

**Feature Vehicle:
My 1934 Ford Pickup
by
Rick Jones**



A few years back my wife, JoAnn, and I drove our '32 roadster to the October car show at IDIDIT in Tecumseh. When we started out that morning the temperature was 42 degrees and, even with the top up, by the time we reached Ypsilanti, both of us were frozen. Yes, we are wimps so we made a u-turn and headed home; but on that trip back I made my mind up we needed a car with full glass and a heater. I have always liked the early pickups, so I got on the phone to a friend in Colorado who deals in early tin and a deal was made on a '34 cab. A few weeks later a flat bed truck arrived



Flathead power strikes again!

Continued on page 6.

Ypsilanti "Garage" Tour Outstanding



Club cars lined up in the "warehouse."

On Saturday October 6th about 80 FMRCOA members and guests spent the day in Ypsilanti touring four automotive locations. The tour was arranged by Gene Johnson and Ed Goff.

It is fitting that we toured Ypsilanti since the city has such a rich automotive heritage. For example, Apex Motors which produced the "ACE" car from 1920-1922 was located on South River Street and Preston Tucker, whose family owned the Ypsilanti Machine and

Continued on page 4.

**Postcards from the Past
by
Lou Ironside**



1966 postcard from the Henry Ford Museum.

Continued on page 8.

The Rotunda Times



The Rotunda Times

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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, 25 years of age and older.



Editor's Message

Thanks this month go to Rick Jones for providing the Feature Vehicle article; Bill Timoszyk and Terry Worful for the for the Show & Tell and New Members' columns, respectively; Brian Saylor for taking the meeting minutes; and to Don Olson for providing the article about Henry Jusco. This month we also thank Brian Kuta and Bob Haas for their technical articles. Feedback from Club members indicates that you'd like to see more of these, so please keep them coming! I'd also like to thank Bill Krueger, Van Nazarian, and Terry Worful for additional pictures. Finally, thanks go to Louis Ironside for his continuing "roving reporter" articles, and also for his series about automotive postcards.

Please do keep materials/leads coming! I'm running low on Feature Vehicle material, and would like to restart the Feature Members articles. Just give me a call (734.717.5444), email me, or put something in the mailbox. Typically, it really doesn't take more than a 10-15 minute conversation to get great "stuff" for an article.

Consider the 20th of the month as a deadline for getting announcements or other materials to me for that month's newsletter. In this manner we can get the material in and to the printer so you have it before next month's club meeting.

Finally, don't forget to visit our website www.fmrcoa.org where you can read these newsletters in color and see more event pictures.

Thanks for your support!

Steve Rohde, Editor



PRESIDENT'S PAGE

October 2007

On October 6th, Ed Goff and Gene Johnson made arrangements for a return to the Depot Town area of Ypsilanti. We had an earlier club tour to the museums and car collections of Depot Town back in 2003 so it was time to revisit. Our tour included stops at an automotive "warehouse", RM classic cars, Ypsilanti Automotive Museum and the Michigan Firehouse Museum. We also stopped at Frenchie's for lunch and the club picked up the tab. The club also covered the cost of admissions at both museums. The tour was well attended. I counted 79 club members and guests in attendance at Frenchie's. Our thanks to Ed Goff and Gene Johnson for organizing the tour that everyone seemed to enjoy. See a more detailed report elsewhere in this newsletter.

At the October meeting it was determined that the existing Board of Directors would stay in place. The only change would be that Art Cervi, the current Vice President, and I would change positions which would result in Art being our new President for 2008 and I would move to the Vice President position. I have been President since 2003 and it was time to step down. I became President during a very dark period of our club's history and with your help and cooperation we have restored our infrastructure and image. We are today a growing healthy organization. The Board of Directors that you have agreed to leave in place represents some of the best that our club has to offer. Our recently changed volunteer style of electing our officers has worked well over the last few years. Our election committee chairman, Dave Chechlich, received no volunteers to run for office and no one volunteered to run against our present Board members at the last meeting. We, the Board of Directors thank all of you for your cooperation in the process.

We send our condolences to the family of our newer member, Tony Rainero, on the passing of his mother, Filomena, on October 7th.

Back by popular request, our membership still would like our annual "Holiday Nites" at Greenfield Village to continue. This year's event will be on Saturday, December 8th from 6:30pm – 10:00pm. Holiday Nites at Greenfield Village includes Santa and his reindeer, caroling, fireworks, Model T and sleigh rides, and much more -- all in a 19th Century Christmas atmosphere throughout the village. Members are free. See the flyer in this and next month's newsletters for details or call me at 248-328-9113.

At our September meeting we had a lively discussion on how the new engine oils might be affecting our flat tappet engines. In our last newsletter, Bob Olree, an engine oil expert, wrote an informative article on the subject. He will be attending our next meeting to weigh in on the subject once more and answer questions. We will also have Rich Willim, the author of "The V8-60 Fords Little

Powerhouse", on hand to sign a few books. Rich tells me he also wants to participate in our engine oil discussion.

So...remember the next meeting is November 7th at the K of C Hall at 7PM.

Till next time,

Bob Guetschow



Our President in "action"!

WELCOME NEW AND RETURNING MEMBERS

Russ Cote (Adelle)

8951 N. Hampton
Plymouth, MI 48170
734-354-4941
1929 Ford Roadster
1922 Ford Pace Car

Gene Dickirson (Barbara)

9000 Pine Trail Ct.
Plymouth, MI 48170
734-354-6594

Joseph Hutchison (Jackie)

6051 E. 7 Mile Rd.
Detroit, MI 48234
313-893-1880
1967 Mercury Monterey 2 door
1978 Ford Ltd. 2 door





2007 FMRC Meetings & Events Calendar

Below is the *tentative* table of meetings & events for 2007. New information will be posted each month as events and dates are “firmed” up. **Bold font represents club sponsored activities.** Also, *if you have an idea for a Club event, please let a Board Member know!*

Nov. 7	Club Meeting
Dec. 5	Club Meeting
Dec. 8	Christmas Walk-Greenfield Village



Join fellow club members...
Holiday Nights at Greenfield Village
Saturday December 8th
6:30-10 PM

Members free!
 Additional tickets: \$12 adults
 \$8 children 5-12
 Free children 4 & under

Register/order tickets by check payable to the Ford and Mercury Restorers Club & send to:

Bob Guetschow
 16291 Worden Rd.
 Holly, MI, 48442.
 248-328-9113





Mark your calendars:
2008 FMRCOA Dinner Dance
Scheduled for January 12, 2008.

**Please participate in
these Club events!**



A Note from the Treasurer

Another normal month here! A CD matured and we took out another one and put some cash in our savings account to cover expenses including the Dinner-Dance.

Steve Rohde, Treasurer

TOUR *cont. from page 1*

Tool Company, developed and built the prototype for his “Tucker Torpedo.”

Henry J. Kaiser and Joseph W. Frazer purchased the gigantic Willow



1930's Ford panel truck (l) & smiling Club members (r) in warehouse.

Run B-24 bomber plant in 1945 and began production in mid-year 1946 of Kaiser and Frazer models for 1947. 1953 saw the last Kaiser cars produced at Willow Run as production was moved to Toledo.

GM's Powertrain Division (formerly known as the Hydramatic Division) bought the Kaiser Frazer plant and began production of automatic transmissions in November of 1953.



Ed Goff & Mary LeDuc, a volunteer at the warehouse, & a '28 A.

In 1956 Chevrolet began producing large special order trucks in the building which formerly housed KF engineering and the spare parts facility for the B-24 Bomber Plant. Later this plant was added on to and many GM cars were built there including the Corvair, Nova, Ventura, Omega, Skylark, GM X-series front wheel drive cars, second generation Chevrolet Caprice sedans, and GM station wagons. The plant was closed in 1993.

Ypsilanti is also home to the world's last Hudson Dealer. With its records dating to 1927 a priceless part of Ypsilanti automotive history is now preserved.



Amazing 1961 Olds Starfire Custom at R&M.

cars ranging from Model A's to late model Ferraris.

Next, we travelled to RM Classic Cars on Forest Avenue. RM is a huge international restoration and auction company started by Rob Myers, who has a paramount passion for exotic, antique and

The Rotunda Times

collectable cars. RM Classic Cars is the leader in the investment-grade collector car market in North America, and a world renowned



A Cobra & a Fuel-Injected Stingray at RM.

leader in the worldwide professional restoration and auction businesses with annual sales of more than \$200 million in 2006. At RM we saw a 1963 Corvette fuelie, a Cobra (replicar?), a 1961 Olds Starfire Custom, and many other outstanding automobiles waiting to be auctioned.

We then travelled to Depot Town for the remainder of the tour and



Lunch at Frenchie's.

had lunch in Frenchie's. The food, service, and ambience were great, as was the camaraderie. We all enjoyed the meal!

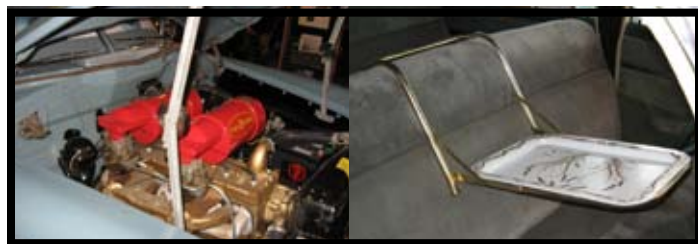
Across the street from Frenchie's is the Ypsilanti Automotive Museum and Miller Motors, our next stop. This museum, housed in the last operating Hudson dealership in the world, highlighted the roles that Ypsilanti played in the development of the automobile industry as mentioned above. Displays included authentic and restored automobiles, artifacts and records about the Tucker, Hudson, Kaiser, Frazer, Corvair and much more.



Inside the Ypsilanti Automotive Museum and Miller Motors.

We then walked through Depot Town to our final destination: the Michigan Firehouse Museum. The mission of this museum is to: (1) preserve and interpret Michigan's fire fighting history and (2) teach and promote fire safety and prevention. The museum is in a historic firehouse constructed in 1898 and was used by the city of Ypsilanti until 1975. Tom Conway, a deceased FMRCOA Club Member, owned

the firehouse for many years. Museum founders Howard and Norma Weaver purchased the firehouse in 1999 with the vision to establish a museum. A new 10,000 square foot addition to the historic building was completed in the summer of 2002.



Under a Hornet hood & a unique car food tray.

We'd like to thank Gene Johnson and Ed Goff for setting up this super tour! In fact, the Editor received an email from Bob Assenmacher that summarizes the sentiment of many of us who attended this tour:



Club members ready to slide down the brass pole!



Lots of antique hardware here!

"I just wanted to comment on the recent garage tour that was sponsored by our club. It's been a while since I have participated in a garage tour but this has to be one of the best that I have ever gone on. Both Gene Johnson and Ed Goff did a wonderful job of lining up the facilities that we visited. I'm sure that all of the members and guests who went on this tour were impressed as I was with the warehouse, RM, Ypsilanti Automotive Museum and Miller Motors as well as the Michigan Firehouse Museum. To top it all off, the lunch at 'Frenchie's' was super! Thanks to Gene and Ed for the great job and to you and the club for the tour and the lunch. It was a 'super Saturday' Bob A."

For more tour photos please see page 9.

FEATURE VEHICLE *cont. from page 1*

in Plymouth with my new project, and I mean project. I had the cab dipped for rust removal and was shocked at how bad the sub-frame was along with the lower 2 inches of cab bottom. The other thing was that the cab came from Montana and every hunter that did not get his elk or deer took out his frustration by shooting at the cab. Back in the 70's I had restored a '34 1-1/2 ton that was super solid, but in the 20 some years since then parts such as doors and fenders and interior parts have dried up. After lots of hours on ebay and the Ford Barn web sites the parts required, like doors and rear fenders, were accumulated and the project was off and running.

The objective was a truck that could be driven at highway speeds and rides as good as our roadster,. So I basically duplicated the '32's suspension with a new frame, coil over rears hooked to a Ford 9", and a 4" dropped axle four-bar system in the front. For the powertrain I went with a 59AB flathead, Isky cam, Edelbrock heads, dual 97's and a Mallory electronic ignition. Again, because we wanted to drive this truck at expressway speeds and not kill the flathead, and after talking to club member Gary Gish who has an S-10 5 speed trans setup in his '37, I decided to use (yes) a Chevy trans. I ordered what I needed from Cornhuskers Rod and Custom of Nebraska for all the adapters.



IDIDIT Steering Column



Wise Guys seat looks sharp!

Guys seat and an IDIDIT tilt steering column. Juan from Jose's Auto Trim in Lansing worked with me cutting and forming foam seat pads to get as much space as we could: but people were really much smaller back in '34! I selected a medium gray as the interior color with a tuck and roll design for the door trim and seats.

As the pictures show, the fenders and boards have not yet been installed although they are done and just need paint. When guys stop by the garage, a debate is on whether to go with or without fenders -- but, by next spring, the '34 will be on the road and, with or without fenders. I will have a truck with glass all the way around and a heater!



YOUR CAR!

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 mail or e-mail us your article accompanied with a photo to:

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pjlyon39@peoplepc.com

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734.422.0595

or

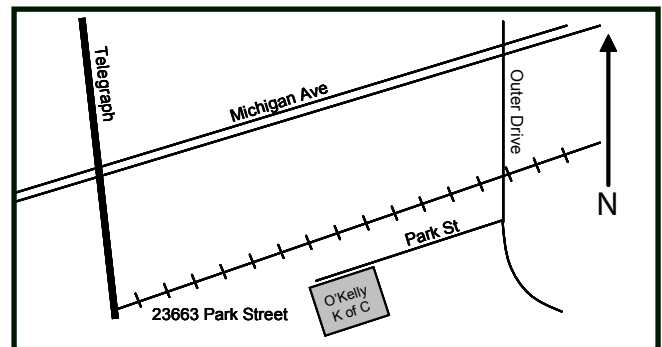
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Club Meetings

The FMRC meets the first Wednesday of each month at the Knights of Columbus Patrick O'Kelley Hall in Dearborn (313.278.5600). Refreshments are served after the meeting!

Come and bring a friend!



Rear view of Rick's truck.

The Rotunda Times



October 2007 FMRCOA Meeting Minutes October 3, 2007

The meeting was called to order at 7:22 PM. There were 103 members and guests present. Bob promised that the evening would be a short meeting (yea, right!!).

Terri Worful was announced as the new membership secretary taking over for Bill Gipperich. Bill's contributions should be commended.

The September meeting minutes were approved. Steve delivered the Treasurer's report and it was also approved by the membership on hand.



About 103 members & guests in attendance!

Mike Reminschneider donated an original Lorin Sorenson autographed book, "The Great Old Fords." This was to be included in the raffle prizes. This announcement would hopefully produce some large numbers for the raffle. His donation was met with applause.

Bob announced the Holiday nights at Greenfield Village, and Art announced that he would handle the dinner dance scheduled for January 12, 2008. Terri Worful announced that our membership numbers are up to 309 -- WOW, gaining every time!

Volunteers and nominations for officers were opened and closed with the announcement that all of the current officers had volunteered to remain with the exception of Bob Guetschow and Art Cervi who would reverse rolls. For 2008 we welcome Art Cervi as the President and Bob Guetschow as the Vice President. Nobody felt the need for any replacements, and the current board will remain without the need for an election.

Terri Worful announced that she will need help for the car show for Dearborn '08.

Roger Hodyka made a short commentary about a light that I brought in. He needs a light like this one and had a couple of volunteers to shop for him at Hershey. "That is what this club is all about: guys helping guys with their projects." That IS what it's all about Roger!

Thanks for bringing it up. This was followed by a number of "need" comments and a few "help" replies.

Show and Tell produced a few items covered elsewhere in this newsletter.

The raffle collected \$261 but the Lorin Sorenson but was the big draw for the tickets. Charlie Rivers' ticket was drawn and he decided on the book and is now its proud owner.

Brian Saylor

October 3 Meeting Pictures



In the parking lot before the meeting.



Yes, a Kaiser was there too!



Rare shots of the Board in action!



Brian's light (l) & Charlie wins the book (r).

Meet the New Members by Terry Worful



Russ Cote



Gene Dickirson

I was born August 14, 1943 in Detroit. My occupation is AAA.

My first car was a 1937 Ford. I started collecting cars with a Model T when I was 18 years old.

My other hobby is Wood working.

Any other car than a Ford? Is there such a thing?

I do the work on my own cars.

I joined the FMRCOA to have fun!

I was born Oct 9, 1942 in Vincennes, IN. My wife's name is Barbara. I am retired.

My first car was a 1936 Ford, but I started collecting cars in 1975 with a 1971 Corvette.

If you call building cars from ground up another hobby, that's it!

There is no other car than a Ford for me.

I do work on my own cars.

I joined FMRCOA to make friends and get information.

More on Wheels & Tires by Brian Kuta

Did you know tires have a heavy side and wheels have a light side? Although not as important with the newer style cast aluminum wheels, the lightest side of a wheel is at the valve stem hole, purposely placed by the wheel manufacturer.

Tire manufacturers either stamp the tire with ink or, place a sticky tag on the heavy side of the tire. Because many tire facilities do not teach their employees (nor themselves know), they will just slap the tire on the wheel and balance the assembly with whatever weights are needed.



2007 Mustang wheel & tons of lead weights!

We have all had the experience of seeing ten tons of lead weights on one side of a wheel to balance the assembly. So, when you see that happening, you instantly know you have either an unqualified technician or, a faulty tire that is out of spec. The light side of the wheel (valve stem), should match up with the heavy side of the tire (marked on new tire), to insure the assembly will need the least amount of weights possible.

Also remember to ask if the weights are coated. If the weights are not coated, the lead will react with the aluminum making those wheels look like junk very quickly.

If you are taking tires off one set of wheels to put them on another set, you should mark the tires at the valve stem before taking them off, then put those tires on the new set of wheels with that mark at that valve stem, just in case they were put on correctly when new.

Lastly, and one more time, torque those lug nuts!

Use Harley Davison Brake Light Switches by Bob Haas

If you are using silicone brake fluid in your classic car (which you should be), your brake light switch will soon fail.

To correct this problem, you can install a Harley Davidson brake light switch, which is made for silicone fluid. The part number is 72023-51d. The cost is \$19.35 plus tax.



Original Ford & Harley Davison switches.

POSTCARDS *cont. from page 1*

Remember the days when a stroll down the aisles for the Henry Ford Museum was on a shining wood floor, and the rows of cars were really old...and didn't include a Honda! Well, this postcard mailed in 1966 from the museum post office is a reminder of those days. We can see the rows of cars that Henry himself bought and placed on display, cars that once they went into private collections we never got to see again. Personally, I liked the museum the way it was....but there again I liked it when it was a dollar to get in too! Enough personal opinion...until next month another view of Ford through old postcards.

October Show & Tell: Most Interesting!

by
Bill Timoszyk

Long time member Paul Coleman brought in the biggest if not the best item: an original set of Jimmy Jones bubble fender skirts for his 57 Ford. Paul related how he recently bought them from the original owner. Several Club members shared their knowledge about both Mr. Jones and his skirts. Jimmy Jones was a resident of Inkster, Mi. who hand crafted and marketed these skirts in the 50's and 60's. They are both attractive and nostalgic.



New 1956 Ford with fender skirts shown on right.

Bill Large displayed and described an early flathead racing camshaft's of Detroit manufacture. He had one of the Lishum brand, but other hometown favorites such as Dunn were also discussed.



Bill with flathead camshaft.

Terry Worful brought in an original maintenance manual for a B-26 Liberator Bomber. This 8.5 x 11 inch 59 page manual was authored by Terry's father, Cyril Marciniak. Quite an accomplishment!

Bozo Himself (Art Cervi) brought in some original 32 CP (that's Candle Power) headlight bulbs he found in

his parts emporium. Art has never owned a car that did NOT have sealed beams, so he was unsure of their use.

Speaking of Bozo, he was again the recipient of a gift of clown ware. Tom Melhouse gave Bozo a older VHS Bozo the Clown tape. It is rumored that Art is going to open up a Bozo Museum--or was it shrine???

Anyhow, Next month we might have some items that were found at the Carlisle / Hershey meets.



B-26 Maintenance Manual.



GE Mazda type antique auto bulb.

MORE YPSI TOUR PICTURES



A replica that was made for the Tucker movie.



Bill with his new friend (l) & Fireman Bob (r).

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HENRY & MARY JUSCO MARRIED 70 YEARS!

Last summer Henry and Mary Jusco celebrated their 70th wedding anniversary! At that time they were interviewed by the Rochester Michigan Post. Below we include parts of that interview that appeared in the Post on August 16, 2007.

If you ask Henry Jusco for the secret to his 70-year marriage, he gives a blunt reply. "We are opposites," he said. "Don't you know, likes don't attract."

His wife, Mary, agrees. "You've got to have give and take," she said. "Compromise. Like everyone else, we've had our ups and downs."

Henry and Mary Jusco were teenagers when they met in Hamtramck at a friend's home. "It was in June of 1936," Mary Jusco said. "I thought he was handsome. He was tall and he had a big crop of curly hair."

"I had to plaster it down," Henry Jusco said.

"We started dating right away," Mary Jusco said. "We were married in 1937."



Mary & Henry Jusco.

After 50 years of marriage, the couple relocated to the suburbs. "It was so strange to move to beautiful Rochester Hills," Mary Jusco said.

The couple's son lives nearby, but most of the rest of the family including a daughter, seven granddaughters and 10 great-grandchildren is scattered throughout the country.

The couple are active in their church and enjoy weekly card games, exercise and bingo.

Henry Jusco is a former Ford Motor Co. engineer and is still active in the FMRCOA which he joined in 1977. He shows his beautiful 1941 Ford convertible and used to drive it to meetings.

"I got the car from my brother-in-law in 1959," Henry said. "I've shown it at Autorama at Cobo Hall in 1963 and at Meadow Brook Hall's Concours d'Elegance in 1991."

They remain loyal to Ford. "We still have a Taurus," Mary Jusco said. The couple also remain loyal to each other. "We have a strong faith and belief," Mary Jusco said. "That's kept us together. That, and having a

beautiful family."

"We just want to see how it's going to end," Henry Jusco said.

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1962-72 Fairlane-Torino-Ranchero
1965-72 Ford Galaxie-LTD
1932-47 Ford Pickup
1948-56 Ford Pickup
1957-66 Pickup-Econoline
1967-79 Pickup & 78-79 Bronco
1980-89 Pickup-Bronco
1966-77 Ford Bronco
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The FMRCOA Roving Reporter Heads South

September brought two swap meets/car shows that both had ideal weather, and many good bargains. First, the NSRA street rod show in Kalamazoo MI brings together nearly 3000 street rods, and almost 500 swap meet spaces for a three day show. Although primarily a street rod event, there are a scattering of restored cars (the other restored 1942 Mercury wagon in Michigan was there) and of course the usual high dollar professionally built rods, but in between was the handy work of many average people. The swap meet had quite a few bargains in it,



1939 Ford was a good deal at \$8900!

and the photo shows a 1939 Ford sedan which was an old restoration that was priced at \$8900., and behind it a barn fresh 1936 Ford sedan. Although the admission is a little steep at \$12 and \$2 to park, it is a good show and really nice swap meet.

The following weekend, after the street rod show, was the annual car show and swap meet in Indianapolis Indiana, at the Marion County Fairgrounds. Again the weather was picture perfect with lots of parts being offered. The meet was a little smaller this year in my estimation, but there were still about 2000 swap spaces to look at. The meet itself is free to attend, but there is a parking charge of \$5 per vehicle in a



Car Corral in Indiana was similar to that of the FMRCOA.

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field across the road. There was a car corral which was about equal in size to the one at the FMRCOA show, and prices ranged from "what a deal", to "what is he thinking!" There are plenty of hotels in the area, so finding accommodations is not a problem (same thing with restaurants). Although a fairly long drive, with proper planning you can stop at the ACD museum in Auburn, the WWII Museum just down the road, and the future home of the EFV8 Club museum and a Corvette Museum in the same area. Plenty to do and things to see while on the road!

Next month a report on Hershey....did the sun shine ?? I'll let you know next month.

Noted Automotive Photographer Tours with Club

On the Ypsilanti Tour, we were fortunate to have Van Nazarian, a friend of Gene Johnson, travel with us.

Van majored in Industrial Design always having a keen interest in photography. After graduation, he spent 15 years as an Industrial Designer producing ads, sales promotional materials, displays, and dealer training materials for an agency that handled the Kelvinator corporate account.



Gene Johnson presents Phil Lyon a photograph of Phil's Ford taken by Van at the Eyes on Design Show last summer. This photo was also taken by Van!

In addition, Van created other designs such as the Livonia flag! However, as Van remarked, "Being an avid gearhead I found myself following the car shows, and photographing everything in sight! So I decided to start Carshots."

Van's photos are not your typical approach to presenting the beauty of vehicles or "Rolling sculptures" as some call them. "I look at the whole vehicle and its parts as the automotive designer looks at it," Van continues.

Indeed, Van studied transportation design under Homer LaGasse, and Bob McCrea. Homer was the Chief Designer of the original Ford GT40, the car that the "Duce" ordered built to beat the Ferrari Team at LeMans. Bob was Chief of the Corvette Studio during the Sting-Ray years.

Van's work has elevated the art form of automotive collage to a higher level. As he states, "By including historical elements and personal comments into the design, the finished product creates a more interesting visual, and gives the viewer a greater insight into an owners special vehicle."

Some of the photographs of the tour in this newsletter were graciously provided by Van. To see more of the photographs of the Tour and other work by Van, please go to <http://www.kodakgallery.com/carshotsgallery>

Van may be contacted at carshots1@yahoo.com or 313-399-3399.

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October 2007

For Sale

- 1969 AMC Matadore. Cherry. 44k original miles. \$8500. G.M. Clos. 586-786-6027.
- Edelbrock F48 intake manifold for 289/302. Nice condition. \$120. Mike Riemenschneider. 734-458-1348.
- 1949 Ford crankshaft. Fresh grind 10 under. \$100. Gene Johnson. 734-261-8334.
- Lincoln ultralite convertible car cover fits 61-67. \$100. New wet buffer kit. \$80. 462 Lincoln cylinder heads. \$375. Breakerless distributor polished fits 340, 352, 406, 428. \$140. 1928 Model A 2 door sedan. 428 powered (565 HP), 4 speed, much chrome, wire wheels, disc brakes, Flaming Rivers steering column, etc. Mark Hamilton. 313-563-1892.
- 1957 Fairlane parts. Laurel Gottlieb. 734-525-8445.
- (4) Flathead starter cores. Make offer. Brian Saylor. 248-486-8851.
- Franklin Mint Model T Assembly line in Pewter. Measures 27"x5"x7" on solid wood base with glass cover. Franklin Mint and Greenfield Village sell them for \$1250. One available on ebay store for \$650 plus \$35 shipping. Asking \$600. Bill Gipperich 586-826-8813.

Wanted

- Exhaust manifold right side for 1949 Ford flathead engine. Dick Anderson. 734-564-8864.
- Two pairs of bubble tear drop skirts for 1936 Ford. Also need one 14" wheel for 1958 Lincoln Continental Mark III. Ed Meurer @ 248-348-2109.
- GM rear axle. Posi. 2.4-2.7 ratio. From car like "80's G-car (e.g., Monte-Carlo). Steve Rohde. 734-717-5444.

Classified

September 2007

For Sale

- New Michelin 22575R-16 tire on Ford 8 stud. Wheel. \$95. Howard Voigt 734- 944- 6930.
- 73 Mustang restored. \$20000. Roy Stull 248-553-0420.
- Model A Rib Frame Wood E.Z. Car Port, new 16" 245-30 Michelin. Ray Crout 313-291-7717
- 36 Ford Front & Rear axle assembled w/brakes. \$150 each.. Gene Johnson 734-261-8334.
- Winter car storage at Clara Hill's place. \$360/6 months. Call Mike Riemenschneider at 734 459-1348.
- Edelbrock small block ford F4B intake manifold in like new condition \$120, 289 Hipo exhaust manifolds, like new condition. C7ZE part numbers \$150. Mike Riemenschneider. 734 459-1348.
- 1936 flathead Ford V8 engine. \$300, fenderskirts for a '49-51 Ford. \$200. Paul Conforto. 313-882-6122.
- 14" wheels for 64 Fairlane- must have ford logo stamped "4m". Joe Newland 248-563-0304.

Wanted

- 42-48 Ford skirts Roland Arndt 248- 478-7942.



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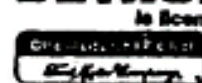
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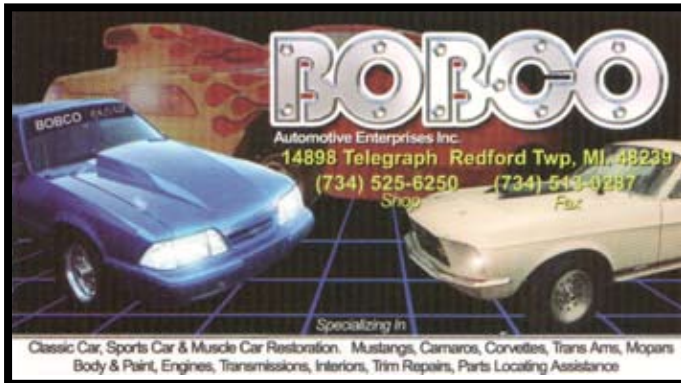
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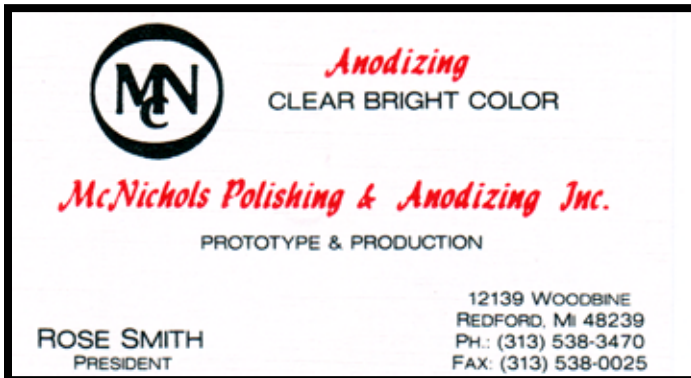
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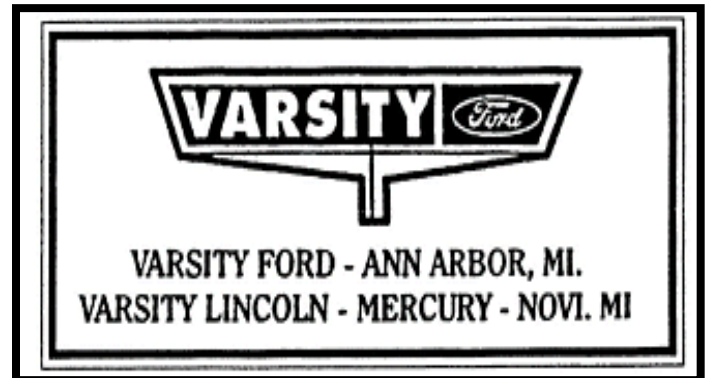
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