



Volume 3 No. 11 *The Official Monthly Publication of the Ford & Mercury Restorer's Club of America* November 2007

**Feature Vehicle:
1964 Falcon Sprint Convertible
owned by
John Price**



“I spoke to my son Keith and told him that I’d like to restore another convertible before I checked out,” remarked John Price as we talked about his recently completed restoration project. “Shortly thereafter Keith found a 1964 Falcon Sprint Convertible for me that looked pretty good – in pictures and at least from thirty feet!” That was in December of 2000.

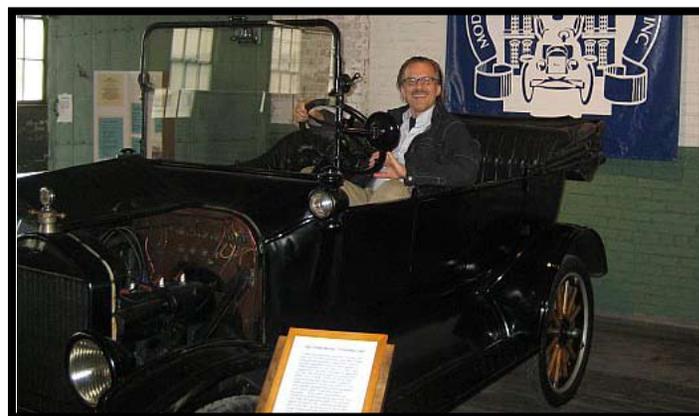
Even though the car was very rough, John purchased it and began the restoration project in January of 2001. It was clear that John needed



Club members “examine” the newly restored Falcon.

Continued on page 5.

**Members Visit the Ford Piquette Plant
by
Bill Krueger**

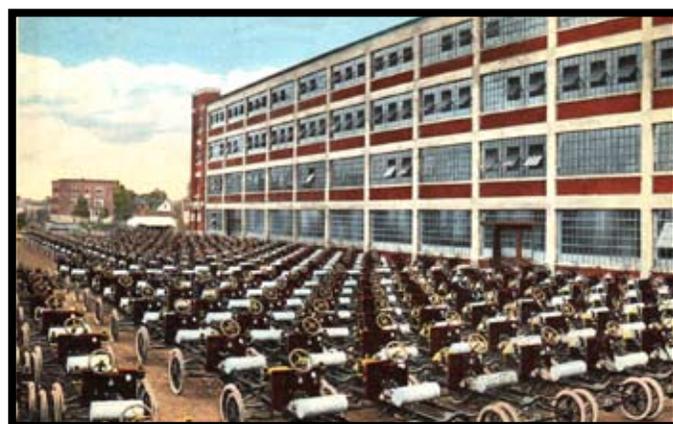


Bill looks comfortable in this Model T!

New member Gene Dickirson and Bill Krueger recently attended the Fall 2007 Design and Manufacturing Alliance (DMA) Conference at Ford’s Piquette Plant. The automobile industry started in that small assembly plant where Henry Ford designed and first built the Model T. This was the seed that germinated into the automobile industry as we know it today and became an industrial force that has shaped society and redirected our methods of production.

Continued on page 4.

**Postcards from the Past
by
Lou Ironside**



1000 chassis a day at the Highland Park plant in 1916.

Continued on page 8.

The Rotunda Times



The Rotunda Times

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The FMRCOA 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:

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P.O. Box 2938

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



FMRCOA

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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 John Price for providing the Feature Vehicle material; Bill Krueger for the report on his trip to the Piquette Plant; Bill Timoszyk and Terry Worful for the for the Show & Tell and New Members' columns, respectively; and Brian Kura for his technical article. Feedback from Club members indicates that you'd like to see more of technical articles so please keep them coming! I also hope you enjoy the article on the Washtenaw Community College courses. Finally, thanks go to Louis Ironside for his continuing "roving reporter" articles, and also for his series about automotive postcards. I hope you all enjoy these!

Please do keep materials/leads coming! I'm still 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 and have a happy holiday season!

Steve Rohde, Editor



PRESIDENT'S PAGE

November 2007

It is with regret that I announce the passing of Bruce Buszard on October 25th, 2007. We are late on this because the October newsletter was at the printers at the time of Bruce's death. Our hearts go out to Ann and the family. A donation was sent by the club to St. Jude's in the name of Bruce Buszard.

At our September meeting we had a spirited meeting on the effects of the new engine oil on our flat tappet engines, both pro and con. Engine oil expert, Bob Olree, Chairman of the ILSAC oil Committee wrote a very informative article in the September Newsletter debunking the myth that the new engine oils will not protect the flat tappet engines. He was our speaker at the November meeting and did an excellent job fielding all the questions from the membership; strangely the side against the new oils was very silent. I hope the issue has been put to bed as far as the FMRCOA is concerned. Our thanks go to Bob Olree for his generosity of spending his precious time with us. We also thank our newsletter Editor, Steve Rohde for inviting Bob to join us.

I think it is fair to say that our swap meet and car show date will be July 19th and 20th. This date will sandwich our meet nicely between Iola and Midland, no conflicts for 2008.

I want to make an appeal on the behalf of member Tom Mehlhose. At our last meeting Tom was a prize winner of three VHS tapes, one of which was the movie 'Tucker.' While Tom went in to the bar to eat after the meeting, someone picked up his prize. Tom would like his tapes back, you can call Tom at 734-242-2074 and make arrangements to return the tapes to him, no questions asked. You could also call me and I will return the tapes to Tom anonymously. This has happened before and no one is accusing anyone of sticky fingers. We know that sometimes things that are left on the head tables are free. However, we must have an understanding that anything left on the 'show and tell' area belongs to our fellow members. In the future please do not pick up anything unless you know it is free, and we are planning to have a "free items" table.

Last chance for 'Holiday Nites'; time is running out. If you still want to join us, call me at 248-328-9113 and reserve your ticket now. I'll try and help any stragglers at the meeting if I can.

Remember 'Toys for Tots' at the next meeting. Please bring a new, unwrapped toy for the kids. The Marines will be there to receive your gifts. So...don't forget the next meeting at the K of C hall on December 5th at 7 PM.

**Till Then,
Bob Guetschow**



Bob presents badges to new members Hutch Hutchinson (l) & Gene Dickirson (r).

WELCOME NEW AND RETURNING MEMBERS

Glen Koths (Catherine)

24433 Champaign Street
Taylor, MI 48180
313-291-5394
1965 Ford Pickup

Joseph Piziali (Jill)

8916 Stoney Creek Drive
South Lyon, MI 48178
1968 Ford Mustang

Bob Ruzzin

1639 Davis
Wyandotte, MI 48192
734-282-9766
1970 Mercury Grand Marquis

Robert Hill

9545 Crown Ridge
White Lake, MI 48386
248-921-3683

NEW MEMBER:
CONFIDENT, WELL
PREPARED, ENTHUSIASTIC,
GENNED UP,
ACTIVE ...





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!*

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



PLANT VISIT *cont. from page 1*

Recognized for its historical significance, the Piquette Plant is on the National Register of Historic Places. This special place has become an important interpretive center that tells the story of Detroit’s marriage with the automotive industry.



The Ford Piquette Plant.

The DMA Consortium is dedicated to retention and development of a highly skilled workforce in Southeastern Michigan. DMA participants include regional members of industry and education. The focus of the Fall Conference was to hear how the auto industry came into prominence in mid-town Detroit, see where the Model T was designed in secret, experience the era of crank starters and gas lamps, and walk the



Henry Ford’s Desk.

wooden floors where the first Model T was assembled. Prominent historians, educators and industry leaders – past and present – provided an historical perspective of the automotive industry, including The Ford Trade School. Seven areas of specific interest were presented throughout the plant, followed by a workshop focused on educational implications and opportunities.



Lot’s of wood and fine craftsmanship back then!

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! Dues are starting to come in. Please pay these at your earliest convenience. Have a great holiday season!

Steve Rohde, Treasurer

The Rotunda Times

FEATURE VEHICLE *cont. from page 1*

help and parts for this project. Members of the FMRCOA including Jimmy Stewart, Dick Anderson, Roy Stull, and Larry Deck came to rescue and worked with John and Keith on the car. Keith tracked down a 1965 Falcon 4 door sedan that became the “donor car” – and donor it did!



The Falcon before restoration & Larry Deck with the donor car.

Floorboards and other structural members were cut out of the '65 and welded into the '64. Likewise, major panels/parts of panels from the '65 were used in the '64. A prime example of this remarkable craftsmanship was the “blending” of the rear part of the rear quarter panel from the



Jimmy Stewart & John work “magic” on the rear quarter panel.

sedan with the front part of that panel from the convertible.

The powertrain from the convertible was rebuilt. The car sports a 260 V8 engine, a Fordomatic 2 speed automatic transmission, power steering,



Roy Stull fits the new floor.

A/C, power brakes, and an accessory clock.

John tracked down the history of his project car and found that the car was an experimental car that was owned by Ford. This probably explained why the factory color was a green that was only used on Thunderbirds (Cascade Green) and Lincoln Continentals (Highlander Green) that year.



A meticulous under hood!

The restoration of the beautiful “reborn” Falcon was completed last summer. John drives it to car shows and cruises.

On a personal note, John has been married to his wife, Mary, for 54 years. They have five grown children of whom they are very proud: Keith, another Club member, who is involved in robotics engineering; Kenneth, who is a physician in Lansing; Kevin, who is a Corporate Director of the Hospice of Michigan; Karilyn, who also likes old cars



Remember when the A/C was under the dash?

and was the Mayor Pro Temp of Saline; and Karen, who is a special education teacher in Ann Arbor. They also have 8 grandchildren.

After serving in the Air Force (including Korea) for four years, John owned an auto parts store and machine shop for 27 years until he retired in 1984. The following year he began working for Napa Auto in Plymouth where he still can be found!

John joined the FMRCOA in the early eighties. He has an amazing wealth of knowledge about antique cars and how to restore/repair them that he so generously shares with other club members on a daily basis.

“I’ll never tackle another project like this again!” John stated as we concluded our discussion of this extensive, unusual restoration.

In Memoriam

Bruce Foust Buszard

Club Member Bruce Buszard died on October 25, 2007. The youngest of three brothers, he was born in Battle Creek on August 19, 1941 to Henry Milton Buszard and Ruby Grace Foust. After graduating from Redford High School in 1959, he attended Wayne State University, earning a B.A. in Geography in 1966 and an M.A. in Education in 1970.



Bruce was a teacher for 34 years until his retirement in 1999. For three years he taught in the Detroit Public School system, but spent the majority of his career in the Livonia Public School system, teaching 4th through 6th grade for 15 years at Tyler Elementary and Science for 16 years at Emerson Middle School.

Bruce was a lifelong music lover and amateur pianist. He played at home every day and every holiday season at the

Wilson Barn Christmas singalong. While attending Wayne State he worked nights as the pianist at the Dakota Inn. It was at the Dakota Inn in 1962 that he met his future wife, Ann Marie Stampfly, who was introduced to them by their dear friend Kerry Nelder. They dated for three years and were married on December 18, 1965. They had two children, Bradley Bruce and Laura Ann.

Bruce had several other passions outside of his work. He collected, restored and showed antique cars his entire adult life. He also loved dogs of all breeds, but especially mutts. After retiring, he volunteered at the Michigan Humane Society walking dogs.

Bruce is survived by his wife, his two children, his daughter-in-law Michelle, his son-in-law James, his grandson Jonathan Nicolas and his brothers Roderick and Dean. In fact, a very touching eulogy to Bruce can be found online at <http://jameswelcher.livejournal.com/> by his son-in-law James Welcher part of which is below:

“Bruce loved cars since he was a child and this love only grew as he learned to drive them, fix them, and finally, restore them in exquisite detail. But he loved to restore more than cars. He was a fixer. TVs, stereos, clocks. He brought them back to order. I think this is why teaching appealed to him. He was trying to share this interest in the beauty of how things work with his students. Maybe bring some order to those chaotic swirls of adolescent emotions that were his students. He loved to explain. I know that he has infused his children with this renaissance spirit, this combination of art and science. They are both accomplished musicians and PhDs and push forward this love that Bruce and his wife Ann have endowed in them. They in turn are teachers and explainers and artists.Thanks for teaching me how to fix TVs and cool off a capacitor even if I didn't have any Freon spray. Thanks for the beautiful wood clock and your many creative Christmas gifts. Thank you for Laura. You are missed already.”

The family requests that donations be made to St. Jude Children's Research Hospital, which was Bruce's favorite charity.



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
ROTUNDA TIMES
34945 Elmira
Livonia Mi. 48150
734.422.0595

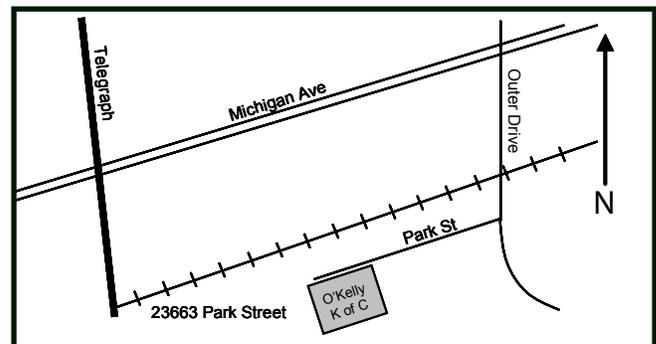
or

STEVE ROHDE
steve@quantumsignal.com
ROTUNDA TIMES
1955 Bateson Ct.
Ann Arbor, Mi. 48105
734.717.5444

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!



Toys for Tots at December 5 Meeting:
Please Bring a Toy!



The Rotunda Times



November 2007 FMRCOA Meeting Minutes November 7, 2007

The meeting officially began at 7:08 after a gavel drop from our president. Art, who normally would wield the gavel was absent, as was Board Member Doug Osborn. Roger again counted bodies for us after only a little whimpering and only two sassy comments. The final count was 124, which comes close to the record for this time of the year.

Two guests for the evening were Bob Olree and Rich Willim, Bob attempted to dispel some of the confusion over using new oil



Over 120 members & guests in attendance!

technology with old engines. Rich introduced his new book about the V8/60. This is the only book of its kind covering the use of the 60 in the world of racing. Other guests were John Szwasz, who has an interest in old cars and Bob Ruzzin, who owns a 1970 Mercury Grand Marquis convertible (one of only 1200 built). Mario Martinez brought a friend with him, who introduced himself only as Frenchy. He works with Mario. Gene Dickerson and Joseph Hutchison both received new member's badges.

Bob led off the meeting with a statement of the club purpose, and an announcement about the Holiday Nights evening at Greenfield Village. He mentioned that the yearly dues are now payable and encouraged members to see Terry Worful who is the Membership Secretary. Ray Mickiewicz rushed to the table to do just that!

The Iola swap meet is July 10-13, Midland is July 26-27, the Early V8 Grand National meet is July 13-20, so that places our swap meet right in the midst of all the fun -- the July 19-20 spot.

Bob mentioned that we might be able to get a group price on battery tenders as we did once before, but that was shelved due to a general lack of interest.

Our friend and member Bruce Buszard passed away after a prolonged illness. A card was sent and a gratuity in his memory was sent.

The October minutes were accepted and the Treasurer's report was

read and accepted as well.

Again accolades went out to Gene and Ed for providing such a nice tour to Ypsilanti.

Remember, next meeting, Dec 5th is TOYS FOR TOTS night. Let's keep up our usual generosity and provide a nice Christmas for some kids! Bring a new unwrapped toy for either a girl or a boy.

Steve mentioned that we are about out of feature vehicle articles. If your car has not yet been featured, even if it is in the process of being finished, let us read about it. Call Phil or Steve and we'll get it in print.

There was quite a lengthy discussion following the presentation on oil. Most questions were skillfully answered by our speaker.

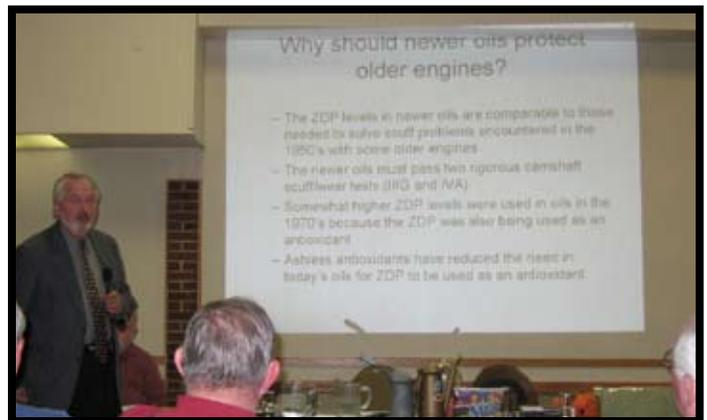
There was not quite enough time left for much discussion with Rich Willim, but he sold lots of books and is willing to come back again.

There was a great show and tell, and Mike Riemenschneider ran away with the big bucks in the lottery drawing.

That's all folks! Meeting adjourned.

Phil Lyon
Secretary

November 7 Meeting Pictures



Bob Olree explains how/why newer oils protect older engines.



Rich Willim holding a copy of his book.

Meet the New Members

by
Terry Worful



Some Quickie Tips

by
Brian Kuta

Joseph (Hutch) Hutchinson



“I was born on January 31, 1932. I am Married to my wonderful wife Jackie. My occupation is mortician.

My first car was a 1946 Hudson. I started collecting cars in 1969 with a Cadillac and a Triumph TR7. My other hobby is traveling.

If I could own any car other than a Ford, I would still have to stay in the Ford family with a 1967 Mercury or Lincoln.

I have the work done on my cars.

I joined FMRCOA to get information and make friends.”

Bob Ruzzin



“I was born on February 13, 1939 in Detroit. I am married to my lovely wife Lenette. I am retired from Ford Motor Co.

My first car was a 1946 Ford coupe. I started collecting cars when I was 16 years old with that 1946 Ford. Cars are my only hobby.

The only other car I would have than a Ford is a Jaguar roadster. I work on my own cars.

I joined FMRCOA for the resources and social activities.”

Frank Omilion *(picture not available)*

“I was born on September 16, 1955 in Detroit. I work for Ford's Mercury Division.

My first car was a 1967 Chevelle Malibu. I started collecting car in my 20's with a 1932 Ford 5 window coupe. My other hobby is scale model cars.

If I had to pick another car besides a Ford I hate to say it but it would be a Chevy. I work on my own cars.

I joined FMRCOA to meet others with interest in cars, to make new friends, and to meet new people.”

A few tips on engine blocks. Because the small block Ford is a thin wall casting, it is best to never overbore more than .030, unless it is an Australian, Mexican or SVO block. Those small block Fords can be bored more than .030. However, you should sonic test it first to make sure the walls are thick enough. The thrust side is the most important side, and that should be at least .200 thick. The thrust sides are the inboard side of the left bank, and the outboard side of the right bank. If you are dealing with an older block, such as a 'Y' block, I advise pressure testing first to make sure none of the old block has rotted, then consider sonic testing after it passes the pressure testing.



Small block Ford engine block.

Now some interesting tips that I have kept from T.C.I. (Torque Converters Inc.). As with most specialty car folks, usable horsepower is very important so, I have kept the results of the testing done by T. C.I. on several different transmissions. This information can be very useful when planning the build up of your next vehicle. Ford C-6 = 55, Chrysler 727 = 46, GM Turbo 400 = 44, GM Turbo 350 = 36, Ford C-4 = 28, Chrysler A904 = 25, and GM Powerglide = 18 horsepower.

POSTCARDS *cont. from page 1*

Here is a Ford postcard which was mailed from Detroit to Tiffin Ohio in 1916. It shows the daily output of 1000 chassis at the Highland Park plant. The printing on the back side tells us that Ford has plants around the world and gives the plants annual capacities. Notice in the postcard, that all the chassis have white rubber tires, and none seem to have engines or radiators. Was this a “staged” photo, or trick photography? We will never know, but it is an interesting peek into the past history of Ford Motor Company. The message on the back is to Miss Susie Ausherman, and the scribbled note on the back was short and sweet, “Will write tomorrow.” Hope they did!



Abigail Rohde, the Club's youngest member, uses her cell phone while driving!

November Show & Tell: A Night for the C's

by
Bill Timoszyk

At the November Show & Tell we had it all: Cans, Coins and Careers -- truly a most interesting night.



Tom looks excited about that can!

Tom Melhouse brought in some old bulk oil dispensing cans for our review. He also brought in some "semi-old" electrically heated wiper blades. These were NOS NIB complete with on/off switch and dash indicator light. Unfortunately, our photos of the wipers did not come out, so Tom will have them back at the December meeting for photos and further member review.

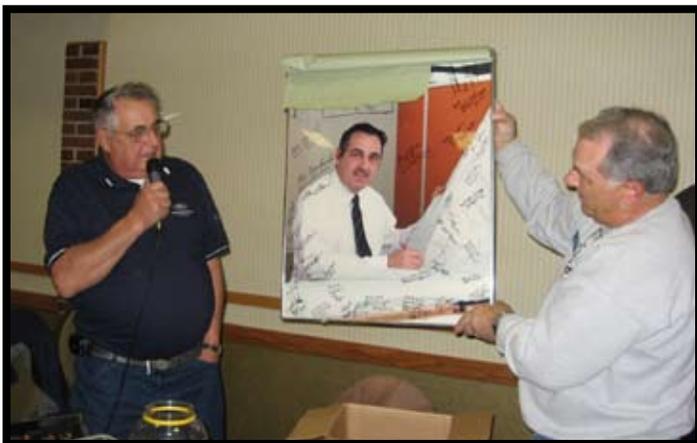
Bill Large brought in some original-in the original box- Iskenderian valve lifters. Bill also brought in some axle safety hubs. These were used by racers back when they used the old Ford rear axles. If the axle shaft broke, these would prevent wheel/drum loss.



A box of NOS lifters.

Bob Haas brought in souvenirs from his 30 year career at Ford Motor as an Instrument Designer. Bob explained to us what the job entailed and some of the obstacles he overcame through the years. He brought in a large, approximately 4 ft x 30 ft, fine line Mylar drawing that was used back then before CAD.

Don McCreddie brought in a completed and framed set of the Sunoco "Old Car Coins" from the 1970's. These were given to gas



Bob Haas then & now!



Thirty foot mylar fine drawing is unrolled by club members. purchasers as an incentive or premium by Sun Oil Co.

And the last item was brought in by yours truly: an original Ford Econoline radio from the early 1960's. Our resident Econoline expert, Brian Saylor, was enamored by this item. Furthermore, he insisted that this item, being an Econoline part, deserves a place of high veneration, respect and wherewithal. So we have photographed it in its proper award winning and venerated setting!

Come early to next months meeting...between Toys for the Tots and and a 2nd chance to see those electric wiper blades, it will probably be standing room only!



Sunoco "Old Car Coins" collection from the sixties (l) & "award" winning Econoline radio (r).

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Frank Rochowiak
President

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GREAT AUTOMOTIVE COURSES OFFERED AT WCC

BY
STEVE ROHDE

Ever since retiring from GM in 2002, I have taken courses at Washtenaw Community College in a variety of areas. These included courses in



Gary Sobbry explains painting techniques to students in a spray booth.

creating videos; graphics design; welding; and, this semester, automotive body refinishing. The course that I am currently taking, Introduction to Automotive Refinishing (ABR112) is a core course in the Auto Body programs and is taught by Gary Sobbry, who heads the Auto Body Program. The curriculum in that program is configured to enable students to obtain certificates in either Collision Repair or in Custom Cars and Concepts. Students typically take courses in body repair, refinishing, mechanics, and welding in these programs.

In ABR112, students are taught how and when to use various spray guns, electric/pneumatic sanders and polishers, and to hand sand. Equally important, the students become familiar with and learn how to mix the



Students repair a '99 Ranger (l) & learn how to air-brush (r).

newer materials: e.g., primers; sealers; and dual, triple, and single stage paints. Having had experience primarily with lacquer in the 80's and early 90's, it's amazing to see how good these paints are! (And expensive!) Washtenaw uses primarily PPG paints, and students are eligible for discounts on higher end paint guns.

Classes consist of two four hour sessions each week. There is about an hour of lecture in each class during which we review homework based upon an excellent textbook, see videos relating to the subject, or learn directly from the instructor's experience. In that regard, Gary Sobbry has about 20 years of experience in this field including running his own body shop.

Washtenaw Community College Washtenaw Community College is known for student built high end custom cars and is one of the only colleges/trade schools in the nation that teaches high end car customizing. The Custom Cars & Concepts Program was founded in 2002 and has built many show cars, hot rods, race cars and customs for the big three for shows like SEMA and the Detroit Autorama.

The NATEF certified WCC Automotive Technology program has

Continued on page 12.

Dearborn Motor Cars Museum Quality Storage

Antique - Classic - Collector Cars
Performance Cars - Hot Rods



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Dearborn Heights, MI



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The FMRCOA Roving Reporter Goes to Hershey

As it has for the past 50+ years, Hershey comes and goes, and is now relegated only to our memories. This year was a mixture of weather, with Tuesday and Wednesday being quite hot and sunny, and Thursday bringing a cold driving rain. However, the sun returned for Friday and Saturday, but the temperatures were quite cool and there was a cold breeze most of the day.

The swap meet is now entirely on pavement, which sure makes the walking easier! However, the meet is spread out around the Giant Center,



Lots of nice Model T & Model A sheetmetal here!

and it is quite a hike from one field to the next. Also, the parking is quite a distance away...but this is Hershey....we expect the long lines to park, eat, and use the restrooms!

My personal thoughts are that the meet was down this year on both vendors and spectators. Every year the meet starts earlier, and some vendors figure that they will make most of their money on Tuesday and Wednesday, and then leave for home. The rain on Thursday also sent some vendors packing, never to return or reopen.

I did however find virtually everything on my "list", and quite a few bargains were to be had. I get the feeling that some of the hobbyists who



1934 circle track racing car in AACA Museum in Hershey.

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have packed away parts for future projects, have decided to put them on the market, as I saw lots of NOS Model A and 1932 Ford parts that didn't seem to be there in past meets. The first photo shows a vendor that had quite a display of Model A and Model T western sheetmetal. A person looking for a project car had a lot to choose from.

The second photo is a 1934 circle track car which was on display at the AACA museum in Hershey. If you go to Hershey, a "must see" is the AACA museum which is only a mile from the swap meet. The cars are fantastic, and displayed by eras. The first floor has the permanent displays, and the lower level has the vintage bus display....and we are talking BIG buses, along with the rotating display that changes every six months or so. When we were there, the rotating display was race cars, and the 1934 pictured was a flawless restoration. I am sure that no race car ever looked this good, and if it did, it didn't last too long that way. So, if you go to "the big one" next year, take time to visit the museum, it is well worth the price of admission.

WCC COURSES *cont. from page 10.*

successfully placed interns and graduates at the Ann Arbor based Toyota Technical Center, Lotus Engineering, and many local dealerships and independent auto repair facilities.



A student practices pinstripping (l) & the author proudly displays the fender he painted (r).

WCC's auto technology program also enjoys a technical relationship with the world's largest car magazine, Car and Driver.

I have been very impressed by Washtenaw's facilities and faculty. The facilities are first rate: modern paint booths, labs, classrooms, tools, etc. The faculty members are sincere, very competent, and strive to help the students succeed. Gary Sobdry exemplifies these qualities. "There are and will be a lot of jobs out there for graduating students. I want our folks to be able to hit the ground running!" states Gary. For more information please see <http://www.wccnet.edu/>.

Classified

November 2007

For Sale

- Restored 1928 Chrysler 4dr 6 cyl. \$15,000 Pete Vanvrouwerff 519-738-4516.
- 1952 Packard 200 del \$5,000; 1964 Chrysler Imperial 2 door \$3,500. Nick Nichols 743-748-5664.
- 1934 11/2 ton Ford chassis no engine or wheels \$250; 1981 Ford van 6 cyl auto window no rust needs nothing has air \$1600; 1987 Ford Ranger no engine trans, no rust short bed \$1000; Ford flathead engine not frozen truck 49-53 from carb to pan \$250; 1927 Ford model T chassis wire wheels \$500. Roger Hodyka 517-282-4738.
- 48-52-Ford pickup cab stake bed with sides \$950 Old gear floor jack

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The Rotunda Times

\$40 Jack Von Gerichon 248-444-3169.

- Running gear for 1966 Mustang 200 ci 6cyl & c-4 trans new brake drums w/ new tires best offer Richard Atkinson 313-383-0993.
- Michelin 245X70X16 new on rim \$35 Ray Crout 313-291-7717.
- 1966 Mercury Parklane convertible all original all mechanics done new tires brakes, booster, etc 1944 produced asking \$16,500 Hank Dawson 810-231-3184.
- NOS Ford FE (360-390) rocker arm assemblies& pushrods \$100.
- 2- 49-53 (8BA) Ford crankshafts std/std \$50 each Bob Griffith 248-349-1107.
- 4 15 x 7 American classic wire wheels with General Grabber tires very good condition \$400 Karl Chase 248-879-0854.
- 1979 Lincoln Mk 5 \$600 OBO Fred Dryja 313-1784.
- 1968 Dodge Polara 76,000 original miles 318 2 dr sport back \$6,500 OBO Larry Szyr734-751-8415.

Wanted

- Want to trade 1953 Merc engine for help finishing wiring & motor on my 46 Ford with 49 Ford flathead motor Marty Pelker (my car is in Lincoln park) 313-561-3056.
- Someone to do or help put in a wiring harness in my 1947 Ford Karl Chase 248-879-0854.
- Jimmy Jones fender skirts (metal or fiberglass) for 1967 Merc Monterey & 1978 Ford LTD. Also need passenger door exterior mirrors for each. Joe Hutchison 313-893-1880.
- 49 Ford key side trunk handle .Vic Hollingshead 248-474-4356.
- Ford pickup truck 67-72 need not be running. Roger Hodyka 517-282-4738.
- 64 Ford 427 high performance parts. Tim Van Aken 517-536-0411.
- 49-51 Merc spindles. Mike Steinhagen313-561-125.1
- 1936 Ford Engine 85 HP Arnold 734-498-2183.

Classified

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.



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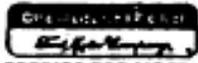
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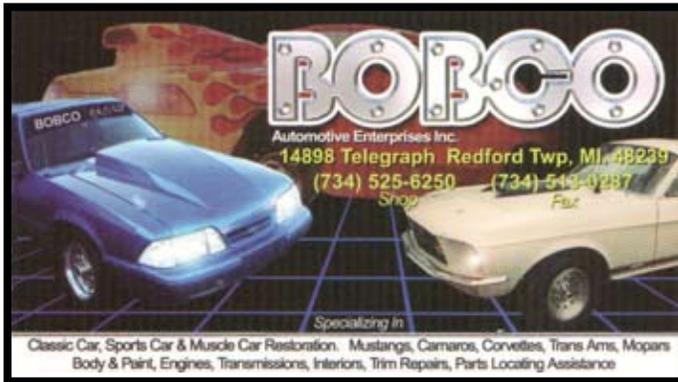
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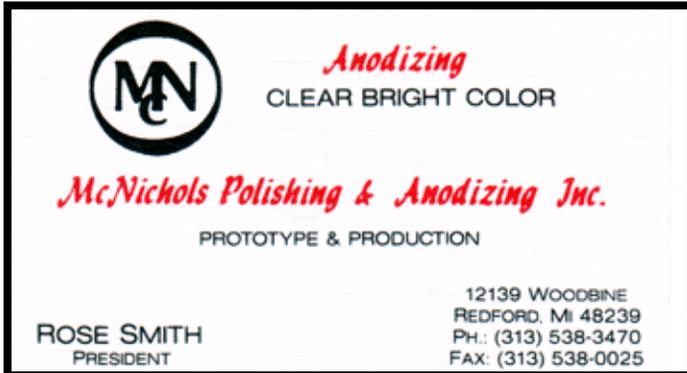
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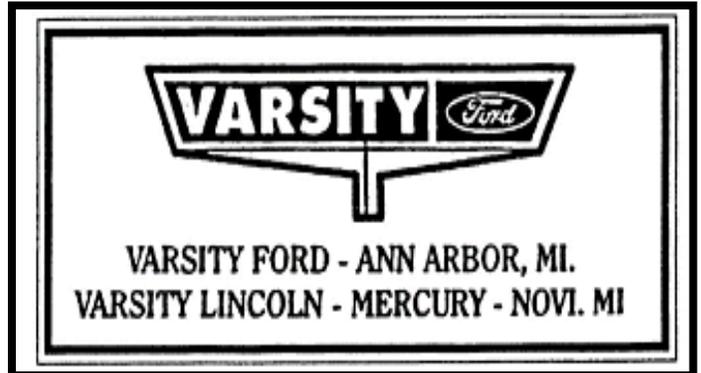
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