

**Feature Vehicle of the Month:
1978 Ford Bronco
Owned by
Scott Vorrath**



“I was a Chevy man at the time and the Blazer I was trying to get did not come in the color I wanted. While trying to get that color, my dad saw a Bronco in the Ford dealer’s showroom and the salesman, a neighbor, said my dad could get it for the same price as the Blazer. My dad put \$100 down and I traded in my beloved Blazer,” remarked Scott who purchased his Bronco new during the winter of 1978 from Patrick Ford in Monroe, MI.

Scott drove his Bronco for about two years in stock condition. At that point the vehicle had 32,000 miles on it and, with the help of a neighbor, Scott installed a 1971 429 Cobra Jet short block in it over a two month period.

“I used to drag race it on Telegraph and, with a 4:86 gear, it really surprised a lot of cars!” Scott commented, “I remember racing one poor guy with his girl friend in a blown Chevy 4-wheel pickup!”



A Look Under the Hood Says It All!

Continued on page 10.

**FMRCOA Participates in
American Cancer Society’s
Relay for Life Event**

Our club had a good turnout at the American Cancer Society’s Relay for Life of Dearborn on May 6 at Edsel Ford High School. About fifteen club members showed up with their cars on the beautiful but cool Saturday morning. The Relay For Life is a fun-filled overnight community event designed to celebrate cancer survivorship and raise money for American Cancer Society research and awareness programs.



Bob Giving Megan Holt a Check on Behalf of the Club

Continued on page 10.

FMRCOA Board Meets

On May 2nd the FMRCOA Board of Directors met. All Board Members were present except Doug Osborn who was ill. The Board discussed a variety of topics ranging from membership to events including the Swap Meet and Car Show. Regarding the Car Show, the Board unanimously endorsed Bob Guetschow’s idea to engage other car clubs in the show. Bob and Steve will pursue this. The Board also voted to make a \$250 contribution to the American Cancer Society at their Relay for Life event in Dearborn (see above).

Having been a member of numerous boards, I would like to comment on the efficiency of our board.

Business is transacted smoothly and quickly with only what’s best for the club members being given paramount consideration!



The Rotunda Times



The Rotunda Times

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www.fmrcoa.org

Newsletter Staff

Editor

Steve Rohde 734.717.5444 steve@quantumsignal.com
2955 Bateson Ct., Ann Arbor, MI. 48105

Display Ad Editor

Phil Lyon 734.422.0595 pjlyon39@peoplepc.com
34945 Elmira, Livonia, MI. 48150

Staff Contributors

Harry McAuliffe 313.534.5974
Phil Lyon 734.422.0595 pjlyon39@peoplepc.com
Vic Hollingshead 248.474.4356
Larry Swanson 248.474.3902 larryland@sbcglobal.net

Membership Roster Editor

Bill Gipperich 586.826.8813 gipp@juno.com

Club Historian

David Cheklich 248.391.3934 vidachek@juno.com

WEBMASTER

Jim Crawford 313.724.9117 jcrawfo1@fmrcoa.org

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The FMRC Membership Advantage!!!!

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, our 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



FMRC

**FORD AND MERCURY RESTORERS
CLUB of AMERICA**

P.O. Box 2938 • Dearborn, MI 48123

2005 OFFICERS

President	Bob Guetschow	248.328.9113
Vice President	Art Cervi	248.553.8897 lrc_acervi@yahoo.com
Secretary	Phil Lyon	734.422.0595 pjlyon39@peoplepc.com
Treasurer	Steve Rohde	734.717.5444 steve@quantumsignal.com
Director	John Hill	734.455.8611
Director	Mike Fontana	248.926.0160
Director	Doug Osborn	248.597.0940 dougosborn@wideopenwest.com

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

This month I'd like to thank Terry Worful for starting a monthly column about new club members. Her intent is to interview these members and have them tell us about their backgrounds, interest in cars and additional hobbies, family, and other topics in their own words. I think this is a great addition to the newsletter!

I'd also like to thank Scott Vorrath for the Feature Vehicle material and Phil Lyon for the Evolution of Ford graphic on page 8. In the next two newsletters, we'll display the Evolution of Mercury and Lincoln graphics. If anyone would like electronic images of these, please email me.

I'd also like to thank Dave Cheklich for his "Club Firsts" table on page 4. We'll have more history material in future newsletters thanks to Dave! Bill Timoszyk has started to do the Show & Tell column and has done an insightful job this month! Finally, I'd like to thank Bill Gipperich for the very useful article about removing rust. I plan to try that approach in the near future.

Please do keep materials/leads coming. Now that car show season is starting, let me know of any interesting trips/shows that you take including pictures. Just give me a call (734.717.5444), email me, or put something in the mailbox. We can work on articles together and it doesn't take much time on your part! Typically, 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 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.

Thanks for your support!

Steve Rohde, Editor



PRESIDENT'S PAGE

May 2006

On April 29th & 30th our club participated in helping RM Auction with getting the auction cars in place on the "block". About 35-40 club members volunteered to accomplish the task. The club receives a nice donation from RM Auction and also the volunteers received free admission, parking, bidder's paddle and also a snack lunch. All in all not a bad deal. I read a report in old cars weekly that RM auction is seeking a new venue for 2007, in Michigan, which may mean that the fall auction may not take place this year.

On May 6th about 18 club cars came out for the American Cancer Societies "Relay for Life" at Edsel Ford High School in Dearborn. Our club was well represented with Mustangs, Thunderbirds and even a couple of Lincolns. On behalf of the club, I presented a check for \$250.00 to Megan Holt of the Cancer Society.

I have to report that the membership roster will not be ready in time for the June meeting. June has been traditionally the month we get them out. We are experiencing technical difficulty with an old computer program the club has been nursing along. We plan to update to Microsoft Office to avoid anymore problems in the future so please stand by.

Unfortunately, I have to report that member Clara Mooradian has fallen down a flight of stairs and suffered a compound fracture of her leg. We all send our best to Clara for a speedy recovery.

Mark Hamilton has asked me to plug the Divine Child Men's Club car show on June 3rd. Also, there will be a garage sale and car corral. For more information call 313-590-1189.

Reminder: We need people to fill our work rosters at our swap meet and car show. Please call Larry Swanson at 248-474-3902 or Norm Greig at 734-432-5065. Let's try and all pitch in.

Mark Hamilton and I made a valiant effort to get Roush Motor Sports and the Mark Martin Car in to highlight our mini-swap meet at our June meeting, but it finally came down that their costs are too high to entertain a group of only 100 or so people.

We will have Dave Gutierrez from Livernois Motor Sports with his display including a hot Mustang for you guys to look at. Mark Hamilton will bring in his Mustang and Jerry Laho will show you his waterless car care kit. We will also have our annual mini-swap meet. With all this happening how could you forget the next meeting on June 7th. Come about 6PM; bring your car, bring some parts but be there for our next meeting.

Till next time,

Bob Guetschow



Bob Presenting Badges to New Members

WELCOME NEW AND RETURNING MEMBERS

New Members

Bob Gregory (Linda)
12948 Callender
Southgate, Michigan 48195
734-285-0590



Presidential Quotes

"If one morning I walked on top of the water across the Potomac River, the headline that afternoon would read "President Can't Swim." -- **Lyndon Johnson**

"You can fool all of the people some of the time, and some of the people all of the time, but you can not fool all of the people all of the time." -- **Abe Lincoln**

Meet the New Members by Terry Worful*



Terry Worful

“I was born in Detroit on July 20, 1953 and still reside in Detroit.

I am a professional dog handler (show dogs) and breeder. I was a veterinary technician for 20 years retiring 9 months ago.

I married Jerry Worful on April 20, 1974. We have one child, Heather, and one grandchild: a beautiful girl named Reegan Skye.

My first car was a maroon 1962 Fairlane 500 with bad rings and a bad transmission. It got one mile to the quart of transmission fluid! I sold it two months later and bought Jerry’s 1965 Galaxie convertible.

After helping Jerry with his 1963 Fairlane, I bought my first collector car in 2000: a 1963 Ford Fairlane 500, which I cloned into a sport coupe. I painted the interior myself in two tone midnight metallic blue and Wimbeldon white. I sold that car in 2005 and bought my dream car: a 1963 Fairlane Squire Wagon. We think there are only about 10 left out of the 7,983 built.

I am painting the wagon’s interior two tone light champagne/Wimbeldon white. This time I am going to learn how to build the engine with the help of Jerry and Bob Stone of R&S racing engines!

My other hobbies? Who has time!

So far I like the FMRCOA because of the friendliness of its members and its many activities.

If I could buy any other collector car other than a Ford product, it would be a 1953 Packard Clipper which is the first car that I remember. The Clipper started out two tone white over gray, and my dad had it painted light blue over dark blue. I still love that big boat!”

Laurel Gottlieb



“I was born in Delray, Michigan which is now the southeast side of Detroit.

I am a retired State Police Post Commander’s secretary.

I married Curt 44 years ago on May 12, 1962 in Detroit at Greenfield Peach Church. We have four children and six grandchildren.

My first car was a 1952 Ford.

I bought my first collector car in the summer of 2005: a 1975 Fairlane post car.

My other hobbies are raising show birds and show dogs.

Continued on page 6.

* This is the first of a regular column by Terry Worful interviewing new members so we can get to know them better!

Some Club “Firsts” by Dave Cheklich, *Club Historian*

OCCURENCE	DATE/NAME
Club Founder	1968 - James Scott
Initial Meeting	October 3, 1968
First President	1969 - Bob Guetschow
First Vice President	1969 - Roy Nacewicz
First Secretary	1969 - Phil Lyon #1
First Treasurer	1969 - James Scott
First Newsletter Published	December 1968 or January 1969
Bylaws Drafted by	Bob Guetschow and James Scott: <i>TV program “Laugh In” in the background</i>
Initial Bylaws Adopted	May 1969 Meeting
First Complaint of Apathy in Club	By a member in July 1969 Newsletter
First Swap Meet and Car Show	September 14, 1969
Location of First Swap Meet and Car Show	L/L Manufacturing
First Time “DEARBORN” Used	1973 - Registered with State for exclusive use by FMRC.
First Dinner Dance	Christmas Party – December 1971
First Ad in Newsletter	1932 Hood mint condition, 1932 Grill Shell mint condition – James Scott. March 1969
Club Address first Announced	P.O. Box 2133, Dearborn, Michigan 48123. March 1969
First List of Vendors “Where to Get it Done”	March 1969 Newsletter
First Member Deceased	Rick Carnes - January 1971
First use of “Ford and Mercury Restorers Club of America” Name	January 1999



YOUR CAR!

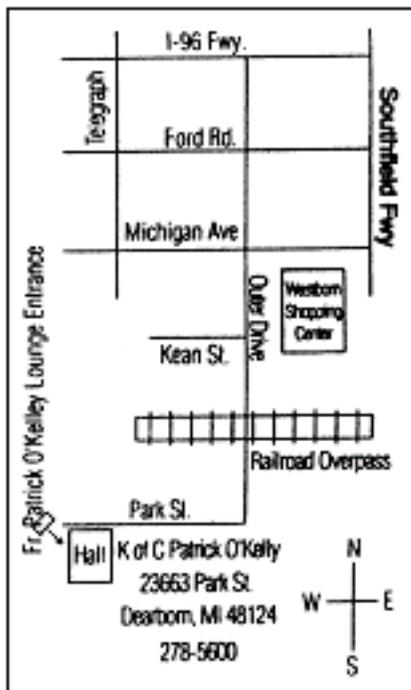
The Rotunda Times would like to feature your old car or truck in an upcoming issue. We are interested in how you came about finding your vehicle of choice, and what you have done to enhance its beauty, and / or mechanical condition. Simply mail or email us your article accompanied with a photo to:

PHIL LYON
pjlyon39@peoplepc.com
 ROTUNDA TIMES
 34945 Elmira
 Livonia Mi. 48150
 734.422.0595
 or
VIC HOLLINGSHEAD
 ROTUNDA TIMES
 21104 Robinson
 Farmington Hills, MI 48336
 248.474.4356

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!



May Show & Tell: A Ford "Coin" by Bill Timoszyk

We would like to thank Linda Dicks for bringing a Ford "coin" from the 50's era. The gold colored plastic coin-like item has a hole for a key chain to pass through it. It is about 1 1/4 inch in diameter and 1/8 inch thick. The infamous 3 Ford family faces:



Henry I, Edsel, and Henry II are on one side; and the Ford Rotunda is on the other. All images are pressed in relief.

These coins were issued in 1953 as souvenirs of Ford's fiftieth anniversary. They were given away at the Rotunda and at Ford Dealers as key chains. I have also seen these in a solid red color. After the anniversary year, Ford continued to produce the mementos for a year or two in an opaque, blue color. The blue coins are much more common and, like many things, *used* to be rather widespread at the flea markets, swap meets, etc. Maybe you can find one at the FMRC Swap Meet in July!

Time constraints did not permit us to present more Show & Tell items that evening. In particular, Cole Grandy brought in some unique Model T Ford brochures, and has agreed to bring them back next month for our review.



Please participate in these events!



2006 FMRC Meetings & Events Calendar

Below is the *tentative* table of meetings & events for 2006. 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!

May 29	Memorial Day Parade w/K of C Hall
June 7	Club Meeting
June 11	Carnival of Cars
June 11	Wilson Barn Show
June 17-18	Motor Muster
June 24	Downriver Cruise
July 5	Club Meeting
July 15-16	FMRCOA Swap Meet and Car Show
July 23	Club Picnic TBA
August 2	Club Meeting
August	Dearborn Homecoming TBA
August 19	Woodward Dream Cruise
Sept. 2-4	Overnighter TBA
Sept. 6	Club Meeting
Sept. 8-10	Frankenmuth Auto Fest
Oct. 4	Club Meeting
Oct. 15	Color Tour - TBA
Nov. 1	Club Meeting
Dec. 6	Club Meeting
Dec. 9	Christmas Walk-Greenfield Village

A Note from the Treasurer



All's well here! Swap Meet and Car Show revenues are starting to come in.

Steve Rohde
Treasurer

**Don't forget our
Swap Meet & Car Show!**

DEARBORN '06

July 15 & 16 – Rain or Shine - \$5/day
Swap Meet, Car Corral, & Car Show (Sunday)
All makes of cars & parts!

Belleville: Wayne County Fairgrounds, I94 Exit 190

For more info: Call Bob at 248-328-9113 or

email: stevecarshow@aol.com

Ford & Mercury Restorers Club of America

(www.fmrcoa.org)



Last Year's Event!

NEW MEMBERS, *ct'd. from page 4.*

The collector car that I would own other than a Ford would be a 1960 red Buick convertible with a white top. It's the car Curt and I spent our honeymoon in and sold when we had our first child.

I plan to change my own oil and plugs. I wish I could do more but I no longer have the equipment.

A body class would be nice after last week. The brakes went out and I backed into my other car.

So far the FMRCOA seems to be a very friendly, open, and active club. I'll be able to learn a lot from the members!"



Picture from recent Herald Tribune. Article was entitled "Market Crash of 1929 has lessons for today!"

The Rotunda Times



May Meeting Minutes of the FMRCOA May 3, 2006

Bob began our meeting with some comments about the founding of our club being October, 1968. Our club historian has been doing some updating. Thanks Dave!

Terry Worful stood in for Clara as the official head counter. 100 turned out to be the number present. As usual, some guests came to see what all the fun is about at our meetings. They were Aaron Golice, owner of at least three muscle cars. Strike up a conversation with Aaron and I'm sure he will fill you in on their identity. Paul Ackus, owner of a 73 Maverick Grabber, also was welcomed. Kevin Bonsell accompanied his brother to the meeting.



100 Members & Guests in Attendance!

Tom Kuhr, our speaker for the evening, is the creator of the website www.thehotrodsofdearborn.com.

Pat Richardson, curator of the Nankin Mills Museum, also showed us a short video about the Village Industries established by Henry Ford.

We were reminded about the American Cancer Society Relay for Life car show on May 6th. Bob announced that the board of directors voted to donate \$250 to the American Cancer Society, as suggested by the membership. (Motion by "Doc Stanley").

We were reminded about the mini swap meet in June, and Bob is still trying to get something going with Roush for that night.

Harry McAuliffe is stepping down from his involvement with the show and tell to be replaced by Bill Timoszyk.

Membership Secretary Brian Saylor is handing over his reins to Bill Gipperich. Thanks to both Bills, and also to John Hill and Doug Osborn for filling in on some other duties.

Bill Gipperich was given accolades for his generous involvement with many club activities. His articles in the newsletter on the feature members are well written and fun to read.

The board also voted to approve Bob's plan to coordinate activities with the other Ford related clubs in the area. A dinner meeting will be planned with these other organizations soon. The clubs will also be invited to participate in our car show in July.

The April minutes were accepted, and the treasurer's report was read and accepted.

25 year badges were presented to Jerry Jablonski and Howard Voigt. Also new members were presented with their name badges.

Art Cervi reported on the successful R&M auction, and stated that a good time was had by all, and that they were satisfied with our work.

Al Orloff will coordinate the Dearborn Homecoming Parade on Memorial day. Phil Lyon will coordinate the participation in the



Tom Kuhr Demo'ing Website



Pat Richardson

Barn Show and will try to have the applications at the June meeting. The show is June 11th. Larry Swanson is helping with the work roster and all are encouraged to sign up for your work position.

Two quality presentations were given by our guest speakers with the help of our new A/V equipment.

We had a show and tell, and our 50-50 auction and adjournment brought an interesting evening to a close.

Phil Lyon, Secretary



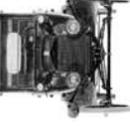
25 year badges were presented to Howard Voigt (l) and Jerry Jablonski (r).



"Kicking Tires" in the Parking Lot before the Meeting

Evolution of the Ford



 <p>1896—MODEL N, POPULAR PREDECESSOR OF THE MODEL T</p>	 <p>1896—MODEL K TOURING CAR, FIRST SIX-CYLINDER FORD</p>	 <p>1905—MODEL C (DORNBURG OPTION)</p>	 <p>1905—MODEL B TOURING CAR, FIRST FOUR-CYLINDER FORD</p>	 <p>1903—MODEL A, FIRST FORD MOTOR COMPANY CAR (DORNBURG OPTION)</p>	 <p>1896—HENRY FORD AND HIS FIRST CAR</p>
 <p>1917—MODEL T COUPELET</p>	 <p>1915—MODEL T SEDAN</p>	 <p>1911—MODEL T 2-PASSENGER OPEN RUNABOUT</p>	 <p>1908—MODEL T TOURING CAR AS IT APPEARED WHEN FIRST INTRODUCED</p>	 <p>1908—MODEL S, A ROADSTER</p>	 <p>1907—MODEL R</p>
 <p>1929—MODEL A, STATION WAGON, THE FIRST MASS-PRODUCED STATION WAGON</p>	 <p>1928—MODEL A FORDOR SEDAN, THE 'NEW FORD'</p>	 <p>1923—MODEL T TOURING CAR LAST YEAR OF THE MODEL T</p>	 <p>1923—MODEL T TUDOR SEDAN</p>	 <p>1920—MODEL A, DE LUXE ROADSTER</p>	 <p>1917—MODEL T TOWN CAR</p>
 <p>1935—DE LUXE ROADSTER</p>	 <p>1933—V-8 TUDOR SEDAN</p>	 <p>1932—FIRST V-8 ENGINE IN ECONOMY FIELD</p>	 <p>1931—MODEL A VICTORIA</p>	 <p>1929—MODEL A, DE LUXE ROADSTER</p>	 <p>1928—MODEL A DE LUXE COUPE</p>
 <p>1942—SUPER DE LUXE STATION WAGON</p>	 <p>1940—DE LUXE CONVERTIBLE CLUB COUPE</p>	 <p>1938—DE LUXE FORDOR SEDAN</p>	 <p>1936—PHANTOM</p>	 <p>1935—DE LUXE ROADSTER</p>	 <p>1934—DE LUXE COUPE (FIVE WINDOW)</p>
 <p>1957—FARLANE 500 TOWN VICTORIA</p>	 <p>1955—THUNDERBIRD CONVERTIBLE</p>	 <p>1955—FARLANE TOWN SEDAN</p>	 <p>1953—CUSTOMINE FORDOR SEDAN</p>	 <p>1949—CUSTOM FORDOR</p>	 <p>1948—SUPER DE LUXE FORDOR SEDAN</p>
 <p>1960—FALCON FORDOR SEDAN</p>	 <p>1960—GALAXIE TOWN VICTORIA</p>	 <p>1960—STARLINER</p>	 <p>1959—THUNDERBIRD HARDTOP</p>	 <p>1959—COUNTRY SQUIRE</p>	 <p>1958—FARLANE 500 TOWN VICTORIA</p>

DEARBORN, MICHIGAN

THE AMERICAN ROAD

RESEARCH & INFORMATION DEPARTMENT

Ford Motor Company

Battling the Rust Monster

adapted by
Bill Gipperich



Here is an article I came across a few years ago written by Larry Seemann of the Inland Empire A's (www.icehouse.net/overland/derusting.html) describing a procedure to remove rust without damaging the base metal and also getting down into the tiniest of cracks.

I've used this method with very satisfying results on small items as well as large pieces. Just recently I de-rusted a couple choke plates and a pair of '47-'48 rear lower shock mounts. I use a 5 gallon plastic pail for pieces this size and for the anode some heavy plate that was used for welding practice. I've drilled and taped this piece to attach a heavy gage stranded wire to keep the charger alligator clip away from the water.



Axle Housing Before & After

I have de-rusted my axle housings by placing them in a 30 gallon plastic garbage can one at a time and using this procedure. See for yourself the before and after picture. Try this out for yourself. I think you will like the results. If you had a large enough and sturdy enough container you could do a block using this method!

Electrolytic De-Rusting Process

The process by which rust forms is electrochemical in nature so this method employs a reverse current flow in an alkaline bath at a higher voltage to reverse the process at a quicker rate.

There are actually two forms of rust: iron III oxide or red rust (Fe_2O_3) and iron II oxide or black rust (FeO). Black rust is a smaller molecule. The electrolytic process converts red rust to black rust and

Supplies needed:

- Battery Charger
- Some metal to use as an anode
- A non-conductive container of suitable size
- Sodium Carbonate (washing soda) or Sodium Bicarbonate (baking soda)
- Some bits of plastic, such as coffee can lids, to use as insulators
- Water

in the process the black rust becomes weakly bonded to the base metal. The black rust that takes the place of the red rust can be easily wiped, washed, or brushed off leaving rust free base metal. Any pitting that has occurred will remain, this method will not repair damage, but the pits will be rust free.

Washing soda can be found in the laundry section of the supermarket, probably Arm & Hammer brand. The container can be any kind of plastic receptacle. I use an 18 gallon Rubber Maid brand tote. The anode can be any kind of scrap steel or iron. Stainless steel may be best because the anode gets consumed in the process and stainless will last longer. The larger the surface area of the anode the better. Fill the container with enough water to cover the part and pour in a good quantity of soda. The more soda, the faster the process. Submerge the part to be de-rusted. Attach the battery charger negative clip to the part. Put the plastic insulators under and around the part as necessary so that it doesn't short-circuit to the anode. Connect the positive battery charger clip to the anode, above the liquid. If the clip is in the solution the clip will be consumed like the anode.



Now, plug in the battery charger and watch the ammeter. Switch to the highest voltage. If the meter pegs out switch to a lower setting. If the meter show a low charge rate sprinkle more soda in the solution. Keep adding soda until the meter is at $\frac{1}{2}$ to $\frac{2}{3}$ of the scale. You will see bubbles forming on the part and maybe on the anode. The bubbles are hydrogen and oxygen so provide at least minimal ventilation.

Let the process run for a few hours or even days depending on the size of the part and amount of rust. Large or oddly shaped pieces may need to be turned periodically. Unplug the battery charger before touching the liquid. There will be a brown scum that forms on the surface of the solution that will dissipate after you turn off the charger and the rust silts out to the bottom.

When the part is de-rusted, remove it from the solution and dry it. Use a wire brush or wire wheel to remove the film of black rust. You will now have bare iron or steel!

The de-rusting solution doesn't wear out and can be reused indefinitely, just keep adding soda and more water as necessary. If you need to dispose of the solution you can water your garden with it. Adds iron to the soil! This is not a hazardous substance, which is one of the reasons I like it so much. ****CAUTION**** If the part you are derusting is painted or has grease or oil or other chemicals on it these will become part of the "soup" and contaminate it. I wouldn't want to eat a carrot grown in soil that contains dissolved lead based paint.

FEATURE CAR *ct'd. from page 1*

Besides Telegraph, Scott has driven the Bronco to many places including two drag strips: Milan and Norwalk. He was heavy into 4-wheeling in mud and sand, and snow drift busting.

Scott just put the Bronco back together after it sat for 11 years. "I had to wait until the gas prices were high," he jokingly commented. He completely restored the front end, engine compartment, transmission, and rear end. Scott put in a tilt steering column with cruise, a locker front and back, and a 460 that he put together himself. Carl Holbrook did the 429 which had a broken a ring on one of the pistons. It cost \$7800 new.

Currently Scott drives his vehicle all the time in the summer -- but not very much in the winter unless there are at least 6 inches of snow on the ground! He is planning to get the Bronco repainted with two tone silver and Rhino hopefully in the near future.

The Bronco was Scott's first Ford product having owned two Blazers before then. Both he and his family have only owned Fords since!

RELAY FOR LIFE *ct'd. from page 1*

At the start of the event at 10 AM Kari Guido, wife of Dearborn Mayor Michael A. Guido, welcomed the attendees. She indicated that the Mayor was out of town, and that he also had been battling cancer this past year. Kari's speech was followed by a moving speech by a young cancer survivor and her best friend. The woman, aged 28, had gotten breast cancer at age 19.

The Relay for Life then kicked off with an honorary lap and reception for



Club Cars (l) & Club Members on Track (r)

cancer survivors and their caregivers. Fifty-four survivors participated in this "Survivor Lap."

We partook in lunch, and some of us walked around the track alongside the "official" walkers. These 17 on-site teams of people set up campsites around the track and took turns walking or running laps. Each team keeps at least one team member on the track at all times. There were over 400 participants in the teams! Our FMRCOA "Team" didn't quite make it for the 24 hours (I did walk for 30 minutes and it'd be nice to try to put such a team together though!)

The teams also have various fundraising activities going on at their campsites throughout the day and night including games, food, auctions, and entertainment. We bought beverages and doughnuts from some of these folks.

The organizers indicated that it was hard to say how many members of the public attended over the 24 hour period but the net money raised exceeded \$57,645!

In the afternoon Bob Guetschow joined us and presented ACS Community Development Director Megan Holt with a \$250 check on behalf of our club. We left the event at around 4 PM.

Both Megan and Relay Planning Committee Chair, Debbie Malyn, remarked how they appreciated our club being there with the cars, and invited us back next year. I think we should return!

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 Making the stainless & aluminium on your classic car
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Dillie's Story: Part VI -- Steve Purchases

Dillie*

by Steve Farley

One day a man and his brother flew in from Cape Cod to look at me. It was Milton and Ray Smith. They looked me over closely. Milton had been looking for a 1911 touring for a couple of years and he wanted a real nice one that was restored correctly. He liked me, and I was sold for the seventh time for \$16,000.00. They went and rented an enclosed truck and I was now being transported in first class style. This move was about 300 miles, just like the last one.



Dillie

Every move I'd made from the beginning was farther east. One more would put me out in the Atlantic Ocean. Ray was an accomplished body man and had his own body shop. Milton was a plumber. He took me on short drives and to some shows. The family used me in a wedding. After a couple of years it was decided to have my engine and transmission completely and professionally rebuilt for the first time. It was removed and taken to Ed Stine. Ed and his brother had been overhauling antique engines for years and they had a reputation known across the country. The cylinders were resleeved with new standard pistons installed. A complete transmission rebuild was done along with getting new magneto field coils. The Magnets recharged separately. Many of my parts were replaced in the engine and transmission. The cost was \$3,871.00.

After my engine was replaced, Milton only got to drive me a couple of times before he unexpectedly died. This was in 1993. After that, I pretty much stayed in the garage. Ray would occasionally start me or service me for a short drive. He repainted my fenders and clear coated my brass so it wouldn't dull in long periods of storage without polishing. In 1998 it was decided that I should be once again sold as no one in the family could drive me except Ray and his interest was with antique cars of a later design than me. His collection started with a 1927 coupe being the oldest car. His restorations were high quality and he took real good care of them. I was lucky that Milton had a brother to take care of me after he passed away. After a few years Milton's widow decided that she could better use the money and they decided to let me go. I was not being used and I was collecting dust, my restoration was starting to slip. An ad was placed in Hemmings Motor news, on the new Internet system, and maybe an auto magazine or two, in 1999.

I received a few inquiries that year in late summer and one guy, Steve Farley, drove all the way from Michigan to look at me. He looked me over real close and Ray let him drive me around the block once.

* This is the sixth part of the story of Steve's 1911 Model T touring that is based on fact and information gathered through his extensive research. It is told in the style of Personification—the car being "1st person". In subsequent months we will continue the story.

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Two of my original Heinz coils were finally going bad and I didn't perform at my usual level. He seemed very interested in me but my asking price was too high for him and he left.

Six or seven weeks later Miltons' daughter gave me a good cleaning so I would look better for another potential buyer. I was surprised when the same man, Steve, from Michigan showed up again. This time he was pulling a trailer. It not only was not an enclosed trailer, but it was in rough shape and was falling apart. Someone had rear-ended it as he sat at a tollgate to a bridge going around New York. He even had placed gunnysacks full of dirt on the front of the trailer to give it weight so it, wouldn't jerk the truck when empty. Ray and Steve talked shortly. Ray helped him bolt the trailer together where it was coming apart. They used an old model T kingpin with a couple of washers!

The next thing I knew they were taking my brass off and loading it in the back of the truck, along with an extra set of tires and a few old Model T parts lying in the back of the garage. I'll bet this man, Steve, raised his offer, and Ray's sister-in-law, lowered the price until they finally met. This was probably taking place over the last two months. Then they pushed me onto the trailer. This surely had to be the beginning of the end, although I hadn't seen a gunnysack in years and it kind of reminded me of my days on the farm. Then Ray left and Steve proceeded to wrap cotton clothesline all over my top in the down position. Maybe this guy was Jed Clampett's nephew! As we left, I had a strange and exciting feeling to be heading back to Michigan where I had only been for a few hours when I first was

Classified

May 2006

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- Moo horn (for parades) \$40 Vic 248-474-4356
- 4 speed top loader trans short shaft \$ 300 Jerry Worful. Home 313-271-2017 Work 313-598-3118
- 1973 Mustang left rear view mirror and spotlight make offer. Clara. 313-383-9380
- 72 Montego Cyclone ram air 429 4V 3.35 trac lock, cg green ext white int bucket seats. PS, PB, air, console, mag 500's ex Ford test vehicle, Monti report, \$35000 OBO or trade HP things Aaron 313-231-9292
- 73 Maverick Grabber 302 V8 auto excellent shape, needs TLC Paul home 586-677-1505 work 586-986-5340
- 49 Ford hood and hood ornament \$125, 49 Ford lower grille molding \$25, 4 G78 x14 WW (2 1/4) bias tires and wheels \$100 Peter Morris 734- 482-7414
- 2 8BA crankshafts \$50 each, Model 59 block assy. (Stuck) does not appear cracked, \$50 Bob Griffeth 248-349-1107
- 64 Merc Comet Caliente Conv Black with white top PB,PS, 200 CID 6 cyl Auto trans red interior older restoration great condition Don 810-220 0419 (Brighton) \$12,500
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- F100 steering gear and shaft, 351C 71-73 Mustang H pipe good condition, 351 C cast iron 4bbl intake, exhaust manifold heat shield, front sway bar, front bumper reinforcement, front lower valance panel, instrument cluster gauges. Misc. small parts including locks, keys, brackets. SW oil temp gauge NIB. CJ Jeep soft top and full soft doors new in the box, Ford AM/FM cassette radio. Bill Gipperich 586-795-3344.

Wanted

- Four 15” x 6” 5 bolt Ford wheels, Bob Haas 248-437-9915
- 390 4V FE engine parts Aaron Bonsell 734-451-7636
- 57,58,59 Ford NOS parts Howard, 734-944-6930
- High perf Ford parts. anything Aaron 313-231-9292
- 1968 Mustang horns Hi and Low Jeff 313-563-65-69
- Ford speedo cable with threaded connections both ends, square drive core. No specific year but using '40 drive/torq.tube and SW speedometer. Bill Gipperich 586-795-3344

April 2006

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- Ford 8000 pedal tractor and wagon. Very nice condition. \$395
- 1994 Mustang Indianapolis 500 Cobra pace car, only 1000 built. 10,000 miles. \$22,995 Ford tractor rear fenders. Different types. From 1948-1964. Don Olson 586 -752-7919
- 351 Cleveland engine Edelbrock intake manifold. Purred like a kitten when taken out of the car. No transmission. Art Cervi 348-553-8897
- 1953 Plymouth 4 dr with 1979 Chrysler drive train. new tires, dual exhaust system, disc brakes, etc. needs paint. 519- 738-4516
- 2 sets of spindles and drums for 1963 Fairlane \$50 per set. 5 13” 5 lug wheels \$150 Jerry or Terry 313-271-2017
- 1927 Model T roadster pickup. No rust, rebuilt engine, complete, many extra parts. \$4500 trades considered. 1933-34 Ford truck chassis. 1½ ton, complete, no wheels or tires, engine not frozen, \$500. Lincoln Versailles disc brake rear end \$250 Roger 517-282-4738.
- 1962 Galaxie 500 4 dr Automatic trans good shape Joe Shoemaker 348-548-1006

Wanted

- 1938-39 stainless Spyder hubcap. Need 1 or 2 in good condition. Don Olson 586-752-7919
- 1941-48 inside the car cardboard firewall insulator. Also a rear brake drum. Bill Large. 586-677-4790
- 65/66 Galaxie motor mount brackets for a FE motor Carl Johnson 313-727-1451 (lizard kingblues@hotmail.com)

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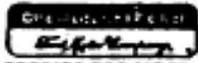
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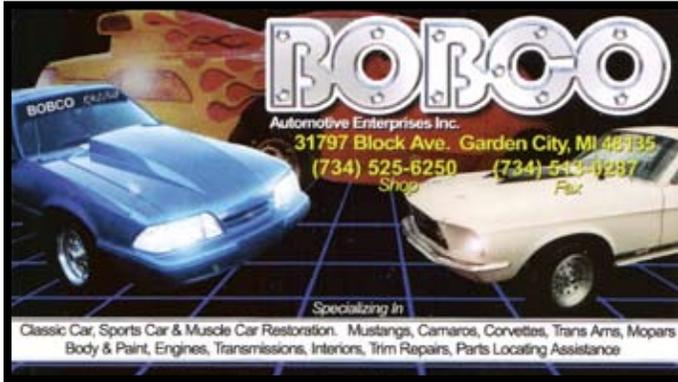
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