



Looking Back to 2014 at The Rotunda Times

Feature Vehicle:
The '41 Rises Again
by
Larry Wolohon



Not a very pretty sight, June, 2012

To start with I bought this 1941 Ford at the RM Auction, April 2010 from Jerry Jusco, Henry Jusco's son. Henry Jusco was a member of the FMRCOA. I never met Henry Jusco as he was very sick & had passed away shortly after I joined the FMRCOA. I heard about this Ford going on the auction from the Dearborn Regional Group of the Early Ford V-8 Club. I received some information about this from Bill Jagenow of Brothers Custom Automotive, who had just did some work on this for Jerry Jusco.

I drove my '41 Ford to a club outing @ a Automotive Hardware Solutions on Merriman Road in Livonia. It was rush hour, I was going North on Merriman Road & had to turn left to get to the parking lot of Automotive Hardware Solutions. This meant that I had to cross at least 4 lanes of traffic. Traffic started to clear to let me cross Merriman. I made it across 3 lanes, but didn't see some woman driving Ram pickup, going at least 50 miles/hour on a cell phone. (Speed limit there is 40 or 45 MPH) hit me on the passenger side fender. You can see the damage from the photo above. Neither the driver of the Ram Pickup or me were hurt. The picture above is the '41 being delivered to Brothers Custom Automotive for appraisal.

My insurance company, Hagerty, & Bill Jagenow of Brothers determined that it would cost more than 80% of what the '41 was insured. Therefore the '41 was totaled. Hagerty put the '41 on an online auction, Copart. This auction site is for vehicles that have been damaged. My '41 was on this auction for about a week. The final bid for the '41 was \$50. This means that I could either get the money out that I had the '41 insured for & forget the '41. Alternatively, I could get my money that I had it insured for less \$50 & keep the '41.

Now I had to make a decision. I looked @ some '41's on the

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Henry Jusco W/his 1941 Ford on the cover of the 1991 FMRCOA Roster, this roster was given to me by Bob Assemacher last summer.

The Rotunda Times



The Rotunda Times

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

Newsletter Staff

NEWSLETTER EDITOR

Jim Crawford 313.467.7789
jimdem22@gmail.com

MEMBERSHIP ADS EDITOR

Jerry Worful 313.271.2017
kercrest@comcast.net

NEWSLETTER SPONSOR ADS

Russ Roberts 313.820.5247
rwroberts@gmail.com

NEWSLETTER CONTRIBUTORS

Louis Ironside 810-798-8803
louisironside@aol.com

Brian Kuta 313.770.1264
mbhouse@charter.net

Mark Sapienz 734.676.5379
masrtr43@hotmail.com

Tim Pusilo dean35aw@gmail.com
313.278.1325

MEMBERSHIP SECRETARY

Barb Jockwig 248.459.9019
fmrc2018memsec@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.

CONTACT: Jim Crawford

313.467.7789 or 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.



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P.O. Box 2938 • Dearborn, MI 48123

2024 FMRCOA OFFICERS

PRESIDENT

The Board will assume responsibility

VICE PRESIDENT Rob Martoia 734-837-1891
rmartoia@yahoo.com

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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01/10/2024 BOARD MEETING MINUTES

Mickey York will give the club the same advertisement deal as last year, in the March and April magazine. In turn we will give him, a free spot at the swap meet.

Friday will be set up for the swap meet.

The sign-up sheets will be at the February meeting. We will discuss t-shirts, vendor window stickers for the swap, at the meeting.

Also, if the club would like to order FMRCA window stickers.

Terry is still working on food vendors.

Terry Worful Secretary

02/07/2024 Meeting Minutes

Jim is filling in for Rob, while he takes care of family business.

Jeff Martoia is a new member.

New member Aron Bonsall received his membership badge.

Our Swap Meet is on May 18th at the Washtenaw Farm Council Grounds.

Please sign up for a job, the club needs your help and support.

Spectator entry fee is back to \$5 per person. \$15 to enter the Car Show and Car Corral which includes the driver.. You now can post FOR SALE signs.

We will use the ticket booth at the gate this year, Ticket money will remain in the ticket booth.

The club voted not to have T-shirts for the swap. We will sell last years.

All sponsors are the same except for Warholc Tire & My Mechanics Place.

We have 77 members as of this news letter. We are down from last year.

Any member not renewed by March 1 will be dropped from the email list.

Ye Ole Carriage Shop in Spring Arbor was Feb 15th.

We had 10 members attend and we stopped for lunch after.

Civic center contact has been signed for another year

Joshua Conrad from the early Ford V8 museum in Auburn, is offering free membership from 6/17-2/2024

Wayne Rd cruise is June 8th. Dale gave the treasurers report.

Terry hired 2 food vendors for our show. They will serve breakfast also.

The board voted to give Jack Vongerichten & Greg Petrovich lifetime membership for all the work they do year after year on our swap meet.

Next meeting we will have Jona's subs.

Terry Worful Secretary

The '41 Rises Again

Continued from page 1

Early Ford V-8 Website & their publication, V-8 Times. Also if I wanted to replace this convertible with a different convertible in the condition this was, I would have had to spend a bunch more \$. The ones that I saw & liked were sold already so I decided to attempt to get the Convertible back together. Since Brothers had worked on the '41 before & did good work, I decided to have them do the work. Bill Jagenow & his crew measured the cross wheelbase twice & they determined that it was the same both times, so the frame was not bent.

Evaluating what I had, I figured that mostly body parts were needed along with a radiator. The biggest obstacle was the fact that the 1941 Ford is a one year car, kind of a bastard. The engine is similar to a 1940 but not much else is in common. The 1941 body parts are completely different from 1942 -48 Fords. On top of that there were 2 different types of front fenders used for 1941. The early '41's used a 3 piece front fender. That means that there is an upper fender & 2 lower fenders, front & rear. Mine has the later style, the 2 piece, an upper & a lower. The early 41's had no fender trim.

Several people suggested that I obtain another '41 for a "front clip". I looked at a couple of '41's that I knew of, but they weren't suitable. Therefore I went on the lookout for '41 front end parts.



Here are a few pictures of Larry & Maureen Wolohon's 1941 Ford convertible as it is today.

Swap Meet Report – Lou Ironside

Two swap meets to report on this month, and neither one was like they use to be almost all car parts. First the swap meet in Saginaw put on by the Script A's Model A Club. This meet was always a good source of old Ford parts, but just like the Jackson swap meet this year it consisted of mostly toy cars, old and new tools, and model car kits. There were not too many car parts and just like Jackson, I walked away without buying anything. That, is a rare occurrence for me! The second swap meet was the big Kalamazoo swap meet at the fairgrounds the following weekend. Last year there were a lot of empty tables, possibly the result of poor weather. This year thanks to really nice weather I only spotted one vendor space empty. Although there were car parts available, they tended to be more race car and street rod oriented. Only a couple of vendors with old Ford parts, and one vendor told me that his sale of Model A parts barely covered his table costs. Again; lots of toy cars, tools, literature and model kits. At least at this swap meet I did carry out one needed Model A part to finish up a project I have been working on. Will be interesting to see how the rest of the year goes swap meet wise, maybe the new trend is toys....personally I like car parts better. Next month a report on the 52nd annual East Side A's swap meet.



From Brian Kuta

The times on this 1956 Ford Victoria are really the way it was.

My friend had a '57 Ford Sunliner, the convertible, with the 312/245 and it ran around 16:80's.

My other buddy had a '58 Chevy 4 dr. HT Impala with the 283/230 and it ran around 17:30's

SELL—56 Ford Victoria 312 bored to 317 racer Brown SS#3 cam, milled hds, HD beefed Mercomatic trans. Car is consistent F/SA F-5 class winner 16.50-88.00. Car may be seen most any Sunday at Irwindale RACEWAY. \$275. or b. off. Tony Janes, 11902 Greyford St., Whittier, Calif. 90606. 693-0152 if no ans. 693-8309.

Technical Article: Removing Flathead Bolts

by Brian J. Kuta

mbhouse@chartermi.net

This newsletter article is primarily directed to our 'flathead' guys. First of all, there is a really interesting article in this month's November Hot Rod magazine about flathead Fords. (Look for a restomod GTO on the front cover of this magazine.) Secondly, I would like to share information about head bolt removal, particularly for flathead Fords.

As we know, the flathead engine was introduced in 1932, with a lifespan lasting through 1953. As still existing engines are now over 70 years old and, those bolts have been exposed at all times to weather and coolant, we have learned to expect a few broken bolts during disassembly and cracks between cylinders causing even more issues. Since using anti seize was not a common practice back in the old days, we now have broken bolts and 'studs' that need removing.



Continued on page 7

**I made a huge
to do list for
today.
I just can't
figure out who's
going to do it.**

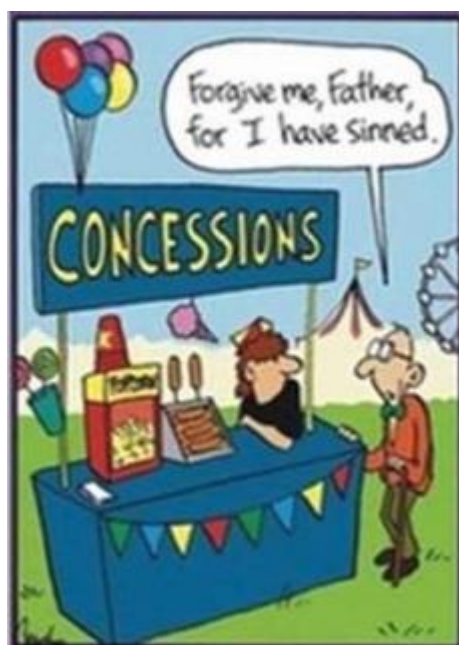
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Are we going to bash and beat on the stud ____ NO ____ FALSE !!! Hacking at them with a chisel or flailing on them in desperation is one of many ways to make this lousy situation even worse than it is. Perhaps moderately trying a stud puller, never to exceed more than half of the torque spec., is a good way to start but, if that fails, stop! The next step is digging out the good ole paraffin wax. Yup, the same kind used on jelly jars or for home canning (Dixie Peach will not work). Rust seems to just love this stuff so, you need to very carefully heat the bolt red hot, trying not to heat the block itself, and let the wax wick down the threads. There is a difference in the coefficient of expansion between the cast block and the hardened bolts. Repeat this process several times letting it seep into every nook and cranny during the heat up and cool down. I can not stress strongly enough that patience is a virtue, virtue is a grace and, one with grace has a smiling face. So remember, as you practice your patience, and avoid all other methods of removing these s.o.b.'s, keep the hope that you will have a smiling face at the end!

Continued on page 8

**Just before I die,
I am going to
swallow a bag
of popcorn
kernels.**

**My cremation is
going to be epic!**



The older I get,
the more I regret
all the people I've lost
over the years.

Maybe being
a trail guide
wasn't such a
great idea after all.



In the rather rare case that one bolt is broken below the surface of the block, there are still ways to get it out. If you still have a little bit of broken bolt up past the deck, wire brush the stub, put a nut (usually 7/16th coarse) on the little bit of thread, heat them both up until they are red hot then, hit them with a MIG to weld them together. By heating the pieces up prior to welding, you can get away with maybe 100 amps, instead of 150-200 required when doing it cold. If the stub is below the deck, you can very carefully use weld to build it up then, do the weld on a nut trick. Use wide heat when wicking in the paraffin, use concentrated heat to heat the stub.

Remember, heat expands both the block and stub so, again, be patient and let it cool down. Patience in letting it all cool down will lessen your chances of snapping the stub, and improve your chances of successful removal when the metals are cool especially, with the lubricating wax down in the threads. I stress, patience my boys, and or girls, patience is the key!

**When I was a kid
my social network
was called
“outside”**



*Who remembers waiting
to call long distance until
after 7 p.m. because it
was cheaper?*



Distressed Nest

Ford-Owned Hotel Has Outlasted the Airport it was Built to Serve by 90 Years

@FordOnline



The Dearborn Inn was built in 1931 to meet the need that Henry and Edsel Ford saw for a luxury hotel to host travelers, pilots and other visitors from the Ford airport. The city of Dearborn, Michigan, home to Ford Motor Company's World Headquarters and expansive campus, is full of connections to Henry Ford and the Ford Motor Company.

And the famed Dearborn Inn is no exception. Henry Ford and Edsel Ford were deeply connected to the nascent aviation industry in the 1920s and '30s, which led to the creation of one of the first U.S. hotels built specifically for air travelers



Soon after the Ford airport was opened, Henry and Edsel Ford saw the need for a luxury hotel to accommodate travelers and other visitors to the area. Designed by Albert Kahn and built in a Georgian architectural style, the hotel was modeled after the New England inns of that era, which the Fords favored. Intended to accommodate travelers and pilots as well as visitors to the Ford campus, the Dearborn Inn opened in 1931 across Oakwood Boulevard from the Ford airport.

In addition to guest rooms, there was also a coffee shop, dining room facilities, ballrooms, beauty shops, retail spaces, and expansive gardens on the 23-acre site. The Inn was described as "the most perfect hotel structure of its type in America" by hotel architects of the time.



The Dearborn Inn complex was built on 23 acres across Oakwood Boulevard from the Ford airport. While the airport closed to commercial flights in 1933 following Ford Motor Company's departure from the aviation industry, the hotel continued to welcome guests of nearby attractions such as The Henry Ford Museum of American Innovation and Greenfield Village.

The Inn added a touch of what guests would see at the museum: Five reproductions of notable Americans' homes, including those of Patrick Henry and Edgar Allan Poe, were built in 1937 and arranged in a village-like setting. A larger-scale production of 18 homes had been planned, but the onset of World War II stalled the project. The hotel complex also includes a dormitory building that once housed the inn's staff. When the Inn opened in 1931, it contained 108 guest rooms, with features such as private bath and shower, full-length mirrors and radios in each room, all of which were the epitome of class.

Property changes hands

Ford Motor Company would eventually donate the Dearborn Inn to the Edison Institute, the non-profit organization which operates

The Henry Ford Museum and Greenfield Village, in 1953 as an additional means of revenue. An expansion in 1960 added two buildings known as the Motor House.

The two motor lodges added another 54 rooms to the complex and provided more space for families, bridal rooms and special living areas.



The Dearborn Inn has hosted countless Ford Motor Company events over the years, including this 195 press breakfast that featured long-time company leader Henry Ford II.

The Dearborn Inn has undergone multiple renovations while preserving its heritage.

The hotel and its accompanying colonial homes were added to the National Register of Historic Places in 1982, and shortly thereafter the Inn underwent multi-million-dollar renovations that increased its capacity to 222 guest rooms and added conference-style meeting spaces. Two years later, Ford announced it was buying back the Inn in order to preserve the location and maintain its historic importance and charm. The luxury hotel underwent another multi-million-dollar renovation in 2007.



Today, the Dearborn Inn is owned by Ford Land and operated by Marriott, which has been managing the hotel since 1989. While the hotel is currently closed for renovations, it remains a popular retreat for travelers and an in-demand venue for weddings and other events.

Calendar of Events for 2024

March 10th, 2024

**41st Annual All Ford Swap Meet indoors at GORNO FORD
22025 Allen Rd. Woodhaven, Mi. 48183 8:00am to 2:00pm
Admission – Browsers \$5.00 Vendors \$30.00 (10 x 10 swap space)
To register call John at 584-596-2105**

March 17th, 2024

**52nd annual East Side A's swap meet. March 17, 2024, from 8:00
am to 1:00 pm. At Russ Milne Ford 24777 Hall Rd. corner of Gratiot
Ave. Macomb, MI information contact Bill Callahan (586) 206-
6653**

**FOR MORE EVENT INFORMATION GO TO www.fmrcoa.org click
EVENTS.**

We will keep this page open for all upcoming events.

If you have any information on events,

please send them to me at jimdem22@gmail.com.

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

**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 Auto gallery. Listed at \$10,900.00.
- Dave Tillman – 313-580-4807
63/4 - 2 hoods & trunk deck for Mercury Monterey
Free to good home.
- Greg Petrovich – 734-812-0059
5 – 21-inch Model A Wheels -\$425.00 will not separate.
- Lou Ironside (810) 798-8803
or louisironside@aol.com
FREE : Set of six never used wine glasses from the 1984 FMRC dinner dance.
Can deliver to the ESA's swap meet on March 17th.
Would hate to ship as they are fragile



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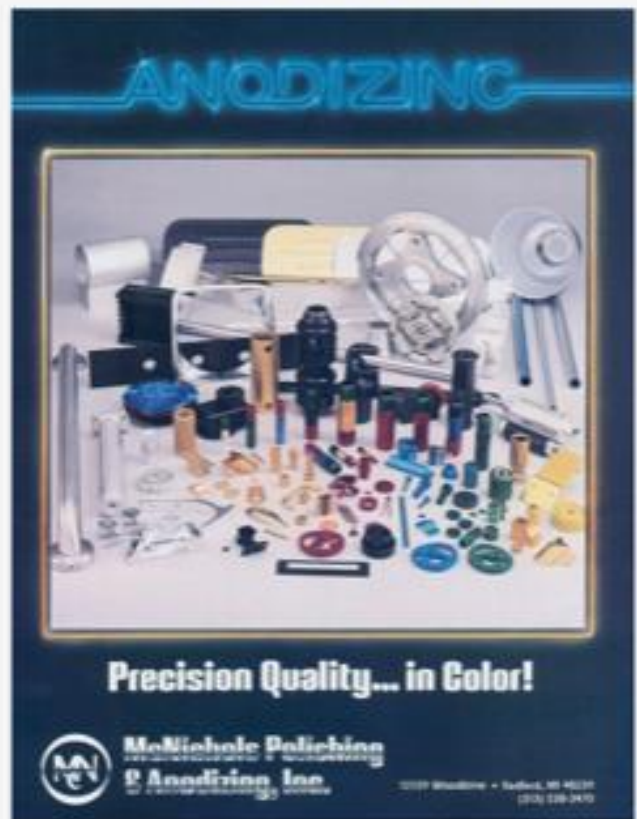
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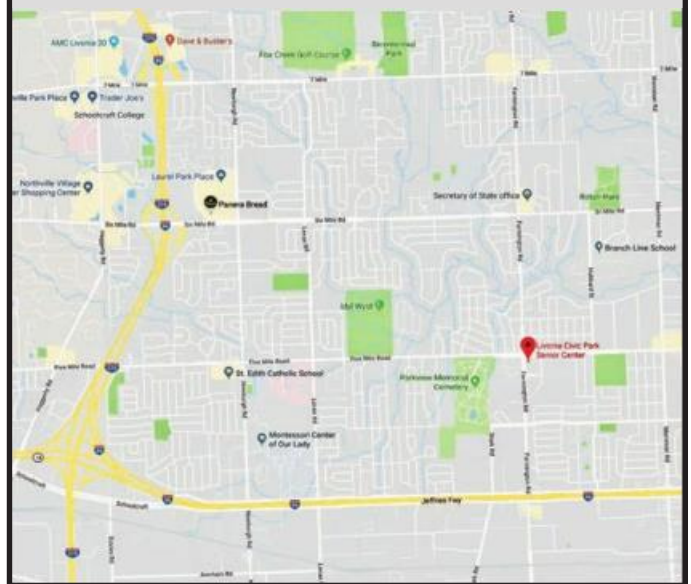
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FMRCOAMONTHLY CLUB MEETING LOCATION

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