

**Feature Vehicle of the Month:
1941 Lincoln-Zephyr 3 Window Coupe
Owned by
John Price**



“I had another project car and I really wasn’t looking for a car to restore at the time,” said John Price as we chatted in the NAPA machine shop where he has worked for the last 21 years. John found out about the 1941 Lincoln-Zephyr 3 window coupe from Jimmy Stewart and went to see it with his youngest son. It was 1989 and he hadn’t seen one since he watched them being built through the windows at the Livernois and Warren plant in Detroit.

The car was in very rough shape but after much discussion with the owner, a deal was made. John did a ground up restoration on the Lincoln and subsequently found out that there are only 10 of these restored vehicles left in the world! He did all the work himself except for the paint which was done by club member Larry Deck.

The car has a V12 engine in it (115 HP, 292 ci, with tiny 2 7/8 inch diameter pistons), overdrive, a radio, and a heater.

The Lincoln has won many trophies, has been on TV, and has been in many prestigious shows including at Meadowbrook, Eyes on the Classics, Ford World Headquarters, and Cobo Hall.

John was born and raised in Detroit. Between 1952 and 1956 he was in the Air Force where he was in maintenance. During that time he married his wife of 52 years, Mary Elaine. They have five children one of whom, Keith, is also in our club. Before “retiring” and starting to work at NAPA, John ran his own business, “Farmington Hills Auto Parts,” for 27 years.

Continued on page 7.

Collector Cars Decorate Michigan’s Capitol

(Adapted from material on <http://www.hagerty.com> and from Sydney Mc Manus)

The streets of Downtown Lansing were lined with classic cars, their owners and appreciative onlookers from around Michigan on September 27th, a beautiful, sunny fall day in the capital. FMRCOA’s Bob Haas attended the event. Everyone was celebrating Michigan’s inaugural



Looking Towards the Capitol

“Collector Car Appreciation Day” which was recently established via a formal proclamation from Governor Jennifer M. Granholm. The governor’s proclamation encourages statewide recognition and celebration of collector vehicles, their owners and the contributions they make to the state, its economy, and culture. The event also kicked off the Hagerty Collector Network’s model legislation, called “No Collector Car Left Behind,” on the doorsteps of Michigan’s state legislature. Supporters met with state legislators to urge their

support of the model legislation, House Bill 4362 – and stood in awe of more than 60 beautiful collector cars making a statement around the capitol building.

To date nearly 1400 collector car owners from across the state

Continued on page 4.



From l to r: Mike O’Callaghan, VP and COO of the Detroit Metro Convention and Visitors Bureau, Secretary of State Terri Lynn Land, McKeel Hagerty, CEO Hagerty Insurance, Representative Howard Walker, Senator Jason Allen and Representative Joel Sheltrown.

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.



Editors' Message

I really appreciate the materials that you guys are starting to send me! This month I'd like to thank John Price for providing the feature car material and Brian Kuta for the technical article on removing flathead bolts. I never knew wax could be used this way! I'd also like to thank Harry McAuliffe for his material on Lincoln-Zephyr mechanics' training, Larry Haase for his show and tell racing pictures (very cool!), and Don Olson for "hooking" me up with Sydney McManus of Hagerty Insurance (cover article). I think we should all support the "No Collector Car Left Behind" legislation. Finally, I'd like to thank Phil Lyon for the "turkey carving" instructions! As this is the last newsletter before Thanksgiving, I thought you guys would really need this information!

On page 9 is a graph of gasoline prices from 1918 to the present that I use in some of my lectures. Very interesting data!

On the back page of this newsletter are pictures of two cars that Tracey Moro, Jack Terrell's daughter sent me along with the text: "As you may know my father, Jack Terrell, passed away this past spring. My sisters and I are now selling two of his restoration projects - a 1940 Ford Convertible and a 1948 Mercury Convertible. Both are 99% complete and ready to be restored by someone who has as much passion for them as my Dad did...." Please contact Tracey at 586-263-4728 if you are interested or let others know.

Please do continue sending me materials! We can **always** use more

Continued on page 4.

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Your Board officers and Editors take extra effort to bring you FREE Classifieds and Schedule of Events found within your monthly newsletter. Take advantage of these benefits your membership provides. Post your schedule where you can refer to it easily. Submit your ads at a meeting or mail to Phil Lyon your ad editor. For more information on becoming a member go to <http://www.fmrcoa.org/> or write to:

FMRC Membership Secretary

P.O. Box 2938

Dearborn MI 48123

Dues are \$25 before & \$30.00 after DEC 31



PRESIDENT'S PAGE

October 2005

First, on behalf of the Board of Directors, I want to thank you all for your patience and cooperation during our new election process at the October membership meeting. Compared with past elections, and in particular the 2001 election, which could be construed to be our Katrina, the election of 2005 was but a ripple. The whole process took only 5 minutes in September and 5 minutes in October and resulted with our current Board reinstated by acclamation for 2006. Previous elections have resulted in 5-6 hours of work stretched out over a 3 month period. The biggest challenge of the new volunteer election is keeping an adequate number of standing volunteers to fill openings on the Board as they come up. Let's put an end to the bad feelings that past elections have created, and with your help, I think we can make the new volunteer process work. Why don't we make it work just for the fun of it!

On another subject, I want to remind you all to send in articles for the newsletter. Steve is doing such a great job and would appreciate articles on your cars with the whole history of the purchasing process right up to the present. Steve would also like some more material on biographies of our members, or possibly even a car subject joke. Let's all dig down and help make Steve's job a little easier. Keep up the great work, Steve.

For those of you who are newer members and are interested in back issues of the newsletters from 2004 and 2005, call me at 248-328-9113 and I will see you get them while supplies last.

I went to Hershey with Lou Ironside and we had a good time. I saw a number of members as I trudged around that largest of all car events. Hershey, of course lived up to its reputation with Friday and Saturday a complete wash out, but Wednesday and Thursday were very nice days, so all was not lost as in some other years. I also attended the little meet in Adrian. If you have never gone to this meet, you should try it. Over the years I have enjoyed this meet and find it is one of my favorites.

By the time you get this newsletter you should have a flyer mailed to you about the junk yard tour in Lapeer. I hope a lot of you can attend, because it should be a good time.

For those of you who want to attend the Holiday Nights at Greenfield Village on December 10th, it's time to start reserving your tickets. The member is still free and additional tickets are \$12.00 for adults and \$8.00 for children 5-12; children 4 and under are free. The Lincoln Continental Owners Club will be joining us. I will be coordinating the event for them as well. As in the past you can order tickets by check payable to the Ford and Mercury Restorers Club. Send your requests to me: Bob Guetschow, 16291 Worden Rd., Holly, MI, 48442. Any questions, call me at 248-328-9113.

Steve should be attending our next meeting and will be showing us some things on our new projector. So... Don't forget next meeting is on November 2nd at 7PM, at the K of C Hall.

Till next time,.

Bob Guetschow

WELCOME NEW AND RETURNING MEMBERS

New Members

Scott Vorrath

1154 Rauch Rd.

Erie, MI 48133

734-854-2983

1968 Ford Mustang

1969 Ford Mustang

1970 Mercury CHP Monterey

1978 Ford Bronco



Oops... The addresses below got scrambled in last month's newsletter...

Bob Kalich

767 Pine St.

Wyandotte, MI 48192

734-281-6665

1966 Ford Fairlane GTA

Bill Murray

57 Calle Cadiz

Unit T

Laguna Woods, CA 92637

949-457-6199

PRESIDENTIAL QUOTE

"And so, my fellow Americans: ask not what your country can do for you - ask what you can do for your country. My fellow citizens of the world: ask not what America will do for you, but what together we can do for the freedom of man." -- John F. Kennedy

EDITOR'S MESSAGE, ct'd. from page 2

materials from you guys including featured members and featured cars. Articles on your various projects and car shows/trips would also be great. Likewise, if you see an article of interest, clip it and send it to me. There is so much expertise in this club that should be shared. Thus, more "how to"/technical articles like Brian's this month would be great!

I'm willing to work with you guys via phone or in person, or by mail/email to get these materials. It really doesn't take more than a 10-15 minute conversation to get great material for an article! **Consider the 20th of the month as a deadline for getting announcements or other materials to me for the next 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, I'd like to thank my wife, Deborah, for proofreading this newsletter!

Thanks for your support!

Steve Rohde, Editor

Collector Cars Decorate Michigan's Capitol ct'd. from page 1

have emailed or called the Hagerty Collector Network to add their names to the list of supporters for the No Collector Car Left Behind legislation (http://www.hagerty.com/NewsManager/articlefiles/824-CCD_Supporters.pdf). This legislation will bring much needed financial relief to Michigan's collector car owners through increased registration choices and reduced fees along with a significant reduction of the annual Michigan Catastrophic Claims Association assessment--80%!

Collector car owners should add their name to this list of supporters and contact their legislators to ask their support for this pro-hobby, pro-tourism and pro-Michigan legislation. Click on the following link to find your legislator contact information or share it with a hobbyist friend or your car club, <http://www.congressweb.com/cweb4/index.cfm?orgcode=HAG>. We need to be heard in Lansing! You can also sign up for updates on this Michigan legislation in Focus on Advocacy (http://www.hagerty.com/news_advocacy.asp) under the "Hagerty News Sign Up" section on the right hand side of the page. You will only receive updates on legislation affecting your interests and your email address will only be used for that specific purpose.

Hagerty launched the inaugural Collector Car Day to encourage other state legislators to follow the lead of the automotive capital of the world and proclaim annual Collector Car Appreciation days in their home states. The goal is to see fair registration practices across the United States.

More great photos of the celebration can be found at: (<http://www.hagerty.com/iGallery/igallery.asp?d=\collector+car+day>)

For more information, please contact Sydney McManus [Sydney@HAGERTY.com].

A Note from the Treasurer



All's well here – a relatively slow month! We look forward to dues payment to replenish our accounts!

Steve Rohde
Treasurer





YOUR CAR!

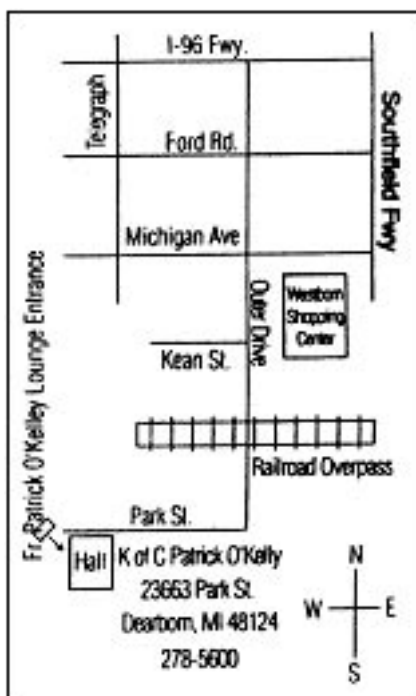
The Rotunda Times would like to feature your old car or truck in an upcoming issue. We are interested in how you came about finding your vehicle of choice, and what you have done to enhance its beauty, and / or mechanical condition. Simply mail or email us your article accompanied with a photo to:

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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!



Unique October Show & Tell Items!

Larry Haas showed us some photos that were taken at various race tracks while he worked for Ford's Autolite Division. Larry was a consultant for numerous teams at Indy, NASCAR, and drag races. These photos were taken in the 60's and 70's when Ford supported racing.



Indy in 1963, Jim Clark and Benson Ford with the Lotus Ford. Sterling Moss is the one without the shirt.



Daytona late in 1962 at a test of the 1963 1/2 Mercury stock car prepared by Bill Stroppe. Left to right are Dan Eames, Manager of Autolite performance, Fran Hernandez, Manager of Mercury racing, and Larry Haase evaluating the spark plugs from the test run. Larry was the engineer responsible for the design of Autolite spark plugs at the time.

We also saw a very informative manual from a brake products manufacturer for service brakes on 40's to 50's cars and trucks.

Please bring something next month that we can all enjoy!

Thanks,

Harry McAuliffe



September Meeting Minutes of the FMRCOA

October 12, 2005

This evening the parking lot was enhanced by ten “collector type” cars which were judged by Al Orloff and company. All those cars were deemed deserving of trophy plaques. There was quite a “Duke’s mixture” of cars from 1927 to 1983. After our outdoor escapades we settled down and the gavel hit the table at 7:10.

Dick Anderson brought with him his son, Lee Anderson, and his son-in-law, Larry Wheeler, from Mississippi. Doug Osborn brought in a guest, Pat Mulligan, who would speak to us later in the meeting. It was good to see Jim Bernadic and Henry Jusco, who hadn’t been here in a while, and were accompanied by Bill Large. Clara, our official body counter, reported 72 members and guests in attendance. Bob mentioned that Steve, our treasurer, Dave, our historian, Jim, our web site master, and Brian, our membership chairman, key people from whom we often hear, were all absent. The September meeting minutes were accepted, and after Bob read the treasurer’s report, it was likewise accepted by a motion from the floor.



Our Distinguished October FMRCOA Meeting Attendees (simulated)!

By way of old business, Art Cervi reported on the R&M auction, thanked those who helped, and stated that they were well pleased with our services. Art encourages us to participate again in April. Bob made some comments about Hershey, said 16 or 17 of our guys were there, and someone made the comment that the cars were “expensive”. Lots of that familiar Hershey rain just added to the fun. Bob Haas attended the Collector Car Appreciation Day in Lansing, and told us about some personalized collector car plates that are being proposed by the Secretary of State. Haggerty Insurance was making a bid to the State to make the antique car usage restrictions more lenient.

Under new business it was again announced that our annual color tour has been cancelled. Bob is still firming up plans for the junk yard tour which will take place on October 29th. It will include Bob’s Auto Parts, Roy Montgomery’s Auto Parts, and negotiations are still in the works to include Roy McMullin’s collection. After the tour a Lapeer restaurant will be our final stop.

John Hill gave us an update on the dinner dance, and said that we will be receiving our invitations in the mail very soon. Some surprise entertainment is planned as usual. The Greenfield Village Christmas walk is again being planned by Bob and Hank Dawson suggested that we might want to meet together as a group somewhere in the village sometime during the evening. Sounds like a plan!

The welcoming committee has composed a letter which can be given to new or prospective members This letter will be reviewed by the board before the next meeting. Mike Fontana showed some new clothing items that can be ordered. Awards were handed out to the ten cars that showed up for our mini-mini car show. Award recipients were as follows: Joe Bugeia’s 66 Mustang HT, Phil Lyon’s 39 convertible, Roger Hodyka’s 27 Model T, Cole Grandy’s 29 Model A tudor, Clara Mooradian’s 73 Mustang convertible, Bob Haas’s 83 Mustang, Bob Milligan’s 83 Lincoln Mk 6, Dan Eastwood’s 77 Lincoln Mk 5, Cliff Pickleseimer’s 65 Comet Calliente convertible, and Roy Stull’s 68 Ranchero.

A guest, Pat Mulligan, who was brought in by Doug Osborn talked about a Ford parts CD catalog covering 1965-72.

Another guest, Lee Anderson, whose home in Mississippi was severely damaged during the hurricane, gave us a first-hand account of some of his family’s experiences during and after the storm. It makes us appreciate Michigan. We had our show and tell and our 50-50 raffle and after a shorter than usual meeting we adjourned to the snack line.

Respectfully submitted,

Phil Lyon, Secretary

Before the Meeting



Feature Vehicle, ct'd. from page 1

John's fascination with cars dates back to the time he was 6 years old! When he was 17, he got his first car: a 1938 Ford. Since then he has owned and restored many cars.



John's Shop at NAPA in Plymouth, Michigan

After attending numerous club meetings in the late 70's, John joined FMRCOA in the early 80's. "There are a great bunch of guys in the club! I've met and made a lot of good friends ther," John commented as we spoke.

From a personal perspective, it's great to have John in our club. Occasionally, when I get stuck with a car problem, I go to John. He's so knowledgeable and friendly – a true gentleman!

Steve Rohde



1931 Ford Ad from the Saturday Evening Post

Mechanics, Can You Answer These Lincoln-Zephyr Questions?

*This is the Third of a Series of
Practical Questions and
Forming a Home-Study Course for Mechanics
on the Lincoln-Zephyr.*

By THOMAS HOWE

1. Can Lincoln-Zephyr pistons and rod assemblies be removed from top of engine?
2. What is the weight of one of these pistons, without rings or pins?
3. How many oil rings are used? What is the oil ring gap?
4. How many compression rings? What is compression ring gap?
5. What type of piston pin is used? How much end-play is allowed?
6. What is length and diameter of piston pin? What clearance in piston? In connecting rod?
7. What type of connecting rod is used? What is its length and weight?
8. What kind of connecting rod bearings are used? What size? What clearance? Any shims?
9. Crankshaft is of what type and material? What are the advantages of this material? What is the weight?
10. Which main bearing controls end-play? How much end-play is allowed?
11. What kind of main bearings are used? Why? What clearance.
12. Camshaft is of what material? What are the advantages?
13. What is camshaft bearing diameter? What kind of bearings?
14. What is crankshaft gear material? What is camshaft gear material?
15. What kind of steel is used for both inlet and exhaust valves? What is valve head diameter? Valve stem diameter? What is stem to guide clearance? What is lift?
16. Where are valve seat inserts used? Of what material?
17. What is valve timing?

**Ford Dealer & Service Field for
April, 1936**

Contributed by Harry McAuliffe

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.



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!

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!

MRS SPOONER'S METHOD FOR TURVING A CARKEY FOR DANKSGIVING THINNER

You turve a carkey just like you'd butt up any other curd, spactically preaking, except a lurkey is often targer.

First, fize and race the dungry highners , Then, assuming the opper prattitude, remove your vote and kest and sloal up your reeves.

Tace the cooked plurkey dack side bown on the pilver slatter. Fabb the carving groark hermly in the left hand and habb it into the jerkey up to the tilt, with the brines of the fork on either side of the test bone. (If you're heft-landed, simply proverse the receedure.) Now take the narving kife in the right hand and scutt through the kin



Carol Lombard 1941

between the begs and the luddy. Lay the fife and nork down, hacing your bree against the nesy if turkessary although, this is a mitt bessy---reloove the megs and disbodd them from the jointy. Then wutt off the kings. Separate the jeckund soints from the stumdricks. Carve the mest breet into thin slosswise crices. On either back of the side- bone, you'll find two choice oices of dark meat called peesters which are very tidly daintbits indeed. If you're a sighful trellfish, as most arvers car, you'll direct the other tenners a-dine-shun elsewhere while you shove these morshus lussels surreptitiously into your tate pu-mash-toes.

For a fall smamily, turve only one side of the carkey, using what's left for kurkey a la ting, tetry turkezzini, and hacky tursh. The bones, of course, make fine surkey toop; but after that, there's memming left but the nuthery.

Colonel Stoopnagle

MRS SPOONER'S RECIPE --- HOW TO MAKE NUT FUDGE

4 butterspoons of taibler.	2 chalks of squairkolet
2 cups of shanulated grugar.	2 spaibletunes sorn
keerup	
3 coppers quart of crinn theme or the bopp of the tottle	1 nup of kelled shuts a vittle lanilla

Shook the kugar, the chilk, and the mawkolet chelts

Stoil without burring to 234 deheeze of greet.

Then dairfully crop a little of the mott hixture into a watt of cold cupper. If little bawft sawls form in the cuttum of the bopp, the duge is fun. Remove the hann from the peat, bad the utter, let canned until stool and fladd the aivoring. Speat with a boon until gick and thooy, nopp in the drutz, empty into a pattered bun and squark into maires. You may marsh ad-mallows if you have a particularly teet swooth.

Serves a gruzen doan-ups or two age-teeners. Be sure to pick the lann!

Contributed by Phil Lyon from Saturday Evening Post



2005 FMRC Meetings & Events Calendar

Below is the table of meetings & events for 2005. New information will be posted each month as events and dates are firmed up. **Bold font represent club functions.**

Oct. 29	Junk Yard Tour
Nov. 2	Club Meeting
Dec. 3	Dinner Dance
Dec. 7	Club Meeting
Dec. 10	Christmas Walk-Greenfield Village

Please participate in these events!

Classified, continued from page 13.

- 1983 Mark6 Arizona car 2 dr original paint, signature series moon roof. Loaded like new. \$5500 734-674-8483
- F 100 steering column and gear. 351C 71-73 Mustang H pipe, 351C 4 Bbl intake manifold- cast iron original, 72 Mustang frt sway bar door glass, frt bumper, metal reinforcement, ft lower valance panel, rear seat side panels, instrument cluster, 352C exhaust heat shield. CJ jeep soft top and doors- new in box 89-90 Continental front air suspension struts- like new after mkt replacements. Philco AM/ FM 8 track stereo Ford AM/FM cassette stereo. Bill Gipperich 586-795-3344 or gipp@juno.com could provide pictures/ additional information
- Two V8 60 motors one tin side, one solid side, short blocks with some accessories Also have v8 60 Edelbrock heads and intake, and one roof intake. Harry 313-534-5974

Wanted

- 1929 licence plate Jim 313-291-3147
- 390 FE engine any condition short or long block Pat Vreeland 734-591-7629 or 313 805 6408 cell
- Crankshaft for early 60's 170 cid 6 cyl (4 main brng unit) Gordy 248-548-3775
- V8 60 carburetor Stromberg 81 Harry 313-534-5974

For Sale

- 1964 Merc Comet Caliente Conv. 200 CID 6 cyl., auto, ps, power top. Black with red interior and white top. 2nd owner. Like new \$12,500. Don 810-220-0419.
- 1994 Mustang Cobra Indianapolis 500 Pace Car. 10,000 miles, like new, garage kept \$19,999. Don 586-752-7919.
- 1930 Ford 2 dr sedan body shell completely apart. Good for rat rod. \$500. Dean 734-421-8966.
- 1937 Buick. Complete, straight. Good for a hot rod. \$1400. Steve Rohde 734-717-5444.
- 4 - 14" wire wheel Mustang covers. \$50. Hank Dawson 810-231-3184
- .Set of 4 G78-15 bias-ply tires and wheels. 2.5 inch white walls. Pete Morris 734-482-7414.
- Set of 4 G78-14 bias-ply tires and wheels. 2.25 inch white walls. Pete Morris 734-482-7414.
- 1957, 58, & 59 Ford new and used parts mostly trim/chrome. Howard Voight 734-944-6930.
- **CAR BUFFS DREAM HOME.** 2 barns, 4 acres, garage,... etc. Oh yes, a 2 story farmhouse with many updates. North Oakland County, Romeo schools. \$250k Call Brian 248-670-7736.
- **MOVING SALE!** Most everything in the barn must go! Tools, parts, etc.. Call for appointment – available most days. Need to move before the snow flies! Call Art 248-553-8897 Novi 12 mi/Haggerty Area.

Wanted

- 1957 Ford 312 CID dual 4bbl. Engine assembly and 1970 Ford Boss 302 engine assembly. Howard Voight 734-944-6930.
- 42-48 Ford rear end assembly. 3.78 ratio. Bill Large 586-667-4790.
- 46 Mercury steering wheel and speedometer. Bill Large 586-667-4790.



Actual & adjusted price of gasoline in the US between 1918 and 2005.

The "Roving" Photographer

At the 41st Annual AACA Swap & Sell Meet in Adrian on Sunday, October 16 several FMRCOA members were spotted!



Rosie the Riveter

Following the United States' entry into World War II in 1941, millions of American women answered the government's call to enter the work force and fill traditionally male jobs left vacant by those who had gone off to fight. Above all, women's labor was urgently needed to help fill shortages created by the expanded wartime economy, especially in the production of military hardware. These women who wore hard-hats and overalls and operated heavy machinery represented a radical departure from the traditional American feminine ideal of housewife and mother.



In 1942, a popular song about a patriotic female defense worker called Rosie the Riveter provided the name that became synonymous with this new kind of American woman.

Painted for the cover of the May 29, 1943 edition of *The Saturday Evening Post*, Norman Rockwell's Rosie the Riveter gave visual form to this phenomenon and became an iconic image of American popular culture. Rockwell portrayed Rosie as a monumental figure clad in overalls and a work-shirt with the sleeves rolled up to reveal her powerful, muscular arms. Seated against the backdrop of a rippling American flag, she is shown pausing for lunch, with a riveting machine and a tin lunch box balanced on her substantial lap, her visor and goggles pushed back on her head and a ham sandwich clasped in her hand. Despite her massive bulk, sturdy work clothes and the smudges on her arms and cheeks, Rosie's painted fingernails, lipstick and the tidy arrangement of her bright red curls wittily convey her underlying femininity. Pausing between bites, she gazes into the distance with a detached air of supreme self-assurance, while casually crushing a tattered copy of Adolf Hitler's *Mein Kampf* under her feet.

(Norman Rockwell's painting of Rosie the Riveter was auctioned by Sotheby's on May 22, 2002 for **\$4,959,500**. The painting is 52 by 40in. (132.1 by 101.6cm.) and signed Norman/Rockwell, l.r. oil on canvas. Painted in 1943.)

(Adapted from <http://www.rosietheriveter.org/painting.htm>)

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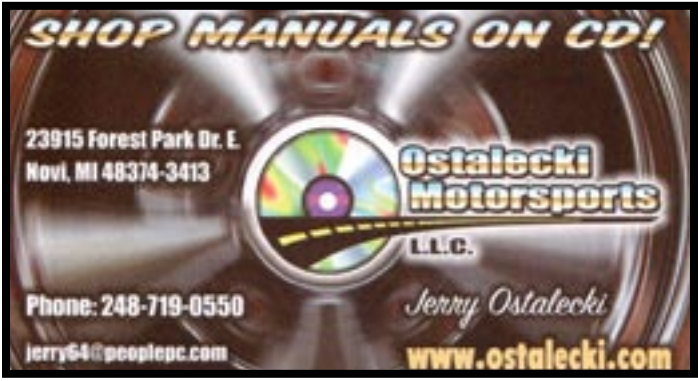
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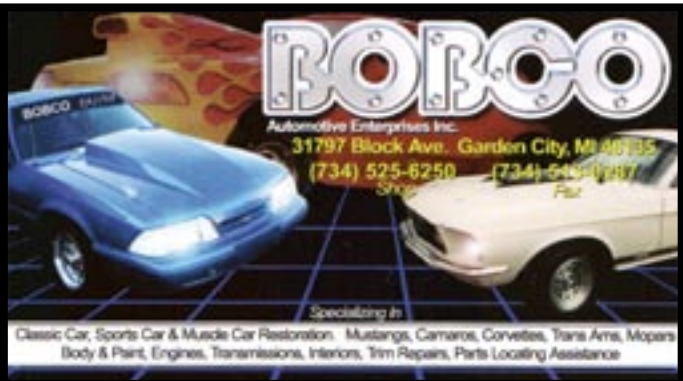


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