



FEATURE VEHICLE: 1940 FORD TUDOR OWNED BY GREG PETROVICH



"While I was growing up, I always liked Ford's 1940 models. I really thought that they were the prettiest ar that I had seen," commented Greg Petrovich as we discussed his beautiful 1940 Ford Tudor. "Then, when I saw a tan one at our swap meet in 1997, I began to think about that model again. Although I wasn't crazy about the color, I thought about it and ended up buying the car from club member Gene Machinski," he continued.

Besides needing some windows and an interior, everything else worked on the car and Greg drove it home! Indeed, Gene had rebuilt the engine and transmission and painted the car, and club member Larry Lothringer had rebuilt the two speed Columbia rear (a dealer installed option).

Over the next several years Greg replaced the windows and the under dash wiring harness. He also painted the dash and window moldings. Jose's Auto Trim in Lansing did a superb job of redoing the interior.

Greg drives his car at least once a week to car shows including the Motor Muster, cruise nights, and lunches with fellow club members at Three Brothers in Plymouth. The car has won many awards! Recently Greg participated in the UM antique car event This is Greg's second antique car. His first was a 1958 Isetta that he purchased in 1972.



Greg, a retired Ford Livonia Millwright, has been married to his wife, Esther, for 36 years. Their children also have a bit of the car "bug"! His son owns a Cobra kit car and an antique truck, and his older daughter worked with dad on restoring a 1978 Ford F-150 pickup truck! Greg's younger daughter is currently taking a welding course!

When asked about our club, Greg, who has been a member for almost twenty years, responded, "It's the best car club. There is no other club that gives you the benefits that the FMRCOA does....the meetings, events, refreshments...."



The Rotunda Times



The Rotunda Times

Published by:

Ford and Mercury Restorers Club of America

P.O. Box 2938 • Dearborn, MI 48123 • www.fmrcoa.org

NEWSLETTER STAFF

NEWSLETTER EDITOR

Tim Pusilo

313.278.1325

dean35aw@gmail.com

NEWSLETTER CO-EDITOR

Karen Hough

karen.hough79@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

fmrc2018memsec@gmail.com

CLUB HISTORIAN

Gerald "Magoo" Murphy

734.323.8378

Hellsentmebackagain@outlook.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 jcrawfo2020@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

2020 OFFICERS

PRESIDENT Jim Crawford 734.259.8079
jcrawfo2020@wowway.com

VICE PRESIDENT Stan Miller 734.464.3978
stan3379@sbcglobal.net

SECRETARY Terry Worful 313.271.2017
kercrest@comcast.net

TREASURER Dale Levasseur 248.807.2821
fmrc2018treasurer@yahoo.com

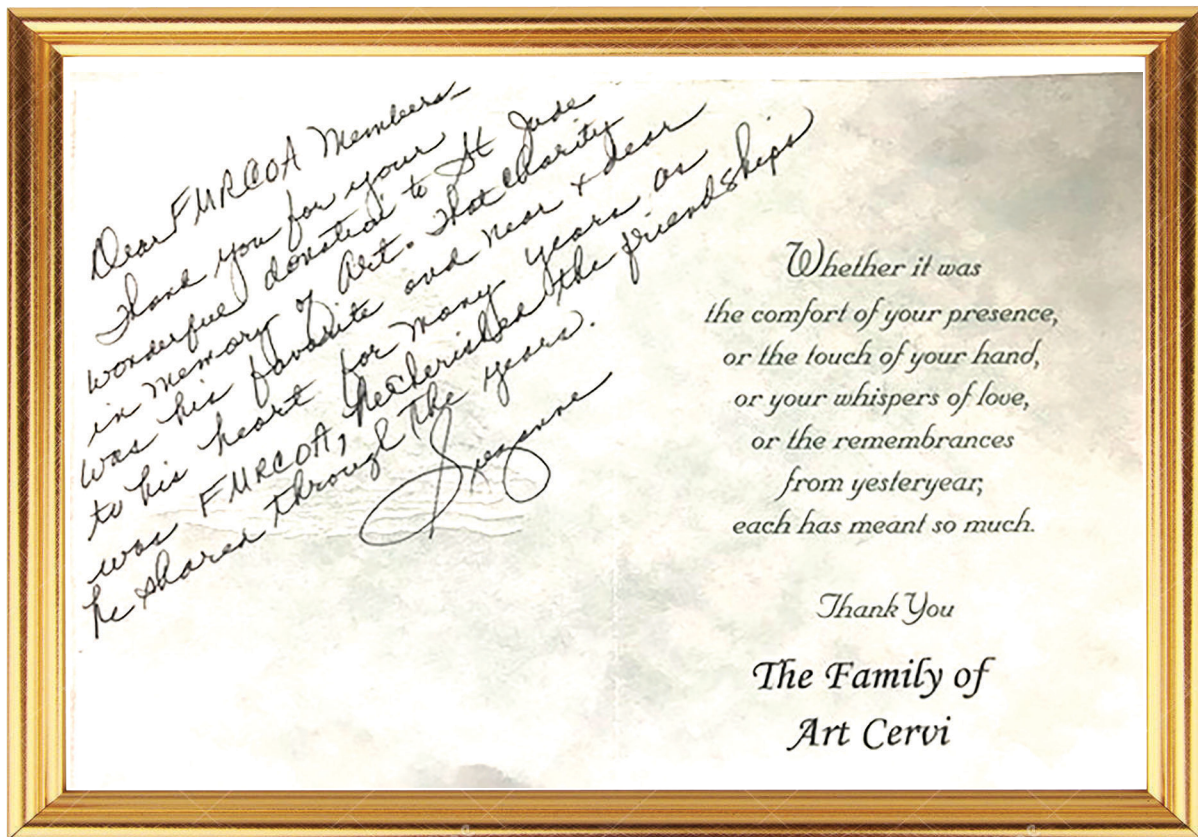
DIRECTOR Rob Martoia 734.837.1891
martoia@yahoo.com

DIRECTOR Russ Roberts 313.820.5247
rwroberts@gmail.com

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

Thank You Note	3
Presidents Message	3
Meet 'Big Red'	4
Will Rogers	4
The Roving Reporter	5
Eleanor Clay Ford	6
Ford's Street Legal Indy Car	7
Racing In America Exhibit	8
Special Falcon Project	9



2021 APRIL PRESIDENTS REPORT

Hello members!

I hope everyone is doing well in our continued dealing with the Covid outbreak. This point in time we are still planning on having our swap meet on July 17 at the Wayne County Fairgrounds like we have always done in the past. We are moving ahead with reusing our swap meet flyers from last year. Don Nicholson has graciously offered to re-stamp them with our new date and the flyers. This is saving us from having to stamp them by hand with the new date.

I also have our sign-up sheets for the swap meet if you were interested in volunteering at the swap meet. Please email me and I will log you in to the location and time that you want to work. Until we have a in person club meeting this is how we will handle the sign-up sheets.

Jack and Patti Vongerichten have sent out 157 flyers to vendors for this year's event. We will see how the return is for sign up for our event and will proceed with ordering T-shirts and essentials for the swap meet like Golf Carts and Porta potty's. Let us hope by the time of our swap meet that the pandemic will be headed in the other direction and we can have a great event.

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

CHECK OUT FMRCA.ORG CLICK ON EVENTS PAGE FOR CLUB EVENTS /OUTINGS

MEET 'BIG RED,' FORD'S EXPERIMENTAL GAS TURBINE-POWERED PROTOTYPE



"Big Red," Ford's experimental turbine-powered truck of the 1960s, was recently rediscovered.

While turbine engines are common in military tanks, helicopters and jet airliners, their use in production automobiles has been quite limited. Ford did however dedicate approximately two decades of research beginning in the 1950s to making that a possibility. What is perhaps the most prominent example of the company's efforts was recently rediscovered, having been restored by a private owner.

Big Red, a 600-horsepower super transport prototype built in 1964, was recently located after more than 30 years since its last sighting. The experimental truck traveled the auto show circuit and even made an appearance at the World's Fair, but it also made several cross-country trips to demonstrate the comparable cost of operation versus a traditional diesel engine. The 13-foot-tall truck – 96 feet long with its twin trailers attached – was built by Ford research engineers as a result of a pact with the U.S. Department of Defense for a joint project between the Army and Navy. It was capable of operating 24 hours per day with various fuel types.

A subsequent version intended for commercial application was created in 1966. Other Ford-built turbine engines were tested in a bus used for cross-country routes, as well as in a fleet used to move Ford parts between Michigan and Ohio.

Big Red came nearly a decade after Ford published three years' worth of its research into the use of jet engines in automotive applications and almost 40 years after company founder Henry Ford and two associates developed a small turbine engine. The company shared its findings on turbines, burners, regenerators and compressors – the keys to adapting the engines for automotive use – with the Society of Automotive Engineers in 1955.

Ford-built turbine engines and vehicles offered the advantages of making less noise – Big Red was described as "scarcely audible to the motorist" in a promotional brochure. They also produced less vibration and fewer emissions, and used less oil, while providing high torque at lower speeds.

The high operating speed and temperature of a turbine would ultimately make the engines unfeasible for use in passenger vehicles. So after nearly 20 years of research, Ford began producing turbine-powered engines for heavy truck, bus, industrial and marine use in 1970, before supplier and technical issues ultimately killed hopes for a turbine-producing venture in 1973. The company's research on materials such as ceramics and high-temperature coatings, however, has proved useful in controlling emissions in the decades since.

Big Red, off the radar for several years, recently turned up in an undisclosed location in the possession of an owner who wished not to be identified. Its owner suggested the truck should one day reside in the Henry Ford Museum of American Innovation.

Will Rogers, who died in a 1935 plane crash in Alaska with bush pilot Wiley Post (from Maysville, Ok), was one of the greatest political country/cowboy sages this country has ever known.

Some of his sayings: (Most from a Cowboy's Perspective)

1. Never slap a man who's chewing tobacco.
2. Never kick a cow chip on a hot day.
3. There are two theories to arguing with a woman. Neither works.
4. Never miss a good chance to shut up.
5. Always drink upstream from the herd.
6. If you find yourself in a hole, stop digging.
7. The quickest way to double your money is to fold it and put it back into your pocket.
8. There are three kinds of men: The ones that learn by reading. The few who learn by observation. The rest of them have to pee on the electric fence and find out for themselves.
9. Good judgment comes from experience, and a lot of that comes from bad judgment.
10. If you're riding' ahead of the herd, take a look back every now and then to make sure it's still there.
11. Lettin' the cat outta the bag is a whole lot easier'n puttin' it back.
12. After eating an entire bull, a mountain lion felt so good he started roaring. He kept it up until a hunter came along and shot him. The moral: When you're full of bull, keep your mouth shut.

ABOUT GROWING OLDER...

First ~ Eventually you will reach a point when you stop lying about your age and start bragging about it.

Second ~ The older we get, the fewer things seem worth waiting in line for.

Third ~ Some people try to turn back their odometers. Not me; I want people to know 'why' I look this way. I've traveled a long way, and some of the roads weren't paved.

Fourth ~ When you are dissatisfied and would like to go back to youth, think of Algebra.

Fifth ~ You know you are getting old when everything either dries up or leaks.

Sixth ~ I don't know how I got over the hill without getting to the top.

Seventh ~ One of the many things no one tells you about aging is that it's such a nice change from being young.

Eighth ~ One must wait until evening to see how splendid the day has been.

Ninth ~ Being young is beautiful, but being old is comfortable and relaxed.

Tenth ~ Long ago, when men cursed and beat the ground with sticks, it was called witchcraft. Today it's called golf.

THE ROVING REPORTER

by Lou Ironside

With the swap meet season in Michigan quickly falling apart, a friend and I ventured 1200 miles to attend the annual Pate Swap Meet, in Fort Worth, Texas. Texas too has been without swap meets most of last year, so when the Pate meet opened up for registrations they were overwhelmed to the point they had to add 1400 more spaces ! The size now is virtually equal to Hershey which bills itself as the biggest swap meet in the U.S. As swap meets go, it is nice to see rust free sheet metal, even if priced a little higher than we are used to. The warm weather and bright sun were certainly enjoyed and we had the van fairly well loaded for the trip home. Due to the

long drive I only get to the Pate meet once every five years or so, but if you are looking for nice rust free parts, it is well worth the drive. It will be interesting to see what the rest of 2021 brings for Michigan swap meets. The Monroe swap meet got cancelled for the third time in a row, Fowlerville got moved to August, hopefully FMRC swap meet can go on in July, and same with NSRA Kalamazoo in September and the following weekend the Model A swap meet at the Model A Museum in the Gilmore Museum complex. Let's keep our fingers crossed that our swap meet season won't be a complete washout.

POSTCARDS FROM THE PAST

by Lou Ironside

This month is a postcard I purchased after my first ride in a Ford Tri-Motor airplane back in the middle 1960's. Back in the 60's Island Airlines were operating out of Ohio on the edge of Lake Erie and for a few dollars you could ride out to the islands they serviced, and ride back in what is the equivalent of a flying Model A or Model T Ford. Wicker seats, and as I remember the pilot joked: you take off at 60 mph, fly at 60 mph, and land at 60 mph. OK, it may have been a joke, but as I remember it pretty much seemed like he was correct. I am not sure if they are still flying Tri-Motors, and if they are, I would bet it is more than a couple dollars for a ride. BUT, if you ever get a chance to ride in one, do so, it is a really great experience, and one that you will remember for a long time.



ELEANOR CLAY FORD LEAVES LEGACY OF PHILANTHROPY



Cutline: Edsel Ford and his wife Eleanor with their four children, left to right, Henry II, Benson, Josephine and William Clay.

Eleanor Clay Ford, wife of Edsel Ford, was the first woman to serve on the company's board. She was a staunch supporter of her husband's leadership of Ford Motor Company through its expansion into the luxury car business, tractor production, the transition from the Model T, the struggles of the Great Depression and other developments.

Following Edsel Ford's untimely death in 1943, Eleanor Ford was elected to the company's board of directors. According to company biographers, she later threatened to sell her voting stock in Ford unless Henry Ford II, her eldest child, was named president instead of Henry Ford's lieutenant, Harry Bennett.

Edsel Ford met Eleanor Clay, niece of the founder of the Hudson's department store chain, at a dance class, and the two quietly began courting. Outgoing and athletic, "Ellie" Ford is credited with helping her somewhat shy husband become more sociable and even better traveled. The couple married in 1916 and had four children, Henry Ford II, former president, chairman of the board and CEO of Ford; Benson, a former vice president of Ford; William Clay, a former vice president of Ford; and Josephine (Mrs. Walter Buhl Ford), a philanthropist who, like her parents, supported the Detroit Institute of Arts and also established the Josephine Ford Cancer Center.

The couple amassed an impressive art collection for themselves and for the Detroit Institute of Arts, helping to elevate the institute to one of the premier art museums in the nation. They served as patron to one of the great works of art, the Diego Rivera mural depicting his view of man and machine, painted in the 1930s at the DIA.

Eleanor Ford continued her support of the museum in the three decades following her husband's death, as well as the Detroit Symphony Orchestra, among other institutions. She died Oct. 19, 1976 at age 80. Upon her death, their family home in Grosse Pointe Shores was transferred to a trust and the estate was to be used for public benefit. The Edsel and Eleanor Ford House opened to the public in 1978 and has since hosted hundreds of thousands of visitors and received National Historic Landmark designation.



Graphic Design, Vinyl Graphics, Printing,
Advertising, Publishing & Custom Products

734.658-5296
Don@DonNicholson.net

35752 Farragut
Westland, MI 48186

FORD CREATES 'STREET LEGAL INDY CAR' CONCEPT



The Ford Indigo concept car, inspired by Indy race cars, was revealed at the 1996 North American International Auto Show.

The North American International Auto Show has been the site of many memorable moments in Ford history. While the Detroit-based show has moved to a different time of year, today we're taking a look back at the 1996 event, where Ford turned to its open-wheel racing heritage – which includes more than 250 IndyCar victories and more than 200 wins in Formula One – with the reveal of the Indigo, an “Indy-inspired street car” concept.

The topless two-seater was equipped with an all-new 6.0-liter V-12 engine, development of which began prior to the Indigo project and took 18 months to complete. The power plant produced 435 horsepower and had an estimated zero-to-60 mph time between 3.8 and 4.0 seconds. The engine was bolted to the chassis' passenger compartment rear bulkhead and, similar to its on-track counterparts, it was also load-bearing.

The car also resembled open-wheel racers with its angular body panels and sweeping front and rear wings, while its lightweight chassis consisted of a specially designed central “tub” which was made of a lightweight carbon fiber-aluminum honeycomb composite material. Indigo's front and rear suspensions were also identical to the open-wheel racers.

The racing homage continued with the car's interior, which featured a Ford-designed electronic, Formula One-inspired instrument cluster. A premium stereo – complete with a mini disc changer – were positioned in the center of the instrument panel which accompanied a black leather and composite interior with indigo highlights. Scissor-style doors opened to reveal racing style seats with four-way racing harnesses. The car's headlights were placed inside the door mirrors, while additional headlights were located in the front fenders.

“It's the closest thing to driving a street-legal Indy car,” one Ford exec said at the time. The Indigo was a collaboration with Reynard Racing, a U.K.-based specialist supplier and winner of the 1995 CART/PPG Indy Car World Series Constructor's Championship. It was completed in less than six months. The project was undertaken by the Ford New Projects Organization, which was tasked with fostering new ideas and on niche and breakthrough vehicle concepts. The group also assisted in developing low-cost vehicle designs and production processes.



The engine was a breakthrough in development cost and timing, due in large part to the use of existing Ford engine components – the engine was based on the 3.0-liter Duratec V6 engine used in the Ford Taurus and Mercury Sable of the time.

A non-drive-able show car version of the Indigo was put up for sale by a private seller on Facebook in 2019, though it's unclear if the car was sold. A functional model, nicknamed the “Go” car by the Indigo team, was also produced and is reportedly part of a private collection. The Indigo also had a short-lived career in animated form, as it also featured in numerous racing video games, including “Need for Speed II.”



RACING IN AMERICA EXHIBIT AT THE HENRY FORD FEATURES SOME OF FORD'S MOST HISTORIC RACE CARS



Henry Ford's 1901 Sweepstakes racer is one of nearly 30 legendary Fords featured in the new Driven to Win: Racing in America exhibit inside The Henry Ford Museum of American Innovation.

The long-awaited Driven to Win: Racing in America exhibition inside The Henry Ford Museum of American Innovation opens to the public Saturday, March 27, and for Ford enthusiasts, it's a chance to walk through history with some of the company's most significant race cars.

The interactive, permanent exhibit covers some 24,000 square feet, features 125 years of American racing and will have 29 race cars on display to start, including a who's who of Ford racing history.

First and foremost, in the exhibition is the race car that started it all, Henry Ford's 1901 Sweepstakes racer. Ford's Oct. 10, 1901 upset win in this hand-built car over the greatest racer in America at the time helped him gain the financial backers to start what became Ford Motor Company in June 1903.

His second race car from 1902 – the famous "999" – is also featured and became a legend behind Mr. Ford's first professional driver, Barney Oldfield.

For Ford fans of NASCAR stock car racing, Joey Logano's 2018 NASCAR championship Fusion is on display, The Wood Brothers' 2011 Daytona 500 winning car (which also captured Ford's 600th win the NASCAR Cup series).

A recent acquisition is a 1966 Ford Galaxie driven by Wendell Scott, the first African American driver to win at the Cup series level.

The 2016 Ford Chip Ganassi Racing Ford GT race car, which was driven to a 24 Hours of Le Mans GTE Pro victory, is featured in the exhibit.

Ford's rich sports car heritage is well represented, with the Ford GT40 Mark IV driven to victory in the 1967 24 Hours of Le Mans by Dan Gurney and A.J. Foyt, the only time an all-American team of drivers has won the event. The 2016 Ford Chip Ganassi Racing Ford GT race car, driven to a 24 Hours of Le Mans GTE Pro victory by Joey Hand, Dirk Muller and Sebastien Bourdais, has a place of honor in the Sports Car Performance Center, which also features a fully-clay model of the Ford GT production car, as well as a half-and-half production and race GT put together by Multimatic Motorsports.

Ford Indy car history is featured with the 1965 Lotus-Ford 38/1 race car driven to victory by Jim Clark at the Indianapolis 500, the first for a rear-engine car in the race's history. It's joined by a 1935 Miller-Ford Indy 500 entry that was known for its innovative design and front wheel drive powertrain.

In the drag racing section, a 1933 Ford-powered Willys put together by "Ohio" George Montgomery is prominently featured. Montgomery bought the car in 1958 and was so successful promoters started paying him to come race, leading him to become one of the sport's first full-time professional drivers by 1966.

Another new acquisition for the museum is the Ford Fiesta race car used by Ken Block in "Gymkhana FIVE," the most popular of the series with more than 108 million views on YouTube. His car is featured next to Barney Oldfield and 999 in an area of the exhibition called "Showmen."

The new exhibition also features more than 225 artifacts from all forms of racing, has a 15-minute feature film in its own theater, six driving simulators, interactive pit crew experiences and a motorsport training center to show how current drivers train as athletes.



SPECIAL FALCON PROJECT DOCUMENTS SHED LIGHT ON MUSTANG'S ORIGINS



Designers from Ford's Advanced Product Studio submitted this clay model among its entries for a competition to design the "Special Falcon" that later became the Ford Mustang.

By the early 1960s, company leaders realized they didn't have the right entry for a growing compact sports car segment led by the Chevrolet Corvair Monza. The Ford Falcon Futura, even with a Thunderbird-style roof, along with other specialty Falcon models, didn't have the goods to compete.

Recently, a trove of early planning documents for what became the Ford Mustang – then known as Special Falcon – was published by the Ford archives team. This includes notes from a series of weekly review meetings that took place in 1962 and 1963, along with other insightful internal memos. One particularly notable revelation is the fact that a revised Thunderbird concept on the Falcon chassis – dubbed XT-Bird – was initially considered before Special Falcon won out.

The nascent compact sports car market accounted for more than 500,000 units of sales in 1962, with Ford claiming just 12 percent of the segment, well below its overall share. Ford's deficit accounted for "a sizable portion of our outsold condition," and company leaders knew having a competitive entry in the segment would enable Ford to get a foothold with younger buyers.

"We believe the company needs an exciting new product of this type to stimulate interest in the Ford Motor Company and to restore a favorable image with the younger population," Ford division vice president and general manager Lee Iacocca wrote in one July 1962 memo.

Competing in the compact sports car segment was so critical that Ford leaders were even prepared to revisit the XT-Bird concept if Special Falcon proved unsuccessful.

The 1966 Ford Falcon Futura is seen here. Earlier versions of the car were not enough to help Ford capture the significant share of the compact sports car market the company desired.

Another impetus for the new car was the fact that General Motors, already dominating the growing segment, was expected to introduce a challenger to Thunderbird, which had enjoyed a five-year stretch with little competition. Along with the arrival of Buick Riviera in 1963, GM was also expected to launch a new Chevrolet Corvette and Pontiac Grand Prix.

"It is proposed the company take similarly aggressive action to counter Monza," another Ford executive wrote. Division leaders studied "a number of types of sporty cars," including Ford's own Fairlane and Thunderbird, and analyzed market conditions for alternative models. They ultimately decided an affordable new four-seater with "attractive and unique" styling and six- and eight-cylinder engine options was needed.



The Special Falcon derivative would utilize its predecessor's powertrain and chassis components wherever possible. The interchangeability helped keep production costs low, while offering improvements from specialty Falcon models introduced in the years prior – notably ride and exhaust restrictions. Special Falcon was expected to have better handling and those fun-to-drive characteristics customers were demanding.

The new car would be the same length as Falcon, slightly narrower, and two inches lower. In many aspects, its dimensions were similar to Monza – with the exception of a much longer hood and shorter deck, which is now synonymous with Mustang. Combined with the car's lower height and the Falcon's width, it had a "unique, sporty appearance," according to internal documents.

While Special Falcon was benchmarked closely with Falcon and Monza, its design would include styling unique to the Ford Division, such as curved side glass, body-side turn-under and slim floating bumpers. It was not to look "Monza-ish," according to the July 1962 memo, which stated, "We are not overly successful when we imitate GM, nor should the size and style of the vehicle increase and become Thunderbird-ish because of the substitution dangers." The car was expected to offer a V8 engine that outperformed anything Ford or Chevrolet was running at the time.

Special Falcon, a name still unresolved after the more than 20 weekly meetings recapped in the documents, was projected to sell 150,000 units per year. Of course, it sold much better than anyone expected – more than 418,000 units in the first year alone. The car went on to sell more than 10 million units, becoming the world's best-selling sports car several years running.

The project followed an aggressive timeline, going from an approved clay model to Job One in 18 months – 2.5 months faster than usual – a pace enabled in part by its commonality with Falcon. Mustang was revealed to the public at the World's Fair on April 17, 1964 – a day we now celebrate as Mustang Day.



■ ADS ■

**All Classified Ads and Want ads
have been removed after
March's issue.**

**Please contact Jerry Worful to
continue an ad or post a new ad.**

Thank You



**They're cute and look harmless but
they are loud, incredible expensive to
keep, and absolutly untrainable!
The other one is a kangaroo. I don't
know anything about kangaroos...**

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.



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 Facebook.**

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 kercres@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.melvinsclassicrofordparts.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


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



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



Jeff's
Bronco
Graveyard
(248)-437-5060
7843 Lochlin Dr
Brighton, MI 48116
Broncograveyard.com

LIVONIA TROPHY
AWARDS • AD SPECIALTIES • WEARABLES
38065 Ann Arbor Road, Livonia, MI 48150
SCOTT WILSON
trophydude@aol.com
www.Livoniatrophy.com
734-464-9191
Fax **734-464-3212**

D & Restorations
D

248-807-2821

Jeff Schembri

AUTO SERVICE CENTER
OVAL AUTO
Specializing in Ford, Lincoln & Mercury

OVAL
Phone: (734) 422-6825 Fax: (734) 422-4922
28735 Plymouth Rd. • Livonia, MI 48150



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

To:

