



The Barn Find - by Roy Stull

It all started about 50 years ago when my wife mentioned that we really needed a second car after much thought on the subject, and realizing a used car was a poor investment I decided to look for something that would be serviceable and keep its value.

While driving to work, one day near Monroe Michigan, I passed an old rundown barn. The door happened to be slightly open, and the sun was shining on a 36 Ford grill. That evening I stopped and inquired and found out that the car could be bought. It had been sitting there for some time and was covered with straw and other junk found in an old barn. All the tires were flat, and some chickens were roosting on the package tray.

Upon arriving home, I explained to my dear wife about the car and how much she would enjoy driving the kids to school and running around town. The next week we went to Russ Dawson Ford dealership they had a 1941 Ford for \$1200.00. It was black good solid running two door. My wife did not care for it. She said it would be like driving a hearse.

Then we drove to Monroe to see the 36 which I thought she would hate but instead she fell in love with it and so, we bought it.

Anxious to get it the next day I arrived with a friend and a tow bar. After pumping up all five tires with a hand pump, the car would still not budge because the brakes were locked up, so I crawled under and disconnected the brake rods.

When we finally pulled it out of the barn it didn't look as good as I thought and wondered if I had paid \$450 for a white elephant. After many attempts to get it started, we gave up and towed it with my friend behind the wheel all and all the windows open.

He said he felt like something was crawling up his pant leg. Six months later my wife had a little Washington blue two-door to buzz around town and not completely restored, but dependable. It wasn't long after that a handful of us car buffs got together and formed the Ford and Mercury Restores Club.

Roy Stull

Editors Note:

Roy Stull is one of our club's charter members from 1969 that still contributes and comes to our monthly meetings. This is what makes our club a great club that has lasted more than 50 years.

The Rotunda Times



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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.

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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.



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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.

Table of Contents

Main Story	Page 1
Staff and Officers	Page 2
Club Messages	Page 3
Just Humor	Page 4
Ford Article	Page 5
Lou Ironside	Page 6
Ford Article/Terry Worful	Page 7 & Page 8
Brian Kuta	Page 9
Mark Sapienz	Page 10
Calendar of Events	Page 12
Classified	Page 13
Advertisers	Page 14 & Page 15

President's Message

At our February meeting, we had Roy Stull show movies of our club back in the early days when the club had a lot of activities.

We had members we have not seen in a while show up. We have swap meet flyers to hand out. We are getting T-shirts ready also, I am going to order club hats.

Sign-up sheets will be at the March meeting.

Spring will be here soon.

Looking forward to seeing you at the March meeting.

Stan Miller
President

Board Meeting Minutes

02/16/2023

- We are adding 2 more sponsors to the swap meet.
- Reducing dinners back to \$2.
- Looking into fender covers w/club logo to sell.
- Swap shirts are going to print, will be blue with white print.

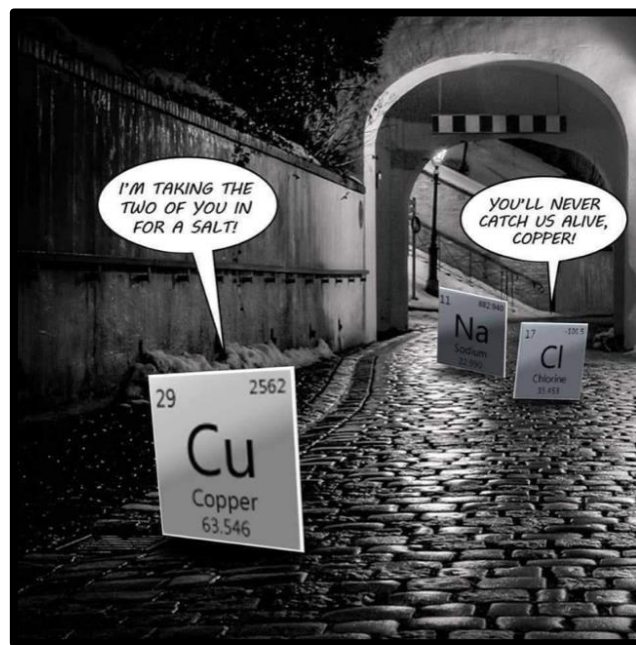
Terry Worful
Secretary

Minutes from the February meeting 02/01/2023

- Roy Stull brought in old movies of our club back in its early days.
- Swap flyers were available to pass out at swap meets.
- January newsletter was sent out.
- Working on the swap meet T-shirts.
- Signup sheets for the swap meet will be at the March meeting.
- Asking for suggestions of places for the club to visit. John Tret is still working on a date to visit Morantz.
- Dale gave the treasurers report, club is doing better.
- The membership is 101 members, but keep in mind we are no longer making wives join separate, just to make numbers.
- There were 40 members in attendance.

Terry Worful Secretary

"JUST FOR THE HUMOR OF IT"



1964 Lincoln Continental Limousine (2016.49.1)



Maker: Ford Motor Company, Dearborn, Michigan, and Lehmann-Peterson, Chicago, Illinois
Engine: V-8, overhead valves, 430 cubic inches
Transmission: 3-speed automatic
Horsepower: 320 @ 4600 rpm
Height: 65 inches
Wheelbase: 160 inches
Width: 84 inches
Overall length: 252 inches

Ford Motor Company was approached by the Vatican in 1965 to provide a vehicle in which to transport Pope Paul VI during a visit to New York City that October. It was an unprecedented occasion – no sitting pope had ever visited the United States before – and Ford was determined to meet the challenge. The automaker approached George Lehmann and Bob Peterson of Chicago. The two men had specialized in “stretching” and customizing Lincoln Continentals since 1962, and their firm had earned a reputation for the high quality of its work. Lehmann-Peterson did not disappoint, rushing a special car to completion in fewer than two weeks.

The papal Lincoln was lengthened to 21 feet (from the standard 18). Step plates and hand rails were added for security personnel. Additional seats, arranged in a vis-à-vis layout, were placed in the rear compartment. Supplemental interior lighting and a public address system allowed the pontiff to be seen and heard by the crowds, and an adjustable seat – capable of being raised several inches – further improved his visibility. A removable roof panel and added windscreen allowed the pope to stand and wave when conditions permitted.

Pope Paul VI spent a whirlwind 14 hours touring New York on October 4, 1965. He gave a blessing at St. Patrick’s Cathedral, met with President Lyndon Johnson at the Waldorf Astoria, addressed the UN General Assembly, and led an outdoor mass at Yankee Stadium. The pontiff ended his tour with a visit to the Vatican exhibit at the New York World’s Fair.

The modified Lincoln returned to Chicago where it served as a city parade car for visiting dignitaries. In 1968, the Vatican called once again, this time requesting the car’s use during a papal visit to Bogotá, Colombia. The car again performed flawlessly, despite Bogotá’s high altitude and the required engine modifications.

The car returned to Chicago and soon carried a new series of dignitaries. Apollo 8 astronauts Frank Borman, Jim Lovell and William Anders – the first men to orbit the Moon – were paraded in the car on a visit to the Windy City in January 1969. Seven months later, Apollo 11 astronauts Neil Armstrong, Buzz Aldrin and Michael Collins enjoyed a similar honor. The crews of Apollo 13 and Apollo 15 would later get their own parades in the Lincoln.

The car was retired from public service in the early 1970s and subsequently passed through five private collections before being acquired by The Henry Ford in 2016.

Lou Ironside

Swap Meet Report

Three swap meets to report on this month, nothing spectacular, but all were fun anyway. First was the annual swap meet in Jackson, MI at the fairgrounds. Never a big meet, and over the years it has had some “ups and downs”. Last year was really lacking on vendors, but in all fairness, there was a big snowstorm that week and I am sure it kept a lot of vendors/spectators away. This year, although cold, it was clear and dry, and most of the tables were filled. Always a good assortment of parts, but lacking on early Ford parts, however that is fairly common now. Got to visit with a lot of people I hadn’t seen since last fall, so a good time. The 2nd meet I attended was the Saginaw Swap meet put on by the Script A’s car club. As you would guess by the club putting it on, a nice selection of Model “T” and “A” parts, but not much in the early Ford years. I found some needed parts at a very reasonable price, and the swap meet was full although there seems to be a few more tool/toy vendors than car parts. The 3rd and final swap meet I attended was the big swap meet in Kalamazoo put on by the Kalamazoo Area Car Club. Last year there was a poor showing of vendors possibly due to the weather, or perhaps due to the new way they have the meet set up. It is now Friday afternoon set-up and then Saturday only for the swap meet. It used to be a Saturday/Sunday swap meet but to be honest, Sunday was a waste of time for the vendors. Three big rooms, and only one or two tables empty. At this meet there was a nice mix of early Ford, and non-Ford parts, and collectibles. Everyone in my group found some nice items, and it seemed that there were only two thoughts on pricing : reasonable, or way overpriced. Fortunately, none of the overpriced items were on my “want list”. Again, an enjoyable day, dry roads, and sunshine on the way home, you couldn’t ask for more. Next month a report on the 51st annual East Side A’s swap meet in Macomb, MI.

Ford Rockets to Formula 1 Success



Ford made big news last week when the company [announced it would be returning to Formula 1 beginning in 2026](#) through a strategic partnership. Despite not racing in the renowned series in nearly 20 years, Ford remains the third most successful engine manufacturer in series history. The company racked up 174 grand prix victories, as success came early – and often – during Ford’s first go-round in the series.



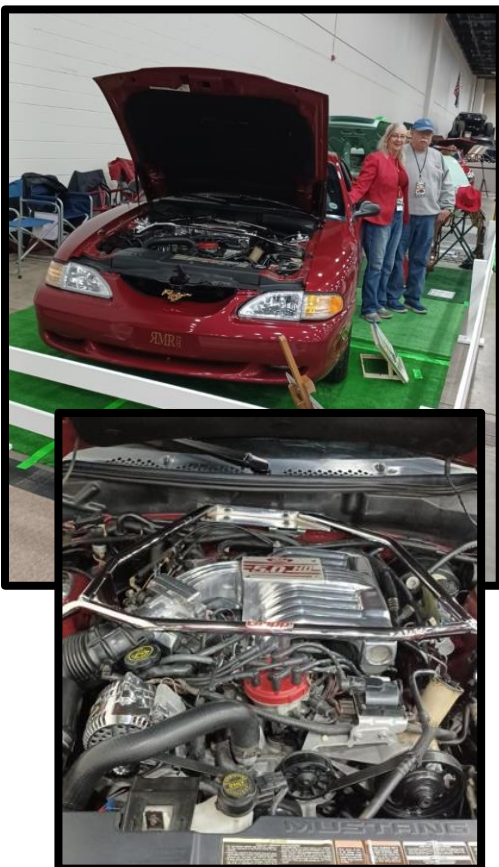
It all began in the fall of 1965 when Ford contracted Cosworth Engineering to design and develop two new race engines, one of which would become the most successful Formula 1 Grand Prix engine of all time. The Ford Cosworth DFV engine was unveiled in April 1967, before its debut two months later in a Lotus Ford victory at the Dutch Grand Prix by driver Jim Clark. After winning four races in its debut season, the Ford DFV would power 26 victories through its first three campaigns. In 1968, Lotus lost exclusivity to the Ford engine, but went on to claim both the driver’s championship (Graham Hill) and manufacturer’s championship (Lotus Ford). Ford-engine cars won 11 of 12 races that season and had a perfect 11-win season in 1969 as Ford engines powered the Lotus, McLaren, Matra and Brabham teams as well as several smaller private teams.

Ford and the DFV engine would continue to dominate in the 1970s, winning at least 10 grandprix each season – including a perfect 15-event season in 1973. The company would claim six constructor’s titles during the decade, as well as seven driver’s titles, extending its reign over both championships, which began in the late-1960s. The engine was so good, in fact, modified versions of it were also successful at Le Mans as well as in CART/IndyCar racing in North America.

In total, the DFV engine powered 155 Formula 1 wins in 16 years, including driver's and manufacturer's championships in 1980 and '81 (and another driver's title in 1982), before being replaced in 1983. Legendary drivers, including Clark, Mario Andretti, Emerson Fittipaldi, Hill, James Hunt, Alan Jones and Jackie Stewart drove DFV-powered cars to World Championships.

Cosworth went on to develop more engines for Ford, including the DFV's successor and a 3.5-litre Zetec-R V8, used by Benetton-Ford in 1994, when Michael Schumacher won half of the season's 16 races en route to the first of multiple driver's championships in his career.

The last Formula 1 victory for a Ford-engine car came in 2003, when Giancarlo Fisichella won the Brazilian Grand Prix in his Jordan Ford. The company left the series a year later with the sale of the Jaguar team following the 2004 season. In total, Ford captured 10 constructor's championships and 13 driver's championships before bowing out of Formula 1 following the 2004 season. Today, Ford is partnering with Red Bull Powertrains to co-develop the next-gen hybrid power unit that will supply engines to two Formula 1 teams from 2026 to at least 2030.



Club members Terry and Jerry Worful participated in this years Auto-Rama with Terry's 2005 Mustang GT

Brian's Tips / Oddities About Carburetors

Bigger is not always better, but smaller is not always better either. If you put a carburetor on your engine that is too small, the engine may never reach its potential because it's starving for more air/fuel. The air/fuel mixture can be correct, but it's just not able to supply enough of the mixture to the engine so it can live up to its expectations. If the carburetor is too big it does not atomize the mixture correctly, then you lose low end power that makes off idle seem soggy. If the engine is to be operated at lower engine speeds, we can say smaller is better. If the engine is to be used at higher engine speeds, then bigger could be better. Now you can understand how simplifying the running of an engine with a speed governor can eliminate all kinds of problems, like a lawn mower engine that does not vary its speed.

A time-tested formula for selecting a carburetor is: $CID \times RPM \sim 3456 = \text{carb size}$. Unless it's a racing engine, most engines run around 85% volumetric efficiency (VE). To better visualize this, take a standard 302 CID engine, then multiply that cubic inch displacement (CID) by the RPM (revolutions per minute) the engine is built to attain like: $302 \times 6,000 = 1812000$. Now divide that by the 3456 to find the engine would need a 524 CFM (cubic feet per minute) carburetor. Now multiply that by the 85% VE to find out your engine will get by just fine with a 445 CFM carburetor on it. Unfortunately, not all carburetor manufacturers rate their product using the same exact method so, now we have another variable to deal with, and sometimes going a bit over the top solves that issue so, we'll say that a 500 CFM carburetor will work just fine, no matter the brand.

Moving right along here, let's think about whether putting on a one barrel, two barrel or four-barrel carb will be the best for overall performance. First, we need to consider that one-, two- and four-barrel carbs are not rated the same for CFM. Some use mercury, some use the water column method to measure air flow so, how's 'bout another formula to tickle your brain. A 500 CFM one- or two-barrel carb is not the same as a 500 CFM four barrel. One- and two-barrel carbs are rated the same, and four barrel carbs are rated differently. I once read that way back in time carburetors were pretty much all one or two barrel but, somewhere in the 1950's the four barrel came into play and they got rated differently. Anyways, that's the story and I'm sticking' to it.

I am not going to go into mercury and water columns to determine CFM ratings so, we'll use the 1.414 (square root of two) formula to convert numbers to see how they all compare. If you take a 500 CFM rated one- or two-barrel carb, then divide by 1.414, you'll see the equivalent in a four barrel will look like this. $500 \text{ CFM} \sim 1.414 = 354 \text{ CFM}$. Now we take a 600 CFM 4 bbl. and convert to see how big of a 2 bbl. we would need to be the same. $600 \times 1.414 = 848 \text{ CFM}$. Hey, now that we're having some fun with our calculators, here's some more numbers to play with. Carburetors are rated for air flow only. Now you add the fuel flowing in, which takes away approximately 8% of the CFM rating, so now you can throw that into your calculations too.

I am a huge advocate of using one good four-barrel carburetor, instead of a two barrel, much fewer multiple carburetors that do look very cool. The front barrels are usually measurably smaller than the barrels of an equivalent two barrel so, as long as you keep your foot out of it, you can experience better fuel economy, and your engine will love the better mixture entering cylinders creating a much cleaner burn. Besides that, and maybe more importantly, when you put the pedal to the metal it won't starve the engine ever again. Air does change directions fast, but the heavier momentum of the fuel does not change directions very quickly so, the better it atomizes, the better the mixture make those turns from the carburetor to the intake manifold to the cylinders. As less atomization takes place the air will still turn quickly, but the fuel being in bigger droplets will not turn causing a multiplicity of issues. Fuel injection, particularly port injection, and variable cam timing, have made remarkable improvements to engine performance in more recent years. Two steps forward and one step back still sums up the overall development of vehicles up to date, and I do not want to give up auto-start to ever hand crank an engine.

Mark Sapienz / Auto rama

Back in the 1980's, I remember all the Barrett Jackson Auction cars seemed to be 1920/30's Auburns ,Cord, Duesys, Lincoln, or Caddies from a bygone Hollywood era. The Rich back then valued their childhood memories. Today, it seems the 60/70 Muscle cars have replaced the distant classics as the Boomer's seek their teenage dreams. Hopefully, I will never see Japanese Tuner Cars dominate but it may happen.

This reflection or observation motivated me to look up and print a list from Autorama' Ridler Award winning Customs. These highly modified chromed out masterpieces of one's imagination show a definite trend to honor the 20/30 Hotrods. Most all the base concept models come from simple everyman's driving Fords and Chevys. A hand full 60's car sprinkle in and an odd array of differing Manufacturers. Surprisingly, only 2 of them {1968,1973} are completely imaginary Hand Made Custom Cars not based on an existing vehicle.

I do see the last ten years a slight change as the winners tend to shifted more towards the mid-century cars. Just like Barret Jackson buyers have aged out. Autorama Builders and Judging customs tastes change. I did notice winning 1986 Pontiac and 1992 Mercedes Prostock cars bucked all trends through all the years. Will we soon see a car from the 2000's Customized SUV Riddler Winner. I hope to see a at least a few Ridler winners I drove in high school before time turns its pages. Alas, but who in their right mind would put in a boat load of cash into say a Ford Escort. I think No amount of Paint, Chrome and Polish could make most of recent cars show worthy. To Quote Sheriff Bufford T. Justice "What in the heck is this world coming too?" Nascar Racing with Electric Motors Hoods with Voltage and Amps listed on the hoods instead of Horsepower. UGH

Riddler Custom Car Award Winners :

Year Won "Name" Base Model Car

1964 "Aggravation" Bantam Coupe
65 "Venturian" 56 Chevy
66 "Chevooom" 66 Chevy Malibu
67 "Deora" 66 Dodge Pickup
68 "FireTruck" Custom Hand Built
69 "Top Banana" Ford T Roadster
1970 "ElectroCharger" 66 Dodge Charger
71 "Brinks Express" Custom Built Cab Truck
72 "Scorpion" Rear Engine Corvette
73 "DevilFish" Custom Hand Built Street Rod
74 "Tartan T" 27 Ford T Sedan
75 "Renaissance" 27 Model T
76 "El Toro" 23 Ford
77 "Frigid 1" 26 Model T Sedan
78 "Black Diamond" 23 Model T
79 "Garage Father's Rod" 23 Model T
1980 "Cranberry Delivery" 28 Ford Sedan
Delivery
81 1934 Ford 3 Window Coupe
82 "Model Y" 34 Ford Model Y {English Car}
83 "Renaissance Delivery" 29 3 Door Ford
Sedan Delivery
84 "Khrome Shoppe Special" 34 Ford Coupe
85 1933 Ford Victoria
86 1986 Pontiac Grand Am Prostock
87 "Sweet Dreams" 34 Ford Roadster
88 "Gambler" 32 Ford 3 Window Coupe
89 1934 Ford Cabriolet Street Rod
1990 1932 Ford Street Rod Roadster
91 "Carlini Coupe" 33 Ford Coupe

92 "Stewart Sedan" 32 Ford Sedan
93 "Stitzer Coupe" 40 Ford Coupe
94 "AeroCoupe" 37 Ford Coupe
95 1992 Mercedes 560 SEL Street Rodder
96 "37 Poteet" 37 Ford Roadster
97 "Revolver" 32 Ford Roadster
98 "21st Century Comet" 33 Ford Roadster
99 "Innovator" 32 Ford 3 Window Coupe
2000 1933 Ford Coupe Speedster
01 "M-80" 49 Chevy Coupe
02 "Grand Master" 35 Chevy
03 "Stallion" 34 Mercury
04 1937 Willy's Coupe
05 "Impression" 36 Ford
06 "35 Iowa's Roadster" 35 Ford
07 "First Love" 36 Ford
08 "Ferromero" 60 Nash Rambler
09 "Duecenberg" 32 Ford B-400
2010 "Gold Digger" 33 Ford Phaeton
11 "Sunammer" 56 Ford Convertible
12 1955 Ford Thunderbird
13 "Checkered Past" 40 Ford
14 "Revision" 64 Buick Riviera
15 "Imposter" 65 Chevy Impala
16 "Olds Cool" 39 Olds Convertible
17 "Renaissance Roadster" 33 Ford Roadster
18 "Imagine" 57 Chevy Impala
19 "CadMad" 59 Cadillac Brougham
2020 "Impressive" 63 Chevy Wagon
21 No Show Covid 19
22 "ShoBird 31 Chevy Coupe

Calendar of Events for 2023

March 1st FMRCOA Club Meeting	Livonia Senior Civic Center
March 4 Milliken's Warehouse/Ypsi	Heritage Museum Ypsilanti
March 25th and 26th Hot Rod & Manufacturing & Industry Expo	Suburban Show place
April ? Brother's Garage Tour	Troy
May 7 25th Annual All Mopar Car Show	Packard Proving Grounds Shelby Twp
May 27 Heritage Rod & Custom Car Festival	Rochester
May 28 42nd Festival of Cars	Rochester Municipal Park
May 20 FMRCOA Swap Meet	Washtenaw Farm Council Farm Fairgrounds
June 10 Wings & Wheels	Yankee Air Museum Ypsi
June 11 - 17 EF V-8 60th Anniversary	Grand National Meet Dearborn
June 16 Roush Racing Museum Tour	Livonia
June 18 - 19 Motor Muster	The Henry Ford / Greenfield Village Dearborn
June 24 Sloan Summer Car Show	Sloan Cultural Center Grounds Flint
June 24 Bay Harbor Car Boat / Show	
July 14 Ford PDC Employee /	Vender Car Show Dearborn
August 13 Hog Roast	Southeast MI RG #126 Club house Jackson
August 14 Rockin Rods n' Rochester 9 -4	Rochester
August 19 Woodward Dream Cruise	
August 23 Cruisin' Hines	Hines Park Westland
September 8 Frankenmuth Auto Fest	Frankenmuth
September 9 - 10 Old Car Festival	The Henry Ford / Greenfield Village Dearborn
September 10 ? Ford Yacht Club Car Show	
September 17 39th Annual Milford Car Show	Milford
September 17 ? Orphan Car Show	Ypsi
September 22 -23 Concours d'Elegance of America	DIA
September ? Crosspointe Church Car Show	Novi

Thank you to the Early Ford V8 Club RG#67 for the new events.

We will keep this page open for all upcoming events. If you have any information on events, please send them to me at jmdem22@gmail.com. They will also be added to our webpage in the events section.

• A D S •

CLASSIFIED ADS

WANTED

- 1932 Front Axle and wishbone
- Call Cole Grandy at
- 810-735-1671

FOR SALE

- Nonmember, 1960-63 Falcon parts many new reproduction & aftermarket parts. Used original parts, including original sheet metal, glass & interior parts. Some will also fit 60-63 comet, later falcon, & mustang. Everything \$1,500 obo. Call 734-262-3190 Michael Bullard. Leave message.
- Roy Stull 248-553-0420 Wanted radio for 68 Ranchero must be working, same as early Mustang.
- Cole Grandy 810-735-1671 33-34 front wishbone. 36 rear wishbone radius arms. Rodders Journal 1-8 issues. 1941 Ford 1ton hubcaps (blue circle & Ford script. Back crossmember for flatbed, with Ford script in the middle. 1935-36 Chrysler Airflow taillights.



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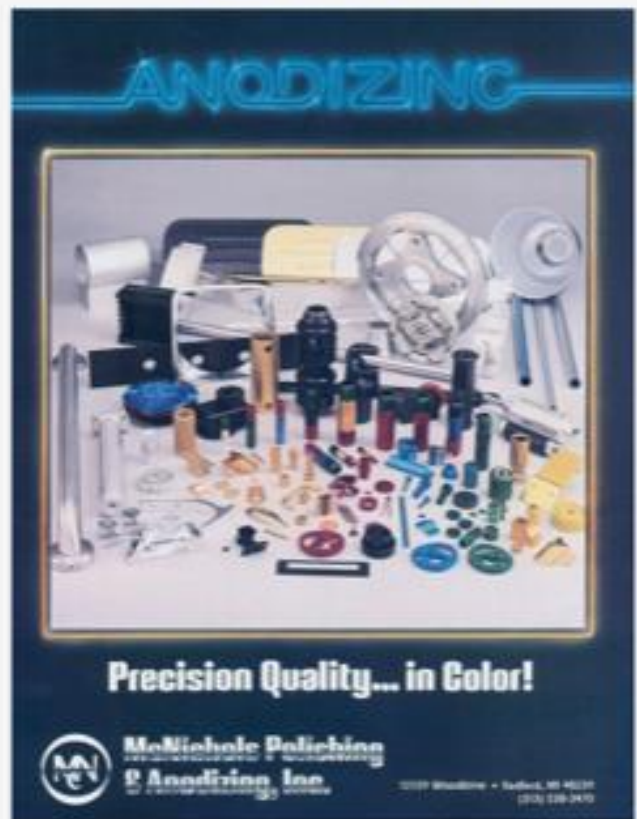
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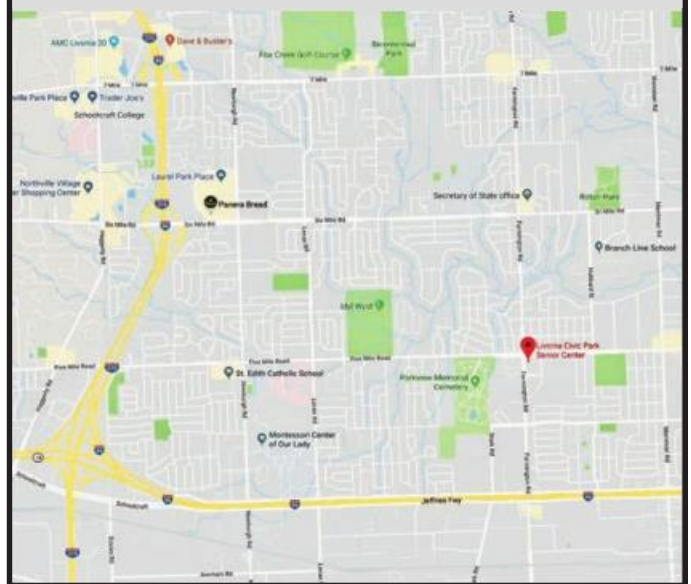
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FMRCOAMONTHLY CLUB MEETING LOCATION

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!



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:
Jim at: jimdem22@gmail.com