



Full Circle 1960 Ford – A # 1 Fairlane 500

Note from editor: The article was written in Old Car magazine by Al Rogers.

Pat Kuluzny's 1960 Ford Fairlane 500 Town Sedan might be a four-door but there's nothing mundane about it. Well, some people walk past four-door sedans at car shows but Pat Kuluzny's Fairlane drives a crowd wherever it goes. The 1960 Ford attraction may come from its lovely green and white two-tone paint. It might even be what Ford described as a "continental flare" to its long and lithe styling. But more likely it's the fact that someone restored a mid-level 1960 four-door sedan and did so to show stopping gem like Old Car Price guide number one condition. Well, it might be hard to believe that people are drawn to the four-door sedan we've witnessed it. The 60 was invited to the Ford Production Development Center PDC truck and car show. An event organized by Ford Motor Company employees in which vehicles might be invited to attend and receive final approval after the invitation. Even among the top-notch invitees in the 2022 event we watch crowds gather around Kuluzny's 1960 Fairlane sedan. Indeed the 60 looks brand new may even be better than the condition of a new 1960 Ford Fairlane sedan that Kuluzny's father drove off the dealership lot back in 1960.



Back in 1960 my father Tony Kuluzny bought a brand-new Ford Fairlane 500 four-door sedan recalled Kuluzny. It was black with a white top and the interior was black and gray inserts. It had a 292 V8 and three speed manual transmission on the steering column, I have fun memory of my brother, Tony Junior, and I riding in the backseat on our way to the barbershop in Old Detroit for our monthly haircuts" Kuluzny continued "We would marvel at the shape of the quarter panels in their fins in our young minds it look like an airplane with a sleek look, shiny chrome, hubcaps, and grill. The body with these moldings was different than anything we'd ever seen before, and the wide stance made it look massive. My brother and I were in elementary school when our father bought it home from the local dealership. It was one of those impactful memories from my childhood that I'll never forget. That black 1960 Ford Fairlane 500 change my life in the way I look at cars. On that day in 1960, more than 62 years ago my interest in automobiles had been fueled.



Story continued
on pages 4 & 5

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CONTACT: Jim Crawford

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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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President's Message

Our swap meet at the Washtenaw Fair Counsel grounds was a great success this year. The swap meets profit more than doubled last year's event at Wayne County Fairgrounds. We would like to give a special thanks to all our vendors listed below for helping and sponsoring our event.

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Board Meeting Minutes

06/20/2023

Board ok'd \$250 for gravel to store club trailer on. And \$300 for new tires for the trailer.

Will offer the left-over t-shirts at the July meeting.

Dale is still working on the Art Cervi award with Don Nicholson.

Terry Worful
Secretary

Minutes from the FMRCOA Club meeting 06/07/2023

Called to order @7:15

Stan made the meeting after falling down the stairs. Where he broke some ribs and bruising. It will take 8 weeks to fully recover. Discussed the swap meet we made a better profit than at Belleville despite the cold weather. Our food truck did not show up, board decided that the food trucks would pay a deposit of \$200 not refundable if they do not show up. We were down 21 vendors, but still only had 12 spots left.

Discussed renting a building, for inside vendors at 2k. Decided not feasible for the limited vendors that want it.

Discussed lowering the gate fee to \$8 or back to \$5. But no decision was made. Will bring it back up at the July meeting.

We had 3 visitors

Last "Pops" Kajorski he had a 64 Galaxie, Dave DeCarlo who has multiple Mustangs. Bob Astolecki who has a 73 Mach 1.

Jim Shuemaker is in hospice. Dale gave the treasurers report swap did ok, club financially ok.

Show and Tell: Mark Sapienz brought in a deck of cards from the Indy 500, from the cold War Era.

50/50 first was Jack VonGretchen, second, Roy Stull, third Mike Kenya.

Next meeting is July 5th. Being in something from 1976.

Check out FMRCOA.ORG click on Events Page for Club Events /Outings

Kuluzny was too young to experience the drive behind the wheel of his father's 60 Ford before it was sold. His father kept the Ford for just six years before trading it. Unfortunately, in 66 my father traded the 60 Fairlane 500 for a new 1966 Mercury Parklane. He said it had a unique breeze window but lacked overall appeal. I didn't have the same visual impact as the Fairlane 500. When my father showed up with the new Mercury, I was disappointed and immediately missed that Ford. As an adult I started attending car shows, hoping to come across the 1960 Ford Fairlane four-door like the one we owned Kuluzny said. Kuluzny is a retired Ford Motor company employee having worked as control systems, development supervisor at the Research Innovation Center in Dearborn Michigan. He regularly attends events. However, it was in a very different event, one at Ford World headquarters where he saw his 1960 Fairlane 500. He remembers the day well it was Sunday, June 12, 2014, that day Kuluzny was showing his 2011 Mustang GT at the annual Shelby American Automotive Club (SAAC) Motor City Reginal car show. Upon settling into his car display space, he kept noticing a crowd getting around an automobile in the distance, after seeing this continue for a while, his curiosity got the best of them. He wondered had Ford Performance or Shelby brought something new to the show? He made his way over to the crowd and couldn't believe what stood before him.



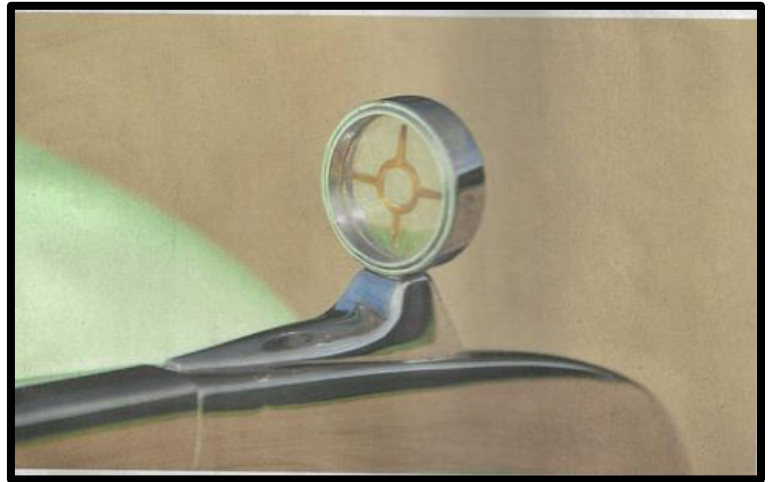
Kenneth Robert Malofey was proudly displaying his 1960 Ford Fairlane four-door sedan, painted light green with a white roof. It was simply amazing, like everyone else who laid eyes on it that day Kuluzny couldn't believe the phenomenal fit and finish of the Ford. The engine compartment was impeccable and upon looking at what appeared to be in the original like new interior, childhood memories came flooding back. Eventually Kuluzny introduced himself to Malofey who mentioned he'd recently purchased the Ford Fairlane, and this was his first car show since he acquired it.





He said the previous owner, Paul Garlic, of Vulcan, Michigan found the Fairlane in Iowa. He completed the concourse quality restoration in 2012. During the restoration every nut, bolt, screw, panel, or compartment was reconditioned or replaced with genuine Ford parts. Malofey went on to say the paint color is Adriatic green on the lower panels and Corinthian white on the roof. The interior is green modern stripes, nylon cloth with Monaco, green vinyl boosters, and except for the driver side front insert surface the interior is original. The engine is a Ford 223 six-cylinder expect by a three-speed manual transmission with overdrive in a 3.89 to one rear axle. The original factory glass was retained and reused during the restoration. Kuluzny and Malofey change phone numbers with the understanding that if the car was ever for sale, Mallory would contact Kuluzny and give him the opportunity to buy it.

The purchase of a lifetime came in September 2017 Kuluzny purchased a four-door sedan after coming across a craigslist ad offering it for sale. He contacted the owner and bought the car. When he drove it home for the first-time reality sunk in. He had fulfilled a childhood dream to own a 1960 Ford like the one he's dad purchased 57 years ago.



I was over the top with excitement. Kuluzny said being in the driver seat at the controls for the first time was a once in a lifetime thrill. As they made my way home, people pulled up next to the car and gave me their thumbs up. It seemed everyone wanted to get a closer look. They had smiles on their faces nodded their heads in approval. It was a day I'll never forget. Kaluzny continues to drive the Ford car shows throughout the Detroit area so it's no trailer queen. However, he meticulously cares for it in order to keep it in top-notch condition. Just like the first time he saw it back in 2014 other enthusiasts remain amazed, by its size and pristine condition, laser straight body and exceptional fit and finish. When spectators' peek into the engine apartment their surprised and then fascinated by the six-cylinder engine and its vertical mounted carburetor and air cleaner, which is neatly rested on the huge opening that is usually occupied by one of Ford's big V-8's. With Kuluzny exceptional care for this year to keep people amazed for many years to come.



Three swap meets to report this month, two great and one that should have been bigger, but wasn't. First the FMRC swap meet : The new location and date were really good, and there seemed to be a lot of spectators, and many more vendors than in recent years. At least that was my impression. There was a nice selection of parts, and everyone in my group found several items which we were looking for. It is unfortunate that the food vendor never showed, but that was a minor inconvenience for most of the spectators, but to the vendors a bigger problem. With the good meet this year, I am sure that next year will be even better.

The following day was the swap meet in Utica put on by the Bearing Burners Car Club. This is always a big meet, but the parts are geared more to the late models and hot rods. The car show was well attended and again I found a couple parts that will eventually go on the latest project. A lot of projects for sale, but the prices seemed to be mostly on the high side...again, my opinion.

Finally, the swap meet in conjunction with the Early Ford V8 Clubs 60th anniversary meet. I can remember when a EFV8 club national meet would have had a huge swap meet with 50 or 60 vendors. This time there were only 7 vendors...one of which was me. Of course, after 25+ days with no rain, the onset of rain both days certainly didn't help. I was selling mostly 1932 Fords parts and literature, so figured that this would be the place, and I was correct. On day one only four vendors opened up. And I was the only one with a tent so once it started to mist, the other three closed up. On Tuesday it was again light rain, but with the pop-up tent I opened at 7:00 am and was the only vendor until nearly noon. I sold very well, was pleased with the results, but too bad the meet didn't have more vendors...as in the "good old days".

Ford Welcomes Warm Weather with Retractable Hard Top

@FordOnline

Written by Paul Kampe



1957 Ford Skyliner

As the weather in the Dearborn area becomes more welcoming to open-roof driving, we're looking back at the introduction of the hardtop convertible — Ford was the first automaker to mass produce one — in the 1950s. It all started with the introduction of the "Roof-O-Matic" 70 years ago this month.

The all-steel hardtop concept, displayed for the media at the company's then-new Styling Building in Dearborn, used a 3/8-scale model called Syrtis. The "first true hardtop convertible design for a sedan" was created by Ford's Advanced Styling department. The use of steel was said to make the Roof-O-Matic safer and less noisy compared to traditional canvas tops. It would be a couple years before the technology was implemented, though.

Already the industry leader in convertible sales by a wide margin, Ford took the in-demand option a step further when it introduced the retractable steel roof on the 1957 Skyliner, a vehicle the company said was 10 years and \$20 million in the making. The Skyliner became the first car to offer a hardtop convertible option using a variation of the Roof-O-Matic technology. The new feature was heralded as the biggest innovation in automobiles since the Model T era, after taking engineers some 40 years to create a folding convertible top.

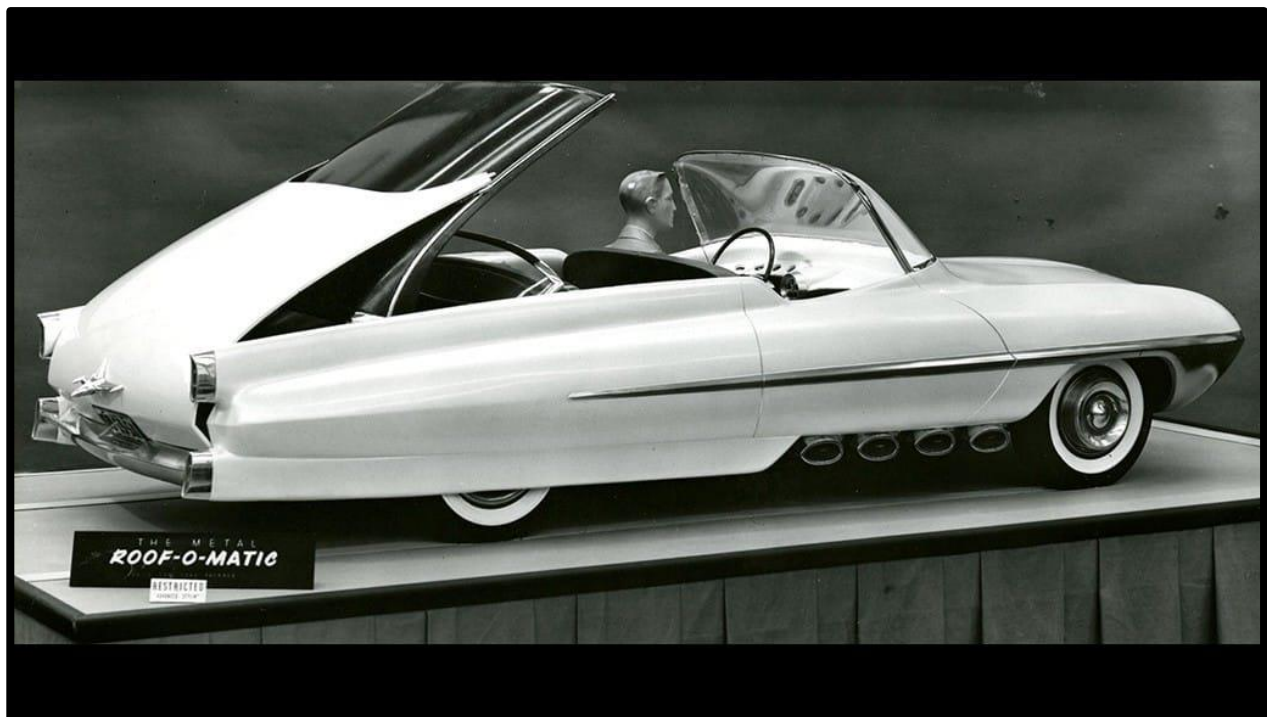
A press release announcing the new option also noted that the feature was taking a different path to the mass market with its introduction coming in a high-volume vehicle rather than a higher-priced, lower-volume model.

Roof-O-Matic

In an effort to create an easy-to-use mechanism, Ford engineers put the retractable roof through the equivalent of 30 years' worth of testing before it was released. The all-steel top retracted into the car's trunk within 40 seconds with the push of a button on the instrument panel. An advertisement billed the car as "the miracle car of this generation ... two cars in one!"

Ford knew the Skyliner would be popular with a car-buying public that was showing an increased demand for convertibles. Skyliner production in its first year was scheduled to be more than 20,000 units — more than the Thunderbird. The company sold 5,000 Skyliners in the car's first two months on the market. [Demand for retractable hardtop reportedly cooled quickly](#) and by 1960 was no longer being offered.

And for those car owners who wanted the open-air freedom of a convertible with the all-weather practicality of the hardtop, Ford introduced the industry's first manually operated sunroof on the 1960 Thunderbird. Not only for use on hot days, the sliding, steel sunroof was also said to help improve the efficiency of the car's heater in the winter when pushed about a quarter of the way open.



Brian's Tips / Manifolds



I feel the need to talk about intake manifolds and their installation. My reason for wanting to talk about them is because there are too many 'leakers' on the road with intake's leaking oil, water, air, or any or all of the aforementioned.

Ideally the block is perfectly flat, the heads are perfectly flat, and the intake manifold is perfectly flat. If that were true we could seal it all up with a bottle of Elmer's Glue, but we all know that won't work because like our planet, they are not flat. With the distributor out, place the clean bare intake manifold on the clean bare heads. Now take a flashlight to see how your ports line up, using some shims that are about as thick as the intake gaskets you'll be using. I personally think Cometic and Fel-Pro are the best, but stock Ford gaskets are very good too. Assuming the intake ports line up good with the head ports, we can make the choice of using some good RTV and no end corks, or using the end corks that go between the block rails and intake manifold. If you decide to use the end corks, you should take a good prick punch and pound some teats into the front and rear block rails. You do this so the corks don't spit out when torquing down the intake, or slip out when the vehicle is actually running down the road.

Hi-Temp RTV comes in various colors, and I like to see the RTV color matched to the color of the intake manifold and/or heads. If you are installing the intake not using the corks, make sure to get that RTV down into those ends where the manifold meets the heads, as that is where they always seem to leak. If you use the corks, I believe making sure you get a worthy supply of RTV in those corners is very important for preventing leaks. Before installing the intake manifold, I like to use a nice thin smear of RTV around all of the water passages before lining up the gaskets and dropping the manifold into place. For dropping the intake into place, I have four bolts that I've ground the heads off, which I place in the four end holes in the heads so the intake drops precisely where it needs to be. Now with the manifold in place, and before everything sets up,

shine that flashlight into the intake ports to make sure the gaskets have not slipped away from their perfect location. I know a lot of guys, actually most, do not believe in torquing their intake, but I do. I go with around 200 to 220 inch pounds of torque. If you don't have an inch pound torque wrench, just remember that 12 inch pounds equals one foot pound so, just set your ft. lb. torque wrench to about 17 to 20 ft. lbs.

Most know that the intake manifold should be torqued in a crisscross manner from the center out, much like flattening out bed sheets coming out of the dryer, where you are pushing the excess from the center out to the ends. OK, now you've got that done, go torquing over it again, and again, and again, and again. We do that because the gaskets, RTV and corks are now under pressure, and are trying to find their new home by seating properly. If you don't torque enough your work will separate and leak. If you over torque, you can break a bolt or stretch them beyond their usefulness, which then causes a loss of clamping force, and again you have leaks. For the next few days you should go over those intake bolts to make sure they have not loosened up while the gaskets and RTV are trying to escape from being mashed under load. After a few heat ups and cool downs, go over them again and eventually your bolts will not need anymore torquing.

When it comes to installing the distributor, I like to bring #1 piston up to TDC on it's compression stroke. Now, after you've slathered the distributor gear with the proper distributor gear lubricant, you can drop the distributor into alignment with the rotor lined up with the #1 distributor plug wire, and the engine should be ready to fire with some minor adjustments. Lastly, especially when you're at a car show, who likes to see any oil on the ground under a nice vehicle, especially if it's yours.

Last thoughts are that I use different colored paint stripes on my harmonic balancer, in two degree increments, so I can fool around with timing easily when tuning for the best performance. When installing the thermostat, in order to keep it from slipping down when installing it against the intake manifold, I use some RTV on the metal of the manifold and thermostat housing before putting the thermostat into place and bolting it together. Remember, the pointed end of your 180*+++ thermostat should face ahead toward the radiator. Lastly, I believe the wide distributor car is better for preventing ionization, and the more expensive caps do have brass rotor to cap points, and they are vented.

Calendar of Events for 2023

June 24	Fort Street Cruise
July 12	Trinity Church 10101 Ann Arbor Rd. Plymouth, Mi.
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 •

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new bushings. Shocks and rod ends. New front
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CAR FOR SALE

I Have a 1939 Ford Standard Coupe for sale. I am the only second owner of this car, and have owned it since 1962.

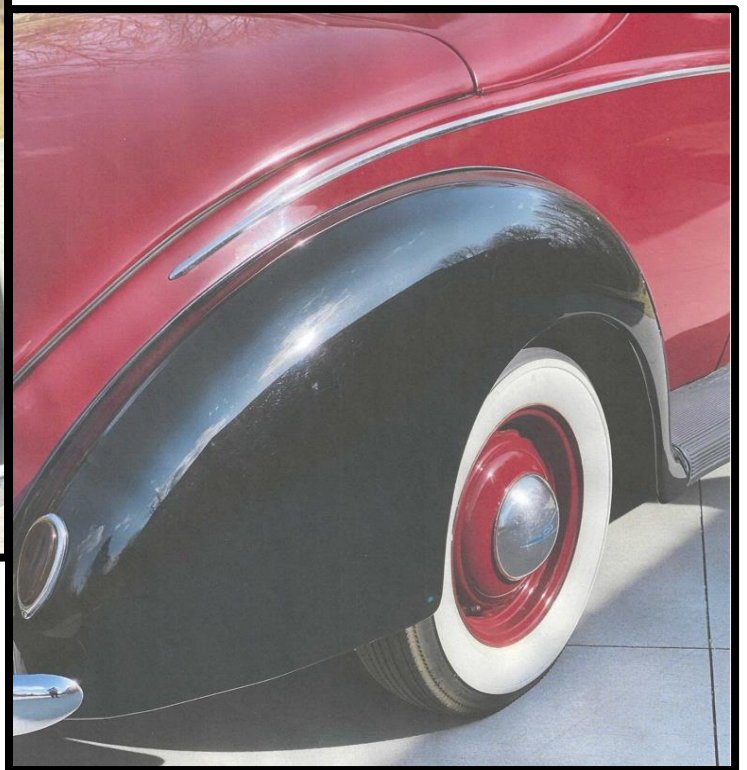
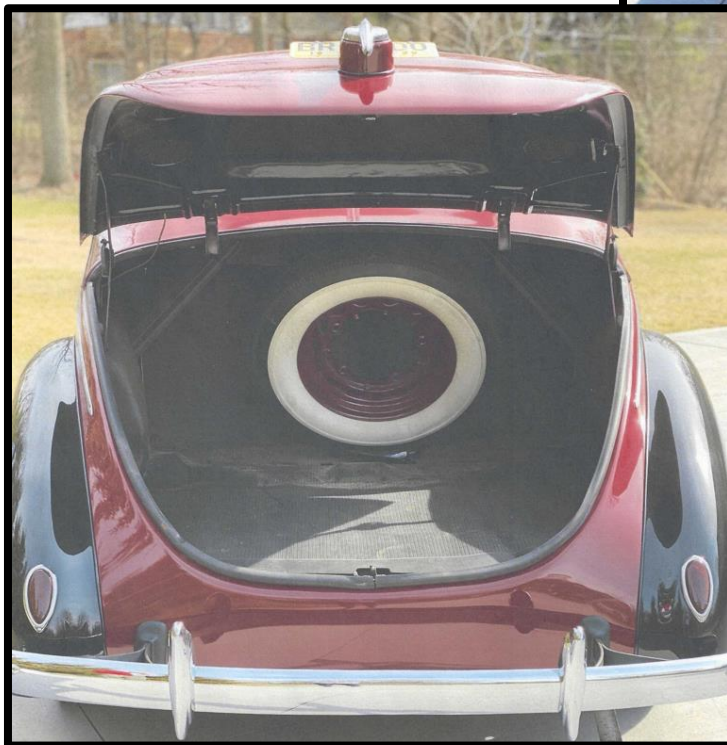
In the years 1992 to 1994 the car was restored, frame off. The car is stock, as in 1939.

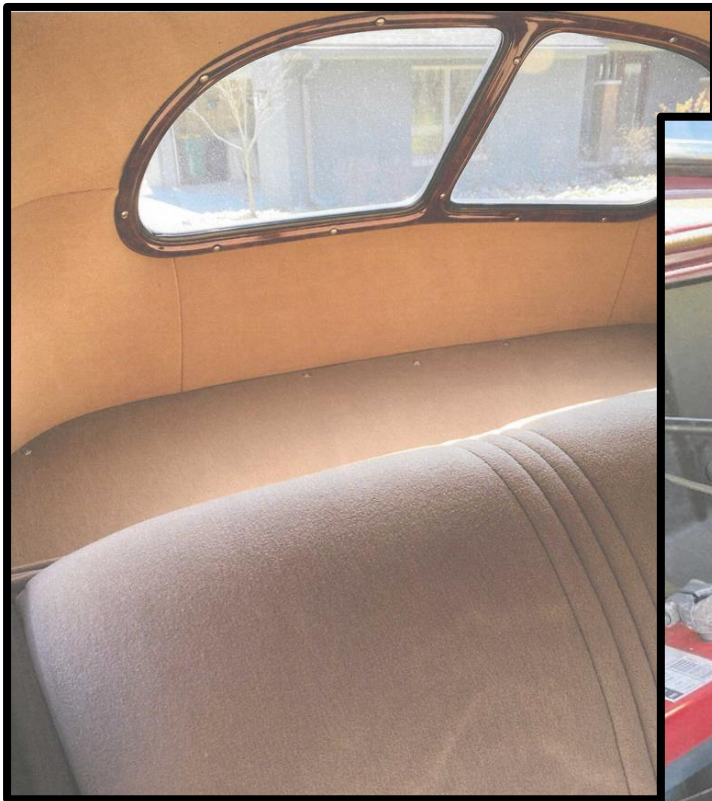
It has a cranberry red body with black fenders. It has a 85 HP flat head engine and 3 speed trans. Its other features are a radio, heater, and roll out windshield. The radio and heater do not work, but could be made to function.

The asking price is \$35,000 the car is located in Farmington Hills at Eight Mile and Haggerty.

HOME PHONE: 248.476.9605
KEN BARNA

I WAS A MEMBER OF THE FMRC 25 YEARS AGO





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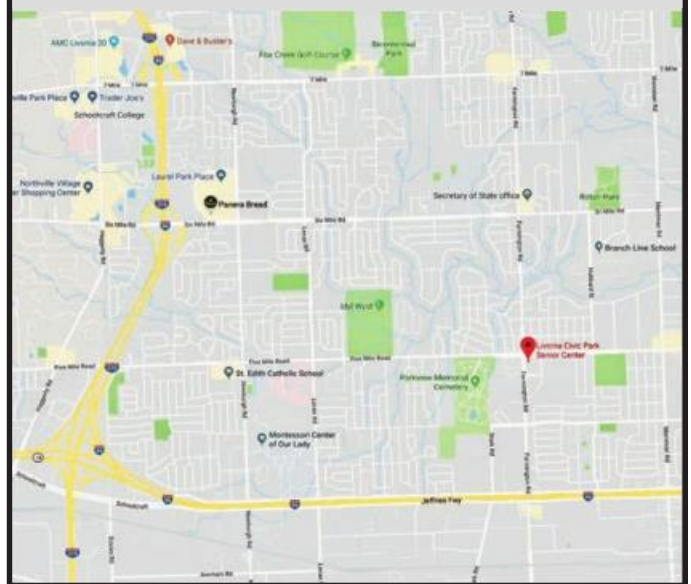
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FMRCOAMONTHLY CLUB MEETING LOCATION

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.

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