



FLASHBACK FEATURE ARTICLE... 1964 MERCURY PARKLANE FMRCOA DEARBORN '12 BEST IN SHOW WINNER!!

OWNED BY VIRGINIA JEDRYCZKA

This is a one family owned 1964 Mercury Parklane convertible that was built with "show car" treatment at Wayne assembly plant, Wayne, Michigan. This car was built for use on the "magic skyway ride" in the Ford pavilion at the 1964 New York World's Fair.

Henry Ford II and Walt Disney collaborated to create a ride in the Ford Pavilion that would be a travel thru time beginning in the Stone Age and progressing thru the future. Convertibles in every color were used to provide the seating for the people for the ride. This car is number 001 for this project. After being built at Wayne Assembly plant, she went to Carron & Company for modification to fit on a conveyor system which pulled the cars thru the "ride". The ride was 12 minutes long, and people would wait up to 4 hours to get in a car for this ride.

When the fair closed for the season in October 1964, the Parklane was returned to Carron & Company. There, they removed all the necessary modifications for the "Skyway Ride" and returned the car to original condition so it could be put up for sale on Ford's "B lot". The "B lot" was a used car lot for Ford salaried employees only.

My dad worked at Ford Motor Co. as an engineer. In December 1964, he and a co-worker visited the "B lot". My dad saw the Parklane and liked her "looks". He purchased the car for a whopping \$2,500. This price included a 3-year, 36,000 mile warranty. The joke at work was he bought a zero-mileage car that about 50,000 people had ridden in.

The car was a daily driver; every day to Ford engineering, church on Sunday, and on all our family vacations. She went up north Michigan;

Indian River, Traverse City, across the Mackinac bridge, thru Wisconsin and Illinois. Our trip thru Wisconsin was during festival season and not motels were available. We stayed at a Ramada Inn and 6 of us slept in the Parklane. In November 1969, the Parklane took my dad and brothers deer hunting. Unfortunately, they didn't see any deer so she didn't get to carry one home. For Christmas 1969, the Parklane took all 6 of us to Florida. We didn't have to sleep in her this trip!! My brother graduated in 1970, so for his senior trip day, he was allowed to drive the Parklane to Cedar Point. He is the only one of us 4 children who was old enough to drive this car. The car was parked in the fall of 1970 due to a burnt valve. My dad bought a 1970 Mercury Monterey Convertible off the "B lot" to replace the Parklane.

The Parklane sat for forty years. In the Fall of 2010, we started a complete frame-off restoration. Every part was taken off and refurbished. After 15 months of a lot of love and labor, the car was finished and made her debut appearance February 24, 2012 at the 60th annual Detroit Autorama in Cobo Hall, Detroit, Michigan, where she won first place in her class of "Restored Convertible 1949 to 1964".

We are very proud to be a part of such an interesting history. We enjoy showing off the car and telling her story everywhere we go. Thank you for giving us this opportunity to share her story with you!

Submitted by
Virginia Jedryczka, Owner
Joe St. Pierre, Restorer

The Rotunda Times



The Rotunda Times

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

NEWSLETTER STAFF

NEWSLETTER EDITOR

Karen Hough

734.516.9778

karen.hough79@gmail.com

MEMBERSHIP CLASSIFIED ADS EDITOR

Jerry Worful

313.271.2017

kercrest@comcast.net

NEWSLETTER SPONSOR ADS

Russ Roberts

313.820.5247

rwroberts@gmail.com

STAFF CONTRIBUTORS

Louis Ironside

810.798.8803

louisironside@aol.com

(The Roving Reporter)

Brian Kuta

734.753.3788

mbhouse@charter.net

Mark Sapienz

734.676.5379

masrtr43@hotmail.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.

CONTACT:

Jim Crawford

313.467.7789 or jcrawfo2020@wowway.com

We will ensure that the membership at large knows of the death.

FACEBOOK 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.



FMRCOA

FORD AND MERCURY RESTORERS
CLUB OF AMERICA

P.O. Box 2938 • Dearborn, MI 48123

2022 OFFICERS

PRESIDENT

The FMRCOA Board

VICE PRESIDENT

Stan Miller

734.968.6510

stan3379@sbcglobal.net

SECRETARY

Terry Worful

313.271.2017

kercrest@comcast.net

TREASURER

Dale Levasseur

248.807.2821

fmrc2018treasurer@yahoo.com

DIRECTOR

Michael Bauman

313.452.3016

bluesbuilder@comcast.net

DIRECTOR

Russ Roberts

313.820.5247

rwroberts@gmail.com

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.

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SECRETARY BOARD MINUTES

- There was 32 members in attendance.
- Guest was Paul Mann He owns a Shelby, and a 77 Trans AM and an 87 Corvette.
- Member badges where given out
- Bob Gave a nice talk about those that formed this club.
- We put an ad in Cruisn Media, Half page.
- Discussed ads in Old car weekly and Hemmings.
- The Bank is now charging fees to make deposits and additional fes for going under \$5,000. Club voted to switch Banks
- Also discussed is Charging for the links Tied to our Web Page, This will be further looked into.
- There is interest into a Cruise to the Stahl Museum & Bakers. Discussed another Cruise to the Gillmore.
- Jerry Will bring a sign up sheet for the Barn Show For members Who want to go. Price is \$15.
- Canton Car Cave on Michigan Ave will start their Monday Cruise in on May 9th.
- There are 109 Paid memberships.
- A question asked by Bill Timoszyk at the March meeting has prompted Ford Properties to investigate the Church property Further. As of now they don't think the Church still uses it.



MESSAGE FROM THE BOARD OF DIRECTORS

- We are switching to Huntington Bank, But need to apply for the ORIGINAL tax form from IRS. As soon as we get that we can switch.
- Swap sponsor ads will be free in the news letter, Other business card ads are \$135 per year, Member sale ads are free.
- New swap meet layout is almost done.
- Worker sign up sheet will be at the May meeting. The board has voted to Join the Motor Cities National heritage Group, This will provide Free advertisement for the club. Don Nicholson Will speak to the membership about individual memberships, to the organization.
- In June we will have a member from the Michigan Concourse Dream Cruise, speaking about that event.
- Swap meet shirts have been designed and will go to print soon.
- We are still working on a design for the Art Cervi memorial Award, which replaces the Generator Award.
- We decided to give an appreciation plaque to the swap sponsors, to hang in their businesses. This will put our club logo out there for more people to see.

CALENDAR OF EVENTS

May 4 • FMRCOA Club Meeting

June 1 • FMRCOA Club Meeting

June 12 • Wilson's Barn Show

July 6 • FMRCOA Club Meeting

July 16 • FMRCOA Swap Meet

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

FMRCOA MEMBERS RECEIVING MEMBERSHIP BADGES



JOHN AND JOAN TRET - NEW MEMBERS



STEVE TALLMAN - NEW MEMBER



JOHN COVERT - NEW MEMBER



BILL LARGE - 25 YEARS



MIKE HILBER - 30 YEARS



CLAY GRANDY - 45 YEARS



COLE GRANDY - 45 YEARS



BOB ASSENMACHER - 50 YEARS

NOT PICTURED

BOB DEN - NEW MEMBER
RONALD TALLMAN - NEW MEMBER
SCOTT GUTEKUNST - NEW MEMBER
DEBBIE TURNAU - 25 YEARS
RICHARD ATKINSON - 30 YEARS
JOE TAGLIOLI - 30 YEARS
CHARLES WARREN - 35 YEARS
PAT KALUZNY - 35 YEARS
BOB HAAS - 40 YEARS
ROD KUROWSKI - 40 YEARS
ROGER HAYMAN - 45 YEARS
JOHN BOROVSKY - 45 YEARS

THE SECRET ORIGIN OF THE LINCOLN-BASED BATMOBILE



Famed custom car designer George Barris died at the age of 89. Barris was known in automotive circles as the “King of the Kustomizers” for designing customized vehicles for celebrities such as Frank Sinatra, Elvis Presley and John Lennon.

Perhaps Barris’s biggest claim to fame were the custom cars he built for some of the biggest TV shows and movies ever produced. Arguably the most famous of those cars was the Batmobile featured in the 1960s Batman TV series. What many may not know is that the vehicle was originally a 1950s-era Lincoln concept car.

The story behind this Batmobile is as captivating as the TV series itself. The vehicle was first designed by two of Ford’s lead stylists, Bill Schmidt and John Najjar Ferzely, who were responsible for unique exterior design elements like the double, clear-plastic canopy top and the large rear tailfins. The vehicle, which was later dubbed the Lincoln Futura, was entirely hand built in Italy by the auto design firm Ghia and cost approximately \$250,000 to make.

The Lincoln Futura concept car was officially unveiled at the Chicago Auto Show in January of 1955. It then toured the auto show circuit throughout 1955 and was later prominently displayed in the 1959 movie, *It Started with a Kiss*. Like many concept cars, however, the Futura never made it into production.

For whatever reason, the Futura was forgotten about soon thereafter. In fact, it may have been consigned to the scrap heap were it not for the intervention of George Barris. Barris struck a deal with Ford that would’ve made even Peter Minuit jealous: he purchased the 1955 Lincoln Futura for the nominal price of \$1.00 plus “other valuable consideration” (whether Ford collected on that “consideration” is a mystery lost to time).



The Lincoln Futura sat in Barris’s repair shop for several years until 1966, when producers for the then-upcoming Batman TV series approached Barris to build a new Batmobile. The producers had previously contracted another noted custom car designer, Dean Jeffries, but they were unhappy with the result.

The show’s producers gave Barris three weeks to produce a customized Batmobile. With a short turnaround time, Barris remembered the Futura he purchased years earlier and thought that the rear tailfins were reminiscent of bat wings. And the rest, as they say, was history.

The Barris-designed Batmobile proved to be such a resounding success that Barris built several replicas of it while owning the rights to the original vehicle, which he leased to 20th Century Fox, the studio that produced the Batman series. The Futura-model Batmobile eventually sold at auction in 2013 for the then-record sum of \$4.62 million.

While other Batmobile designs have come and gone over the years, the iconic Barris design based on a Lincoln concept continues to endure. As Barris himself once put it, “The car had to be a star in its own right,” and that certainly proved to be accurate.



THE ROVING REPORTER

by Lou Ironside

A number of years ago Nick and Sue Avina bought the rights to the Chevy Club's swap meet which after several locations ended up at the Monroe County Fairgrounds. The meet had been on the decline for a number of years and was fading fast. Everyone figured that when it went to a privateer owner it would fail. However, the meet was brought back from the brink of extinction and over the years has grown tremendously. This spring meet was by far the biggest it has ever been with the addition of swap spaces in previously unused area. I would guess that

there were well over 500 spaces, and a huge crowd with the parking lot stretching to the outer limits even at 8:00 am when the meet had only been open a short while. Although advertised as a swap meet for all makes and models of cars, there still seems to be a larger number of Chevrolet parts, although there were many early Ford parts to choose from. I don't know if it is the location, the fact it is basically the first outdoor meet of the year, or the great weather that day, but whatever the reason, it was a big meet and certainly in my opinion worth attending.

INTERESTING LINCOLN COLLECTIBLE

by Lou Ironside

Recently while wandering around an antique mall with my wife I spotted this unusual item, and when I started to give it a close look, realized that it wasn't what it seemed. The cover art showed a 1946/48 Lincoln Continental with a Sportsman wooden body. The information on the box said it was a 1942 Lincoln. And, inside was an amber colored, non-sportsman, Lincoln aftershave bottle with a grill that closely resembles a 1942. You wonder how the Avon Company managed to get things so wrong? Then never made a Lincoln Sportsman; although it certainly would have been attractive. According to the box, the item was from the 1980 timeframe, and should have been approved by Ford Motor Co. before being released. My guess is that in 1980 whoever at Ford did the checking was young and had no idea what a 1942 or later Lincoln looked like, and whatever artist came up with the Sportsman for the box also had little or no idea either. One way or the other, and interesting collectible to add to my already too large collection of stuff!



THOSE CLASSIC SHELBY RACE CARS IN 'FORD V FERRARI' AREN'T WHAT THEY SEEM



When director James Mangold's new movie "Ford v Ferrari" hits theaters Nov. 15, car nuts may find themselves asking where the filmmakers found all those classic Carroll Shelby race cars from the 1960s, which sell for millions of dollars when they become available.

They didn't. The filmmakers borrowed modern versions of those vehicles from Irvine-based Shelby Legendary Cars and its parent company, Superformance, the only companies in the world licensed by the legendary race car designer to build and sell new versions of the Ford GT40s and Cobras that made their namesake into a supercar superhero.

"Ford v Ferrari," from 20th Century Fox, tells the dramatic real-life story of the American car company's quixotic quest to challenge reigning champion Ferrari at the 1966 Le Mans 24-hour endurance race. Ford executives hired California car maverick Shelby (played in the film by Matt Damon), who in turn drafted maverick driver Ken Miles (Christian Bale) to mount the assault.

Many of the featured cars driven in the movie — the Shelby Cobra that Miles races, the Ford GTs that he and Shelby design and test in California, and many of the vehicles that battle for the 1966 Le Mans title — were built in South Africa and imported to the U.S.

But don't call them "replicas" or "kit cars." Variations of the Cobras and GT40s can be had in those forms, but these are "continuation cars," Shelby Legendary Cars Chief Executive Lance Stander insists — real Shelby cars, built exactly as Shelby intended, with official Shelby chassis numbers, just like the originals.

If they don't fetch as much as originals, they're still pricey rides. The GT40 models based on the Le Mans winners start at about \$170,000 and can climb quickly to \$300,000. A Cobra can be had for as little as \$100,000 and rise to \$250,000. A Shelby Daytona can cost \$180,000 to \$400,000.

Thanks to the complexities of American import laws regarding automobiles, however, the base prices for those vehicles don't include all the parts. Stander says he sells the cars on a "turnkey minus" basis, meaning that SLC delivers a rolling chassis. The SLC cars are sold through one of its affiliated dealers — Hillbank Motor Sports, another Stander corporation, for example — and then it advises the buyer on how and where to buy an engine and transmission and have them installed.

Stander says he's brought about 5,000 cars to the U.S. in this way. Most have remained here, a lot of them in California. About 1,000 were exported, to China, South America, Australia, the United Arab Emirates or the U.K., Stander says.

The colorful CEO came to America from his native South Africa 20 years ago — "I am African American, just not from Inglewood," he says — intending to enter the auto salvage business, but soon shifting to auto sales.

It was in his blood. The family fortune, established by his father's Hillbank Motor Corp., was in auto sales. It seems a natural fit. Stander has a broad smile and a salesman's patter. "I have a big mouth. I'm a used car dealer!" he says.

He'd had some early exposure to the Shelby cars in his home country, when Hillbank took a Cobra



'FORD V FERRARI' CONT.

as a trade-in. "I thought it was a piece of junk, until I drove it," he said.

Soon he was selling continuation Cobras, GT40s and Daytonas. (His companies are also licensed to manufacture the later Ford GR1, as well as a Corvette Grand Sport roadster.)

Some of the customers, he says, are wealthy car collectors who actually own the multimillion-dollar originals. If you see one on display, in a parade or TV or magazine ad, Stander says, "It's probably one of ours. The other ones never leave the vault."

At the Le Mans Ford GT Revival meeting in Spa, Belgium, Stander said, at least 20 of his GT40s were on the track — some perhaps masquerading as original 1960s models.

Those original cars, licensed and sold by Ford in the 1960s, have great value. A 1965 GT40 roadster prototype, one of only five built, was sold in August at an RM Sotheby auction in Monterey, Calif., for \$7.65 million. A 1968 model, said to have been used in the filming of the Steve McQueen movie "Le Mans," was sold in 2011 for \$11 million. (Rob Walton, of the retail store chain fortune, owns what may be the most valuable: Chassis 1075, which won Le Mans in 1968 and 1969. It is said to be insured for \$100 million.)

The Shelby Cobras have sold for even more. The first unit ever built went for \$13.75million at a Monterey auction in 2016. John Wiley, senior data analyst for the classic car insurance company Hagerty, said the original Shelby Cobras and the continuation cars are holding their value fairly well.

Based on auction sale prices combined with the rates at which owners are insuring those vehicles, Wiley said the current estimated average value for a used continuation Cobra is \$122,000, which represents a 65% appreciation in value over 10 years. The average value for a 1965 original Cobra, Wiley said, is \$1.9 million, up 72% over the same period.

That seems like a good return on investment, but Hagerty numbers show the average appreciation rate for all the classic cars in its database has been 128% from 2009 to 2019. The authentic and continuation Cobras are ahead of American muscle cars, for example, but well behind Italian sports cars.

The "Ford v Ferrari" filmmakers needed a lot of Cobras, GT40s and other period vehicles to shoot their extensive racing scenes, and to populate the non-race street scenes as well. For that, they turned to Rob Johnson, veteran set designer ("Avatar," "Tron" and many more), who acted as vehicle art director on the movie.

Johnson said the filmmakers leased, bought or borrowed 423 vehicles, 50 of them race cars — not just GT40s and Cobras, but Ferraris, Porsches, Mustangs, Corvette Stingrays, Triumphs and



even a Volvo. Many of these had to appear in actual race sequences, running at grueling speeds, for extended periods.

"Because of the performance and stunt requirements for the vehicles in filming, nothing precious could be used," Johnson said. "We needed cars that could go 200 miles per hour, without crapping out, for days on end."

Stander's companies leased the filmmakers six Cobras and two GT40s, Stander said, as well as two Daytonas and six Mustangs. Many of the other race vehicles came from Race Car Replicas in Michigan, Johnson said.

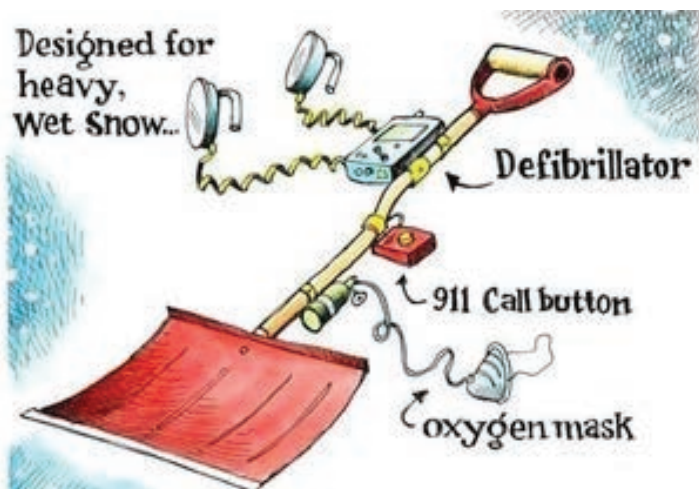
Johnson said the RCR cars are very good replicas, but the South African-made SLC continuation cars were exact reproductions, down to such details as period-correct nuts, bolts and welds that wouldn't be visible even in the closest close-ups filmed during "hero" sequences featuring stars Damon or Bale behind the wheel.

But RCR was able to supply a broader array of vehicles, Johnson said, including vintage Ferraris and Porsches. Additional vehicles came from Sun Valley's Ghostlight.

"Ford v Ferrari" may provide a small boost to the value of the Shelby continuation cars and the originals, said Hagerty's Wiley.

"There is a lot of interest in the movie among car enthusiasts, and screen time increases awareness of the cars," he said.

SO I WAS AT THE BAR LAST NIGHT
AND THE WAITRESS SCREAMED...
"ANYONE KNOW CPR?"
I SAID "HELL, I KNOW THE ENTIRE
ALPHABET."
EVERYONE LAUGHED...
WELL EVERYONE EXCEPT THIS
ONE GUY.



**NEVER ASK GOOGLE
FOR MEDICAL ADVICE.**

**I HAVE GONE FROM
MILD HEADACHE TO
CLINICALLY
DEAD IN
THREE
CLICKS.**



HAD A BUNCH OF GOOD SHARABLES THIS WEEK!!

Dave Shelbo:

Pontiac's Rope Drive: The Flexible Driveshaft
That Will Bend Your Mind - Autotrader

<https://www.autotrader.com/car-news/pontiacs-rope-drive-flexible-driveshaft-will-bend-your-mind-266081>

Don Olson shared the greatest SLOT CAR
track: <https://youtu.be/3TIEuU8j984>

Lastly: I thought I would share
some links that I use.

These are ENGINEERING REFERENCE for
your OLD vehicles:

Wheel Bolt Pattern Cross Reference:

<https://www.myboltpattern.com/bolt-pattern-guide/>

Wheel Base / Track Width:

[https://www.crankshaftcoalition.com/wiki/Wheelbase, track width, and differential measurements](https://www.crankshaftcoalition.com/wiki/Wheelbase,_track_width,_and_differential_measurements)

Wheel / Tire / Backspacing Sizer:

<https://www.wheel-size.com/calc/?wheel1=205-70-15X6ET0&wheel2=245-60-15X8ET0&fcl=50mm&wcl=30mm&scl=50mm>

Enjoy this warm weather.
Brian Saylor

■ ADS ■

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

REGARDING: JACK TELNACK RETIRED VP OF FORD GLOBAL DESIGN

The talk show Jack will be on is called
“Nostalgic Radio & Cars”

<https://nostalgyradioandcars.com/>

You can also listen to Jack’s interview
on the Networks Youtube Channel after
the show producers save the show &
upload it to the internet:

[https://www.youtube.com/channel/
UCT7tx1fvrz0FD8ZkhE19NQg](https://www.youtube.com/channel/UCT7tx1fvrz0FD8ZkhE19NQg)

(keep checking there if you do not see it)

OR you can get the past interview at:

<http://tun.in/pesuP>





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\$20 to nonmembers to run an ad.
You can submit e-mail ads to Jerry up to the 14th
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**50 YEAR CLUB MEMBER
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DONATING TO THE FMRCOA ARCHIVES
A T-SHIRT FROM THE EARLY DAYS.**




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IMAGINE HOW SCAREY IT MUST HAVE BEEN SETTING
OFF FROM HOME IN THE OLDEN DAYS, KNOWING
THAT IF SOMETHING WENT WRONG YOU WOULD BE
COMPLETELY STRANDED, WITH NO WAY TO CALL FOR HELP.



PEOPLE WHO LIVED IN THE 1980S,
BEFORE CELL PHONES, WERE SOOO BRAVE.

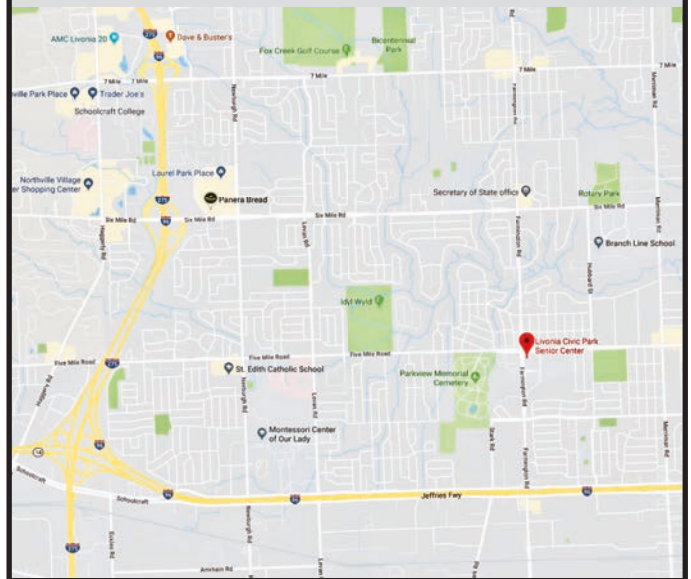
FMRCOA MONTHLY CLUB MEETING LOCATION

Meeting Location pending during pandemic
Please check with the club to
confirm meeting location

Our monthly club meetings are held at
LIVONIA SENIOR CENTER
15218 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!



WANTED

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 email us your article
accompanied with a photo to:
Karen at: karen.hough79@gmail.com