara lived to the age of 84 and died on September 29, 1950. They had one child, son Edsel Bryant Ford was born on November 6, 1893.

Henry Ford's career as a builder of automobiles dated from the winter of 1893 when his interest in internal combustion engines led him to construct a small one-cylinder gasoline model. The first Ford engine sputtered its way to life on a wooden table in the kitchen of the Ford home at 58 Bagley Avenue in Detroit. A later version of that engine powered his first automobile, which was essentially a frame fitted with four bicycle wheels. This first Ford car, the Quadricycle, was completed in June 1896.

On August 19, 1899, he resigned from the Edison Illuminating Company and, with others, organized the Detroit Automobile Company, which went into bankruptcy about 18 months later. Meanwhile, Henry Ford designed and built several racing cars. In one of them, called Sweepstakes, he defeated Alexander Winton on a track in Grosse Pointe, Michigan on October 10, 1901. One month later, Henry Ford founded his second automobile venture, the Henry Ford Company. He would leave that enterprise, which would become the Cadillac Motor Car Company, in early 1902. In another of his racing cars, the 999, he established a world record for the mile, covering the distance in 39.4 seconds on January 12, 1904 on the winter ice of Lake St. Clair.

On June 16, 1903, Henry and 12 others invested \$28,000 and created Ford Motor Company. The first car built by the Company was sold July 15, 1903. Henry owned 25.5% of the stock in the new organization. He became president and controlling owner in 1906. In 1919, Henry, Clara, and Edsel Ford acquired the interest of all minority stockholders for \$105,820,894 and became the sole owners of the Company. Edsel, who succeeded his father as president in 1919, occupied that position until his death in 1943, when Henry Ford returned to the post.

In September, 1945, when he resigned the presidency for a second time, Henry Ford recommended that his grandson, Henry Ford II, be elected to the position. The board of directors followed his recommendation.

In 1946, Henry Ford was lauded at the Automotive Golden Jubilee for his contributions to the automotive industry. In July of that same year, 50,000 people cheered for him in Dearborn at a giant 83rd birthday party. Later that year, the American Petroleum Institute awarded him its first Gold Medal annual award for outstanding contributions to the welfare of humanity. The United States government honored him in 1965 by featuring his likeness with a Model T on a postage stamp as part of their Prominent Americans series. In 1999, Fortune magazine named Henry Ford the Businessman of the Century.

In collaboration with Samuel Crowther, he wrote *My Life and Work* (1922), *Today and Tomorrow* (1926), and *Moving Forward* (1930), which described the development of Ford Motor Company and outlined his industrial and social theories. He also published *Edison, As I Know Him* (1930), with the same collaborator. Doctor of Engineering degrees were conferred on him by the University of Michigan and Michigan State College (now Michigan State University), and he received an honorary Doctor of Law degree from Colgate University.

Henry Ford died at his residence, Fair Lane Estate in Dearborn, at 11:40pm on Monday, April 7, 1947, following a cerebral hemorrhage. He was 83 years old. At his bedside were Clara Ford and members of their household staff. At the time of his death, flooding on the Rouge River, which flows through the grounds of Fair Lane, had cut off electrical power. Old-fashioned kerosene lamps and candles were the only sources of light in the house, creating a scene similar to his birth in the same county many years before.

Funeral services were held at St. Paul's Episcopal Cathedral in Detroit, Michigan, and Henry Ford was laid to rest in the family cemetery at St. Martha's Episcopal Church, in Detroit.

#1 in the Nation FIND OUT WHY!*

Varsity
LINCOLN

248-305-5300
Novi/Wixom
VarsityLincoln.com

Save Thousands!



All-new 2020 Lincoln Aviator coming soon!

*Based on 2018 Total New Vehicle & Certified Pre-Owned Sales and Service Customer Satisfaction per Lincoln Sales Report.



Servicing All Makes & Models at Either Varsity Location! 800-837-5682

Rotunda Times Special

Use this coupon to receive
\$400.00 more
on your trade!**

**See Varsity Ford or Varsity Lincoln for complete details. Exclusions may apply. One time use only. Offer ends 12/31/19.



Kathy Harper
Sales & Leasing Consultant
734-332-1777
kathyharper@varsityford.com

800-954-0312
Ann Arbor
VarsityFord.com

Over 2,000
vehicles available!

Varsity
FORD

OPEN SATURDAYS!

New 2019 Ford F-150



The Ford and Mercury Restorers Club of America, Inc. newsletter, "The Rotunda Times", its contents, Club logo, articles, and artwork are the property of the Ford and Mercury Restorers Club of America. No changes, additions, deletions or reproductions are permissible without the written approval of the Ford and Mercury Restorers Club of America, Inc and its duly authorized representatives.

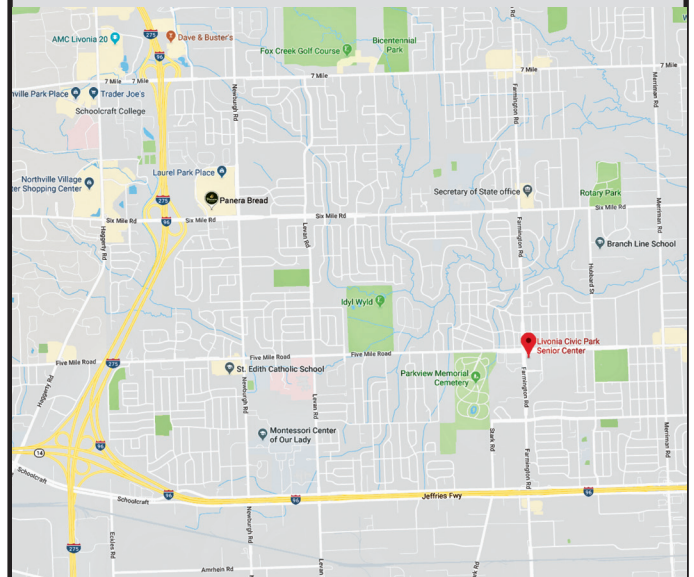


**NEW FMRCOA
MONTHLY CLUB
MEETING LOCATION**

Our monthly club meetings are held at
LIVONIA SENIOR CENTER
15219 Farmington Road • Livonia, MI
Between I-96 Service Drive & 5 Mile Road

Meetings are on the first Wednesday of each month and begins at 6:30pm with a snack.

DO BRING A FRIEND!



YOUR CAR!

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:

TIM PUSILO

313.278.1325 • dean35aw@gmail.com

AUGUST 2019
FMRCOA MEETING MINUTES
AUGUST 7, 2019

- Welcome to our first meeting at our new location at the Livonia Senior Center.
- 58 members in attendance.
- After the Pledge, Pres. Jim called the meeting to order.
- Jim gave out 50yr pins. Congrats to Leo and Bill.
- Open discussion on the new meeting location.
- Report on the Swap Meet. Not all bills and funds have come in so the report is still pending.
- Car Show sponsorship was discussed.
- Need ideas for more Vendors and Sponsors for the 2020 Swap Meet and Car Show.
- Details for the Hines Park cruise and Picnic were discussed.
- The Board gave their reports.
- Car talk, open discussion.
- Adjournment.



DID YOU KNOW?

Ford purchased electronics manufacturer **Philco** in 1961. Initially named **Philco-Ford**, the division was later renamed **Ford Aerospace and Communications Corporation**.

TBT: KENTUCKY TRUCK PLANT 50TH ANNIVERSARY



Kentucky Truck Plant opened on Aug. 4, 1969. Ford's largest production plant in the world is celebrating its 50th anniversary. Kentucky Truck Plant opened on Aug. 4, 1969 and has produced more than 10,000,000 vehicles to date. Check out some interesting facts from the plant's history:

- Ford's Kentucky Truck Plant opened its doors in Louisville, Kentucky and the first truck – a green and yellow W series truck – rolled off the production line on August 4, 1969.
- Kentucky Truck Plant is more than 6 million square feet in size, enough to accommodate more than 100 simultaneous football games. The plant was just 2.6 million square feet when it opened.
- The majority of the plant's initial 3,600 employees in 1969 transferred from Louisville Assembly Plant. Kentucky Truck Plant employs 8,800 people today.
- When Kentucky Truck Plant opened, it produced 25 vehicles per hour. Today, a vehicle rolls off the line every 39 seconds, made possible by advanced manufacturing technologies.
- Production at Kentucky Truck Plant has included 14 different vehicles ranging from trucks to SUVs, school buses and tanks. Heavy duty and extra heavy-duty trucks were the first products ever to roll off the line at the plant.
- In 1999, Kentucky Truck Plant expanded production to build Ford SUVs when it launched the Ford Excursion and still produces some of Ford's most popular SUVs today.
- By 1979, only 10 years after the plant opened, it had produced one million vehicles. The 1 millionth vehicle, an LNT 9000, was driven by former Ford president Phillip Caldwell from the end of the assembly line through a papier-mâché cake top.
- When it opened, Kentucky Truck Plant featured North America's largest Electocoating tank for paint primer dipping application. The process, developed by Ford engineers in the 1950s, involves a truck being suspended from a conveyor before being submerged in a tank filled with paint particles that had been suspended in de-ionized water. The 85,000-gallon coating tank was the largest in North America.
- The plant also had the first functional drive track for end-of-line quality assurance among truck manufacturers. The nearly 1.5-mile track was located at end of the final assembly line and allowed for a 25-minute check of all basic components of the newly completed vehicles.

ROVING REPORTER

by Lou Ironside

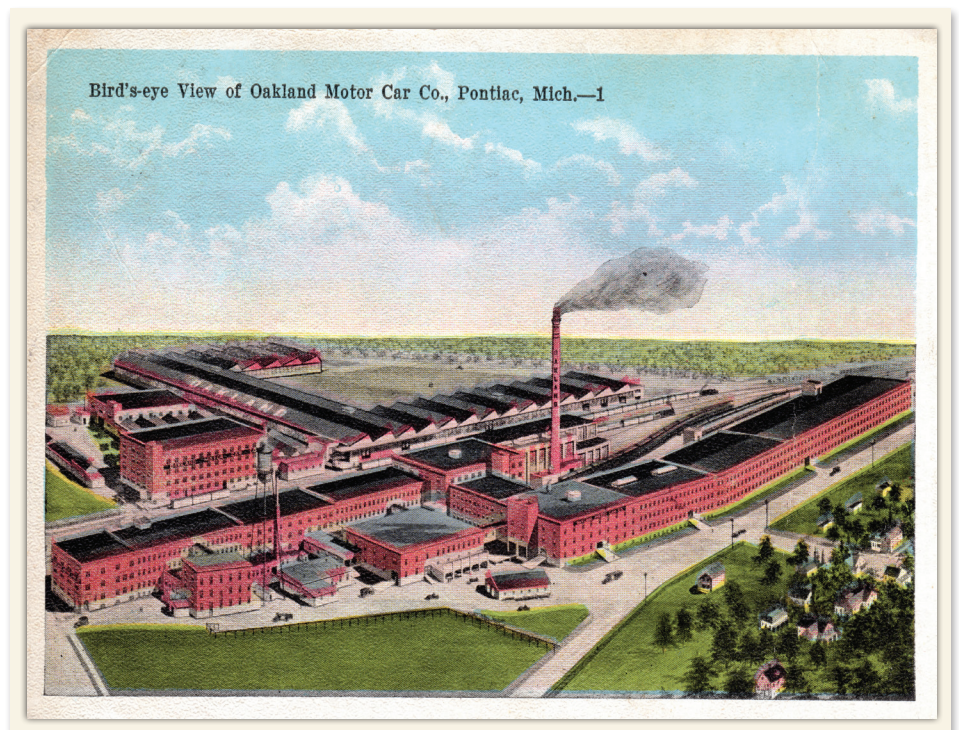
Three swap meets since my last report, and at all of them some nice parts followed me home. First the FMRC annual meet. The several inches of rain the morning of the meet certainly didn't help at all. The vendors had a nice assortment of parts, and the crew that did the layout are to be congratulated....it was very nicely done. I am sure the meet has been discussed in the meeting, and in other articles in this newsletter. Let me just say I had a good shopping experience, hope others did too. The 2nd swap meet was in downtown Utica, and I was quite surprised at the growth since last year. There were at least four times as many vendors this year, and like any swap meet there

were some real bargains, and some prices you wonder how the vender arrived at that number ! The third swap meet was at the Kirkwood Church in conjunction with the Back to the Bricks event in Flint. The church is in the 5th year of the small swap meet, but every year I find some really great parts at a more than fair price. There are only about 30 vendors, but I have never gone home empty handed. Next month a report on the NSRA swap in Kalamazoo. Also if you were not aware, the Bearing Burners swap meet has been rescheduled for September 29th. Let's hope for dry weather for both meets.

POSTCARDS FROM THE PAST

by Lou Ironside

This month a post card that was mailed almost 100 year ago. A grandmother sent this card of the Oakland Motor Car Co. factory from Pontiac to her granddaughter in Smiths Creek, MI. on July 15, 1922. She mentioned that they were staying with Fred and his wife, and this is where Fred works. As most of you know, Oakland was part of General Motors, and later discontinued in the late 1920's in favor of the Pontiac vehicle which continued using these facilities for a long time. They have since been torn down: I once spent several months working in this facility in 1984 while on loan from Chevrolet. It was the oldest, dirtiest place I ever worked....best thing that happened to it was being torn down!



BRIAN'S TIP

Distributor Gears



Any time you change a cam you need to change the distributor gear to a new gear, so the distributor gear and cam gear break in and mesh together correctly. The installed height of the distributor gear is crucial to make it all work correctly. You should not just punch out the roll pin that holds the distributor gear in place on the distributor shaft, remove the old gear, install a new distributor gear and reinstall the roll pin, because you are taking a big chance on it not lasting for the years you hope for. There is a correct installed height, and you can not trust that the hole in the new distributor gear will line up on the shaft in spec. Failure, or premature failure, of the distributor gear can trash the distributor gear, can trash the cam, and if either of those happen you could ruin the entire engine.

I strongly suggest having a knowledgeable, and trustworthy, professional swap out the old gear for the new gear. Note that factory stock engines can have cast or steel distributor gear, because they know what they are doing, and done right it will virtually last forever. For aftermarket cams, most manufacturers suggest a bronze distributor gear. They suggest bronze because if it is not meshed perfectly, or broken in correctly, only the bronze gear would be lost, and the bronze filings inside the engine would not cause a major failure. Be aware that depending on the cam material, you would need to use the following distributor gears.

Melonized or hardened steel, cast iron (there are different irons), bronze and composite. Note that composite gears were invented to be used on dry sump engines because they do not have to turn the oil pump so, having to turn the oil pump will cause failure eventually, or you should change it every couple of years.

Once you have your distributor back home with the new gear on it, installation is very important to having it live a long life. The new gear needs to be thoroughly coated using the supplied lubricant, or with a zinc or moly based break-in lubricant prior to installing the distributor. No synthetic oils should be used during the distributor gear break-in period, but after the break-in you can go to synthetic oils. For the break-in a good standard mineral 30 or 40 weight, or multi viscosity mineral 10W-30 or 20W-50 should be used, depending on what the engine will be doing once it comes alive. If it's a highly modified engine with oil pressure over 70 PSI cold, the gear should be broken in with a racing grade mineral oil. If equipped, the oil filter bypass should be eliminated. Monitor the gear wear after the break-in period of several hours, checking the gear for mesh, alignment and excessive tooth wear.



Charles Brady King was an automotive pioneer like Ford and Olds. He built and drove the first car in Detroit on March 6, 1896. He piloted his Sintz Motor powered carriage down StAntoine to Jefferson and turned back up Woodward Ave. Following in the crowd of people was a young man named Henry Ford on a bicycle. After his little dream cruise Mr King was quoted: "I am convinced they {the car} will supercede the horse" Just one of the exhibits on display at the Detroit Historical Society Museum which the FMRCOA toured earlier this month.

FORD OFFERS F-SERIES 'BONUS' AFTER WORLD WAR II



The 1948 F-Series was Ford's first new product following the shutdown of production during World War II.

The 1948 F-Series was Ford's first new product following the shutdown of production during World War II.

The luxury features that continue to make Ford's F-Series America's best-selling vehicle today have long been part of their appeal to customers. That is evident when looking back to a series of advertisements for the 1948 F-Series – the first year of the legendary line of trucks and the company's first all-new products after the resumption of production following World War II.

For the first time, Ford's pickups were being built on a truck chassis. They ranged from the half-ton F-1 through the 3-ton F-8.

Ford touted the trucks' superior longevity, saying the all-new "Bonus Built" trucks had a nearly 20 percent longer lifespan than previous trucks, as well as comfortable "Million Dollar" cabs. The seating area provided "living room comfort," a result of the cab being seven inches wider than before and offering increased headroom.

The trucks also featured a one-piece windshield and more integrated styling, among other updates.

Ford continued to build on its leadership in the segment, and approximately 30 years later, F-Series became the country's top-selling truck.

@FordOnline



CLASSIFIED ADS • FOR SALE

For help with Ads contact Jerry Worful

- **Howard Voigt • 734-994-6930**
 - Set of 4 Trailer Wheels and tires 15", 5 hole 50% Tread. 1957, 58 % 59 Ford NOS and used
- **John Durrant • 248-685-7513**
 - 55 Mercury parts Front & RR bumpers.
 - Montclair 1/4 Window and trim.
 - Stainless 2 door Moldings for a full car
- **Bob Haas • 248-719-0952**
 - 75 years of Ford book Signed by Henry Ford II \$200.00
- **George Dutton • 248-915-8404**
 - Jazzy Elite Heavy duty Wheel Chair \$300
- **Jeff Coleman • 734-347-7023**
 - 1970 T-Bird 2 Dr Landau Special Brougham Maroon with black top, Dark red interior. 81,000 Miles All original, runs great, Needs paint. \$7,500 or BO.
- **Chuck Quigley • 248-921-2489**
 - All Of Charlie Rivers inventory, Parts and cars
- **Roy Stull • 248-553-0420**
 - 1952 Seeburg Juke Box Restored with service manual, Plus 200 Records 50-60 ERA, \$3,000

CLASSIFIED ADS • WANTED

Used oil

John Miller • 586-756-4279

**Pre 2011 FMRCOA Newsletters
or Other Club Historical Items
For Club Archives**

**Contact Club Historian
Mark Sapienz**



**VISIT OUR NEW
FACEBOOK GROUP PAGE**

Search Ford and Mercury Restorers Club of America
to post your photos and comments.
Network fellow club members and invite your friends to share on

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:

FMRCOA • P.O. Box 2938 • Dearborn, MI 48123

For more information on becoming a member go to
FMRCOA.org or write to the above address

Classified ads are free to all current FMRCOA members.
\$20 to nonmembers to run an ad.
You can submit e-mail ads to Jerry up to the 14th of the month to be included in the next newsletter.
Send e-mails w.kercrest@comcast.net
please include FMRCOA in subject
or risk deletion.

Contact Bob Guetschow
248.328.9113 • guetschowr@yahoo.com
on matters pertaining to Corporate Newsletter
Advertisements



Ph: 313-387-6099
Fax: 313-387-6122

MOLDEX CRANKSHAFT CO.
moldexcrankshaft.com

Joe Flower II
Specializing in
Billet Crankshafts

12255 Wormer Rd.
Redford, MI 48239

E.R. Milner, LLC
dba
MELVIN'S CLASSIC FORD PARTS

1928-31 Model A
1932-59 Ford Cars
1960-72 Galaxie
1962-71 Fairlane
1960-70 1/2 Falcon

1964 1/2-73 Mustang
1928-96 Truck
1966-96 Bronco
1970-77 Maverick
1955-66 Thunderbird


Mon - Fri 8:30-5:00
1st Saturdays 8:30-2:00
Sunday Closed

1390 Business Center Dr.
Suite 100
Conyers, GA 30094

Fax 770-761-5777
770-761-6800
www.melvinsclassicfordparts.com

P.O. Box 81729
Conyers, GA 30013

BOB'S SPEED METER INC.



BRUCE WOOLSEY
President

ANTIQUE GAUGE RESTORATION
10123 BERGIN RD. • HOWELL, MI 48843

Email: bobsspeedometer@aol.com
www.bobsspeedometer.com

(810) 632-0400
(800) 592-9673
FAX (810) 632-6587




CUSTOM SHOW CHROME PLATING

Dynamic Metal Finishing

• Brass Plating Available •


CLASSIC • HOT ROD
SPECIALTY VEHICLES
MOTORCYCLES

313-922-6455
5999 BEWICK • DETROIT, MI 48213



Federal Industrial Services, Inc.
Specialize in Sandblasting &
Powder Coating

Large and Small Orders – Fast Turnaround
11223 E. 8 Mile Rd. • Warren, MI 48089
(586) 427-6383



Anodizing
CLEAR BRIGHT COLOR

McNichols Polishing & Anodizing Inc.
PROTOTYPE & PRODUCTION

ROSE SMITH
PRESIDENT

12139 WOODBINE
REDFORD, MI 48239
PH: (313) 538-3470
FAX: (313) 538-0025

HYDRO-E-LECTRIC
Since 1976



America's Convertible Headquarters
Convertible Tops 1946+ Cylinders, Motor Pumps, Hoses.
1946-50 Pump & Valve rebuilding; 1928-50 Blue Dots
And much, much more!

941-639-0437 www.hydroe.com Fax: 941-639-0376

Cruis'news
The Publication for All Car Buffs

13 month
subscription \$22.

586.826.8989
www.cruisnews.com



Cruis'news
1953 Ford
Customline



EATON
DETROIT SPRING, INC.

Michael Eaton
President

1555 Michigan Ave.
Detroit, MI 48216
www.eatonsprings.com

313-963-3839
Fax 313-963-7047
e-mail: mike@eatonsprings.com



Ferndale Auto Radiator Repair

Radiators Retail Wholesale

23300 Woodward
Ferndale, Mich. 48220

(248) 541-9688




**Michigan Sandblasting
& Powder Coating Inc.**

Scott Martin
President

Phone: 313.533.9890
Fax: 313.533.4080
Cell: 313.468.4461

Email: michigansandblasting@gmail.com
Web: www.michigansandblasting.com
12980 Inkster Road · Redford · Michigan 48239



Ford Parts for 1932-53 Cars and 1932-56 Pickups

David Groh
4322 Curtice Rd.
Mason, MI 48854

517-676-4416
Fax 517-676-3485

Catalogs available

Dawn's Cleaning Service
Put extra time in your week

Dawn O'Hara
Owner

6590 Dolphin
Dhn Hts, MI 48127

734-306-4445
Dawnscleaningservice@hotmail.com



M&P Limo

Certified Professional Chauffeurs

MICHAEL P. O'HARA
313.999.8726

RESERVATIONS
313.582.5716

FAX
313.584.3414

mplimo@comcast.net • www.mandplimo.com

DEARBORN, MICHIGAN



Ford and Mercury Restorers Club of America
P.O. Box 2938
Dearborn, MI 48123

To:

