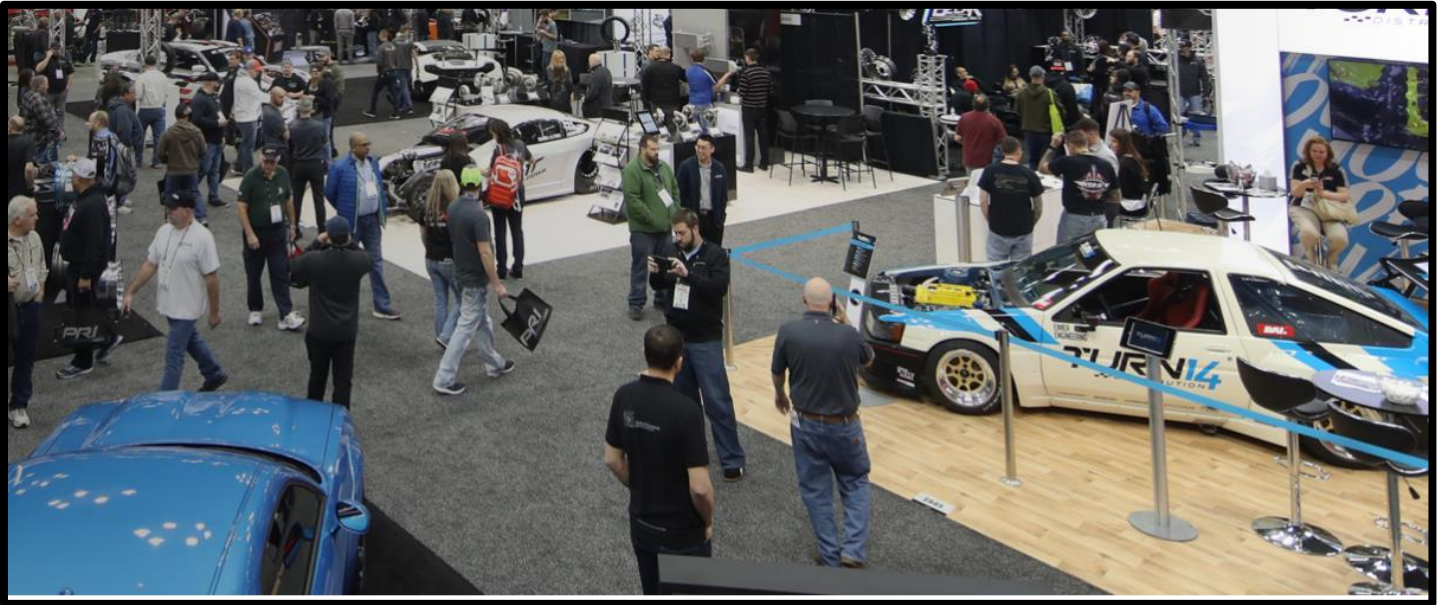




## “PRI” - The Performance Racing Industry Trade Show



Every year around the first week and of December my brother-in-law, Tom Kuznicki, and I travel to Indianapolis Indiana to the PRI Performance Racing Industry tradeshow. In years past, we both have worked for a company called Pro Race Performance Products. This company is based in Australia, and in years past, we have had a display booth displaying the Harmonic balancers that Pro Race manufactures. But because of the Covid lockdowns over the last couple years, Pro Race has not been able to travel to the PRI show, so Tom and I always go to the show. Here are just a few pictures and a small caption of what the show is about .

Open to PRI Members who work in the motorsports industry, the PRI Show is the most influential business event in racing. Featuring the newest parts and technology, access to countless manufacturers and service providers, and virtually unlimited opportunities to network face-to-face with industry leaders, the PRI Show is where the racing industry gathers under one roof for three days in December. If you're in the business of racing, you have to be at the PRI Show!

# The Rotunda Times



## The Rotunda Times

Published by:

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### 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 [jimdem22@gmail.com](mailto:jimdem22@gmail.com)

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

**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 FORD AND MERCURY RESTORERS CLUB OF AMERICA

P.O. Box 2938 • Dearborn, MI 48123

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The Ford & Mercury Restorers Club is a hobby organization whose purpose is to foster and promote the acquisition, preservation and use of all Ford vehicles.

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## **NO BOARD MEETING UNTIL JANUARY 2024**

### **11-8-23 Board Meeting**

**Made corrections to flyers.**

**Terry was to call My Mechanics Place about sponsorship.**

**Called A1 auto. Turned out to be a scam.**

**Discussed sponsor plaques. Will be 5x7. Go with the same wording**

## **Minutes from the FMRCOA Club meeting 12/06/2023**

**Called to order by Sec Terry Worful at 7:15**

**Club will donate \$600 to Matt's Children's hospital, members added \$245.**

**Dues are due NOW.**

**Roy Luvits is rejoining the club; he has a 1950 Ford 2dr coupe.**

**Treasurer had to order a new credit card, as that number was stolen.**

**John Magnusson received his membership badge.**

**We did not need an election as the board is remaining the same. Unopposed.**

**Club decided not to get a club spot at Autorama. It would be \$750 just for a table.**

**Jack got the flyers to hand out before our next meeting. More flyers to come to the Feb meeting.**

**No new business. Car talk Jerry was given memorabilia from Warholak Tire.**

**Jim and Brian Saylor are working on a list of tours.**

**The Jackson car auto swap is 1-20-24. There was no 50/50 drawing.**

**Meeting adjourned 7:50**

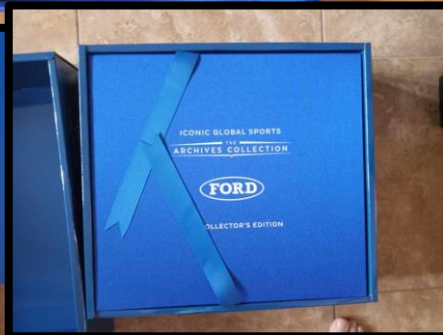
**Terry Worful Secretary**



Just a few pictures from  
the 2023 PRI show in  
Indianapolis



A few more  
PRI pictures from Indy



Here is the long awaited  
Ford History  
Archive Collection  
It was well worth the wait.

## End of year swap meet report

2023 has been a very good year for swap meets in my estimation. I have sold at a couple and certainly bought at virtually everyone I have attended. Let's start with a couple meets that were down this past year. In February, the usually very big Kalamazoo swap meet was down probably 20% or more. Possibly the change in schedule was part of this as Friday was set-up in the morning and open to the public in the afternoon. Then, again open on Saturday...sort of an odd way to run a swap meet. The second big swap meet to be way down was Hershey in October. Many people have estimated that 25% of the spaces were either empty or filled with parked motorhomes and no parts for sale. There were very few foreign individuals seen at the meet this year, and although I sold good and bought good, it was certainly not like past years. The NSRA swap meet in September was down again this year, basically NSRA is pricing themselves out of business. Spaces are small and expensive, and entrance if not an NSRA member is very expensive. This use to be a great meet but has declined drastically. Locally the swap meets were all pretty much sell outs or awfully close. Jackson in January was a little thin, so will be interesting to see how it does this year after being taken over by a privateer. Script A's in Saginaw and ESA's in March were both good meets. The Monroe swap meet again got bigger, but the parts seem to run more to the G.M. than Ford. The FMRC swap meet in May was very good. The new location and date worked well, and I can see it gaining every year which is great. Bearing Burners meet was good, but mostly street rod and performance parts, but I did find a couple Model A "gems" to carry home. Two meets in August in Kalamazoo were well worth attending. The Red Barns meet at Gilmore was huge, but there is no parking lot assistance and leaving is gridlock. The Hot Rod Deluxe meet at Gilmore although small, is one of my favorite meets....lots of beautiful street rods, and lots of great vintage parts. For the Model A enthusiasts, the Model A day swap meet at Gilmore and the Dayton-Buckeye swap meet in Troy Ohio were on the "must" list. What will 2024 bring, that is the big question. We can hope for the best, but it is the people that attend and the vendors that sell who make swap meets great. Have a safe and happy 2024, and I will see you at the swap meets !!

Lou Ironside

## AC Cars Builds a Modern Cobra With Coyote V-8 Power

The Cobra GT Roadster is a newer, larger, more comfortable take on the icon.

BY [LUCAS BELL](#)



AC Cars pulled the cover off an all-new AC Cobra GT Roadster, just a year after announcing the car's return. This thoroughly modern take on a legend combines vintage styling with nods to modernity. Perhaps most importantly, the car comes exclusively powered by a choice of two honking Ford V-8 engines.

While the Cobra name is inextricably linked to Shelby American on this side of the Atlantic, AC Cars's relationship with the project dates back to the Cobra's genesis. Shelby based the Cobra on the AC Ace, a roadster originally powered by a Bristol inline-six. AC was in the process of replacing the pre-war powertrain when they received a call from [Carroll Shelby](#), who wanted an Ace modified to accept a V-8.

While the Ace would ultimately live on until the 1963 model year with a new Ford-sourced inline-six, the V-8-powered Cobra collaboration was ready for 1962. While the cars were sold as Shelby products in the States, AC actually built and sold [Cobras in Europe](#) with instruction and approval from back home. It is only natural then that AC Cars is the one to bring the Cobra back to the old world with this latest project.

While the AC Cobra GT Roadster looks a lot like the classic model from afar, closer inspection reveals key differences. This new car is much larger than the original, four inches longer overall. The car's wheelbase stretched more than 11 inches and its track was widened too. The chassis itself is made from extruded aluminum and laid out in a space frame. The reworked body has been constructed from a carbon-composite material. It weighs just 110 pounds. AC Cars claims the car's stretched dimensions establish its GT character, while making it a more comfortable place for larger drivers. That extra size doesn't come without some penalties however, as this new Cobra tips the scales at just under 3200 pounds.



Under the hood, customers will choose between two 5.0-liter Coyote V-8 engines.

A naturally-aspirated variant provides the Cobra with 454 hp and 420 lb-ft of torque, while an optional supercharger can bring those figures up to 654 hp and 575 lb-ft. A six-speed manual transmission is the gearbox you should get, but a 10-speed automatic with paddles is offered.

AC Cars says the supercharged variant is capable of a 0-60 mph sprint in just 3.4 seconds.

For reference, in *R&T*'s [September 1962 test](#), a 260 cubic-inch Cobra sprinted to sixty in 4.2 seconds.

The interior of AC's car features a retro design but isn't entirely faithful to the original. The beautifully trimmed seats and leather wrapped surfaces look upscale, while items like the center screen and push button starter remind you what era the car actually comes from. Losing some of the interior trimmings might have helped the car on the scales, but AC maintains this specific model is a GT car at heart. Only 250 units are slated for production each year, with every first-year model already spoken for. The cars are legal for road use in the U.K., but no pricing information is available at this point.



**We had a light turnout for our December meeting, but looking forward for the coming new year.**



**John Magnusson  
Receiving his new  
membership badge**



## Odds 'n Ends

### Brian Kuta

I didn't have any new ideas for this month, so I thought I would write about some little known concepts. We can hardly live without A/C in this day and age, but back in the days when it was rare we loved it, but us, our parents, and grandparents couldn't afford it. Our excuse for not having that pricey option was that we didn't want to give up fuel economy and performance because of the power it took to run the system. For our older cars that do have A/C, the system should be checked out every two years, and really should be evacuated and recharged as recommended by the manufacturer. If there are any signs of moisture in the system during the evacuation, a drying agent should be added. All too many A/C systems go south because they sit without being used. It is best to run the system year around at least once a month to prevent deterioration of the seals that will shorten the components life. There is also a high pressure and low pressure side on an A/C system, so in order to relieve the pressure within the system, it should be turned off at least a minute before shutting the engine off to allow the high and low pressure sides to equalize, thus taking the pressure off the seals within the system. When the system is evacuated there is a lubricant that can be installed, and a dye that you can see with a black light if your system has developed any leaks.

You can not overlook your fuel system during the off season either. I know I've mentioned it's best to fill the tank to the top prior to storage to prevent condensation in the tank. You can also add what we call dry gas, or a product like Stabil. If you burn the nowadays pump gas, then you need to buy the Stabil made for ethanol fuel, which is identified by a little yellow star on the bottle. Your neoprene fuel

lines usually last about three to five years, so make sure you continually look for cracks because that for sure indicates deterioration. Your fuel filter should be changed every year, and maybe your vehicle even has a sediment drain to get rid of sediment. Many times the fuel hoses begin to deteriorate inside the hose, then particles break loose potentially plugging the fuel system. Some fuel filters have a bypass that allows fuel to get around the filter, but then that sediment can get to the carburetor shutting you down, or causing an expensive carburetor rebuild. Another good idea for older vehicles is to install another, and really good, fuel filter. Consider a filter with a drain and putting it close to the tank as you can. If you do this, you need to make sure it's away from heat so it won't act as a heat sink causing vapor lock.

Ever wonder what rear gear is in your vehicle? Looking at the door tag may not be the answer because it may have been changed. Looking for the tag on the pumpkin may not work because the wrong tag could have been left on, or it's completely missing. If you have a front wheel drive vehicle, forget checking it out. For rear wheel driven vehicles with exposed driveshafts, you can check the

relationship between the rotation of the wheel compared to the rotation of the propeller shaft. Once the vehicle is properly and safely secured off the ground, you can check to see if one revolution of the wheel causes the driveshaft to rotate say 3-1/2 turns to easily figure out you have a 3:50 rear gear. It gets a little trickier when you're trying to find out if you have a 4:11 or a 4:30 gear in the rear end, so make sure you have all the slack taken up, then make your marks, and instead of just doing one rotation, do three, four or five and divide by three or four or five for more accuracy.



# Calendar of Events for 2023

**LET'S HOPE NEXT YEAR WE CAN FILL THIS PAGE WITH EVENTS**

**Bill Milliken Garage Tour – January 6 th, 2024**

**JACKSON SWAP MEET – January 20, 2024**

**Ye Old Carriage Shop – February 17 th, 2024**

**We will keep this page open for all upcoming events. If you have any information  
on events,**

**please send them to me at [jindem22@gmail.com](mailto:jindem22@gmail.com).**

**They will also be added to our webpage in the events section.**

• A D S •

CLASSIFIED ADS

FOR SALE

- Lowell Reams 734-455-4156 : 1957 Ford custom 300 two-door sedan. New 351W Ford motor sport crate motor with new oil pan and pick up for a 57. Motor-mounts, starter, alternator and pulleys, exhaust manifolds and 600 CFM Holley carburetor. Rebuilt Ford AOD trans with trans mount and crossmember. New radiator, gas tank, door seals, new windshield and rear window with new gaskets. Front end rebuilt with all new bushings. Shocks and rod ends. New front disc brake kit is still installed with dual master cylinder, many other new parts too numerous to list. Needs bodywork paint and upholstery. Needs partial floor pans installed parts included over 11,000 invested asking \$6500.00 or best offer.
- Greg Covey 248-568-1190 : 1970 Ford LTD four-door sedan. This car has 54487 original miles, white exterior with a black vinyl top and red interior. It has been updated with new water pump, all hoses and belts have been replaced. For pictures and more info, the car is listed with GR Autogallery. Listed at \$10,900.00.
- Dave Tillman – 313-580-4807  
63/4 - 2 hoods & trunk deck for Mercury Monterey  
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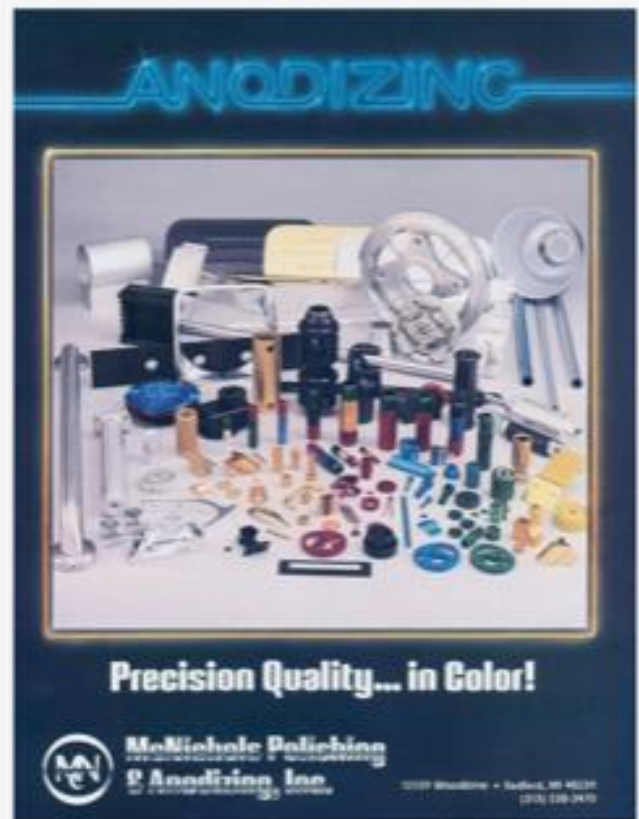
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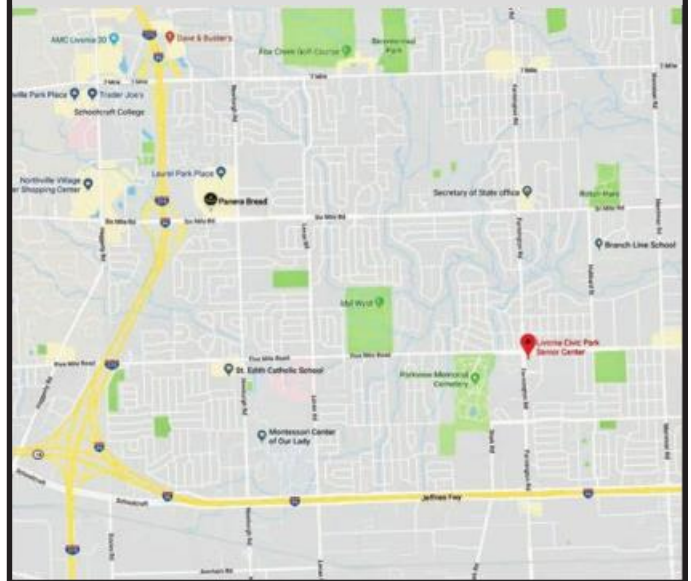
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## FMRCOAMONTHLY CLUB MEETING LOCATION

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!



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We are interested in how you came about  
finding your vehicle of choice, and what you  
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