

# The Rotunda Times



Volume 5 No. 2 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America February 2009

## Feature Vehicle: 1959 Thunderbird Hardtop owned by George Roscoe



“I was a bit nervous buying a car on eBay that I had not seen,” remarked George Roscoe about the 1959 Thunderbird that he bought from a man in Vancouver, Canada in May of 2003. A friend of George’s located the car on eBay, and corresponded with the seller getting lots of pictures and information for George.

The seller, who collects cars, had the ’59 Bird for about ten years and it was in excellent condition. The car is loaded with virtually every factory option available at that time including air-conditioning that still works!



Now those were interiors!

Continued on page 5.

## This Is What It Is All About by Mike McLennan

In the fall of 2005 I received a call from my cousin Ryan asking for help to finish a ‘34 Ford pick-up for my uncle Paul Potter who had just been diagnosed with cancer. My cousin informed me that they didn’t know how much longer my uncle would live, and that he would really like to see him enjoy his project finished.

Rob Klocke and I brought the truck to my house where we



The team gathers around on the day the truck was delivered to its owner. Left to right: Mike McClennan, Ryan Potter, Mike Fontana, Paul Potter, Rob Klocke, and Frank Potter.

Continued on page 8.

## Guess Who?



This is a 1969 high school prom picture of a blonde Jim Crawford with his stunning date, Sue.

Sue is now the wife of Club Member Mark Koehler, and recognized Jim at our dinner dance last month. They hadn’t seen each other since 1969.

Small world!



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**Editor's Message**



First, I'd like to welcome Ultra Luster as a new advertiser! Ultra Luster provides waterless car wash technology that should be of great value to our Members.

Thanks this month go to George Roscoe for the Feature Vehicle material; and to our team of Staff Contributors for providing articles for this newsletter— again more than usual. In fact, Old Phil Lyon wrote an article about the “virtues” of old; and Bill Gipperich provided a follow-on piece about Ed Goff's winning the Generator Award.

In addition, Mike McLennan wrote a very moving article about a truck restoration for his uncle who was dying; Mark Koehler provided the photo of his wife with a young Jim Crawford in 1969; and Don McCredie sent in a very interesting article with great photos of a half scale 1942 Ford convertible. This convertible is **not** a converted golf cart either! Thanks guys!

Please **do** keep materials/leads coming. We are again running

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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.*

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low on Feature Vehicles. And with a larger newsletter, we need more material!

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.

*Continued on page 5.*



# The President's Page

## MEMBER RECOGNITION

Art presented membership badges to several Club Members at the February Meeting. Among them were:

And a great time was had by all.....our annual dinner dance is behind us now and it was a fun night. Guess the weather really wasn't a factor because virtually just about all who had signed up came. Thanks also to my buds – Johnny Ginger (who drove up from Ohio) and Boogie Brian for their participation.

We are now in to our 40<sup>th</sup> year, something for which we should all be proud. There aren't too many clubs still around that can say that. I'm sure that we are the only one that draws so many to our monthly meetings. Let's capitalize on our milestone, and hopefully by smart promotion and word of mouth we can bolster our swap meet this year. We can certainly use it in view of the current economy.

As stated in previous messages, it's not too early to start thinking about where you want to work at the Swap Meet/ Car Show this year....plan ahead! Pretty soon Laurel Gottlieb will be taking names.

Let's hope that this Michigan weather will turn around and melt some (if not all) of this snow. It sure will be nice to see our club cars parked outside the meetings again. Please Spring....come soon.....we've had it. Doesn't it warm your heart though to hear that our neighbors to the south have been experiencing rather cool temperatures this year?

**Art Cervi, President**



L to R: Jerry Mattson & Don Olson 40 Years.



L to R: Roger Hayman & Bill Tiimoszyk 35 Years, and Bill Stanley 30 Years.



L to R: Joe Newland, John Price and Chuck Niehaus 25 Years.



L to R: Chas Osborn, the youngest Club Member to receive a membership badge at a meeting, and Bob Witt.



### A Note from the Treasurer

This month was a typical one. We are now trying to see how we can "tighten our belts" a bit in view of the uncertain economy.

**Steve Rohde, Treasurer**

## 2008 Generator Award by Bill Gipperich

As was reported in our January edition of The Rotunda Times, the Generator Award was presented at the Club dinner dance held January 17. Art Cervi and Bob Guetschow presented the trophy to Ed Goff.

I spoke with Ed the following week, allowing time for it to sink in and for the paparazzi to leave his front yard. I asked Ed what were his thoughts when he heard his name announced as the winner he replied. "I almost fell over, I had no idea. It's wonderful!"

A member since 2000, Ed organized several of the garage tours and the trip to Auburn Indiana to the Auburn Cord Duesenberg Museum that so many Club Members enjoyed this past year. "I just did stuff for myself as well as the Club," Ed replied when asked what motivated him to be so involved.

And, despite several weeks of "laying low" to recuperate from surgery, Ed also attended and volunteered at our swap meet in 2008. But Ed is very modest about his efforts and is quick to point out other Members by name that he feels were also deserving. Ed feels that the Board of Directors also work as hard or harder for the Club than he, "It's too bad that one of them couldn't win this award."

For 2009 Ed would like to see the Club host a cruise to a local seniors' residence or nursing home and the VA hospital: "Wouldn't it be great to take some veterans for rides in our cars?" He would also like more events where Members drive their cars to so the newer members can see some of the really great cars in the Club -- and, also, so the older Members can see some of the new additions to our growing numbers.

Be sure to give Ed your thanks and congratulations the next time you see him. Thanks Ed for all that you do for our Club!



Ed with his beautiful '51 Ford in June of '07. Club Members & his brother, Jim, worked on it with Ed.



## 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:

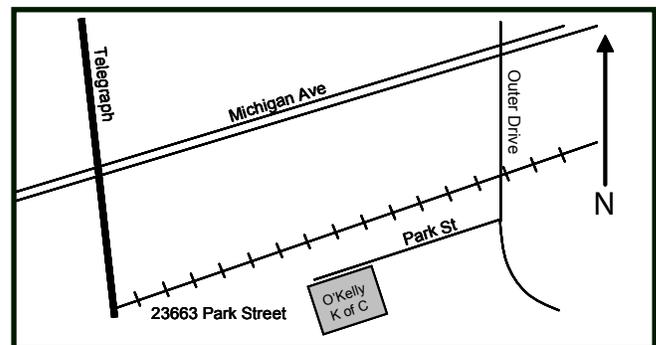
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## Club Meetings

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!



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## FEATURE VEHICLE *cont. from page 1*

George bought the car together with his mother. “My mom and I always liked the styling of these ‘square’ Birds,” he commented. They had the car delivered to his home -- but, because of snow conditions, the car arrived on Thursday instead of Sunday. “For a while I thought that I was the victim of an online scam,” stated George.

Although the car was in extremely good condition, George did some routine maintenance: he replaced the exhaust system and brakes. And so began the restoration.

Over the years George has done considerable additional work to the car including reupholstering the seats about three years ago because the leather was cracking.

Last year he had the 352 engine rebuilt by Ron’s Vehicle in Woodhaven, and he installed a new aluminum radiator built by Ray’s Radiator, one of our advertisers.



The second year for the 352 engine.

George drives his beautiful Bird quite frequently – about 3-4 times a week in the summer months! He takes it to cruises and car shows—and his mother occasionally accompanies him. Every Thursday evening in the summer, George drives to the car show at Blue Sky Ice Cream & Hamburger in Romulus near Metro Airport. “About 80-90 cars show up and we have a real good time,” George commented.



The distinctive square rear end could not be mistaken.

George was born in Wyandotte and grew up in Taylor where he graduated from Kennedy High School. He retired from UPS in 2005 after 33 years. Currently George drives a bus part time for children with special needs in the Taylor School

System, and he occasionally drives a limousine. (He has some good limo stories!) Besides cars, George also is a wood carver and carves walking sticks and canes.

George is married to Elaine and has twin sons, John and Jerry. John owns a '90 Lincoln, and Jerry a '90 Crown Victoria – future Club Members? His stepdaughter, Margaret, is an attorney and a new advertiser in the Rotunda Times. George also has two granddaughters.

George, who also belongs to the Water Wonderland Thunderbird Club, joined the FMRCOA last year. “I really enjoy this Club, and am looking forward to getting more Thunderbird Club Members involved too,” concluded George.



George’s dog, Kirby, seems to like this Bird too!



David Dunville, National Director of the Amputee Fire Fighters Association, made a presentation at the February Club Meeting.

Here he holds a Teddy bear that his association gives to children.

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## EDITOR *cont. from page 2*

Consider the 15<sup>th</sup> of the month as a deadline for getting announcements or other materials to me for that month’s newsletter.

Finally, don’t forget to visit our website [www.fmrcoa.org](http://www.fmrcoa.org) where you can read these newsletters in color and see more event pictures and videos. In fact, this month we linked to two new videos about our advertiser – Bob’s Speedometer. Thanks for your support!

**Steve Rohde, Editor**



## 2009 FMRC Meetings & Events Calendar

Below is the *tentative* table of meetings and events for 2009. 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!*

<b>March 4</b>	<b>Club Meeting</b>
March 6-8	Autorama
<b>March</b>	<b>Garage Tour TBA</b>
March 29	East Side A's Annual Swap Meet
<b>April 1</b>	<b>Club Meeting</b>
<b>April 25</b>	<b>Stonegate Farms Tour</b>
<b>May 6</b>	<b>Club Meeting</b>
May 2	ACS Relay for Life Car Show
<b>May 25</b>	<b>Memorial Day Parade</b>
<b>June 3</b>	<b>Club Meeting</b>
June 7	Carnival of Cars
<b>June 7</b>	<b>Wilson Barn Show</b>
June 20-21	Motor Muster
June TBA	Downriver Cruise
<b>July 1</b>	<b>Club Meeting</b>
<b>July 18-19</b>	<b>FMRCOA Swap Meet and Car Show</b>
<b>July</b>	<b>Club Picnic TBA</b>
July	Telegraph Cruise TBA
<b>August 5</b>	<b>Club Meeting</b>
August	Dearborn Homecoming TBA
August 15	Woodward Dream Cruise
<b>Sept.</b>	<b>Overnighter TBA</b>
<b>Sept. 2</b>	<b>Club Meeting</b>
Sept. 11-13	Frankenmuth Auto Fest
<b>Oct. 7</b>	<b>Club Meeting</b>
<b>Oct.</b>	<b>Color Tour - TBA</b>
<b>Nov. 4</b>	<b>Club Meeting</b>
<b>Dec. 2</b>	<b>Club Meeting</b>
<b>Dec. 8</b>	<b>Christmas Walk-Greenfield Village</b>

## DEARBORN '09

Saturday & Sunday

### TWO BIG DAYS

## JULY 18<sup>th</sup> & 19<sup>th</sup>

40<sup>th</sup> ANNUAL F.M.R.C. SWAP MEET,  
\*CAR SHOW & CAR CORRAL

\*CAR SHOW SUNDAY - ALL MAKES, STREET RODS, CUSTOMS, ORIGINAL & RESTORED  
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Featured Car

1969 FORD MUSTANG

Dearborn '09 Swap Meet & Car Show flyers are now available. Please contact Bob Guetschow to get copies.

## Stonegate Farm Tour Set for April 25

Mark your calendars! Thanks go to Don Olson for setting up the Stonegate Farm tour on Saturday April 25 at 11 AM. The address of the farm is 2681 Hadley Road, Lapeer MI, 48446. More information will follow next month.

## New Cruise-in in Belleville

Pat Kaluzny has informed us that there will be a new cruise-in this year every Sunday between May and September from 3 to 7 PM at Paula's Home Cookin at 871 Sumpter Rd. in Belleville.

Davey G will be the DJ, there will be a 50/50 drawing, trophies and door prizes, etc...

All US Veterans will be the guests of honor.

For more information, please call Paul/Paula Libke at 734-748-6464 or email them at [PaulLibke@comcast.net](mailto:PaulLibke@comcast.net).



## February 2009 FMRCOA Meeting Minutes February 4, 2009

One hundred and fifteen brave souls faced the cool weather and made it to our February meeting, so the Club must be doing something right! That is close to a record for this time of year. Two guests were present. Bill Coombe and Scott Bowlick, at least one of whom is a member of the Lincoln Club. Scott owns a 66 Lincoln 4 door convertible and a 67 Lincoln 4 door sedan.



**115 Club Members braved the weather to attend the meeting!**

As Art scanned the audience for some younger members, he saw Jason Wise, and made a wisecrack about his beard. It was something about the Smith Bothers as I recall. It's great to see something besides gray hair. Art received a nice round of applause for the dinner dance and Chas Osborn got his membership badge as one of our youngest members.

Long time members also received their badges: 25 years -- Joe Newland, John Price, and Chuck Niehaus; 30 years -- Bill Stanley and Norm Greig; 35 years -- Roger Hayman and Bill Timoszyk; and 40 years -- Jerry Mattson and Don Olson.

We got a lengthy and complete Treasurer's report and the January minutes were approved.

Ed Goff was happy about two things. he was the recipient of the Generator Award this year, and the hot rod engine out of his '51 custom will be displayed at Motorama. The flathead will be fully dressed and completed by Bill Jagenau at Brothers Custom.

As usual this time of year we're beginning to hear how important it is to advertise our Swap Meet and Car Show by word of mouth, and by passing out fliers at the upcoming events.

Any ideas for garage crawls will be welcomed by the Board. The Club needs your input and your recruitment of new members.

David Dunville from the Police and Firefighters Amputee Association gave us an inspiring message.

Bill Timoszyk again did a great job with the show and tell part of the evening. Some good car talk brought the night to an adjournment.

**Phil Lyon Secretary**

## A Half Scale '42 Ford Convertible

by  
**Don McCredie**

While wintering in Palm Springs, California this year; I attended a great car show recently in nearby Indian Springs. There we saw a unique, hand built, half scale (approx.) '42 Ford convertible. The car is no golf cart. It is a complete operating car with a drive shaft, differential, leaf springs, and hydraulic brakes. It is fully licensed and capable of 70 mph. The engine is a Toyota 4 cylinder with a 4 speed floor shift.

Everything works as it does on the actual '42. The top is hydraulic, the windows crank up and down, the AM radio works, and the scale gages all work. The detail on the dash and the top irons is amazing. It is hard to tell the size unless there is a person nearby.

The neat part is the sound. It has a dual exhaust system with a set of miniature glass-packs that burble just like the V8. The owner is over 6 ft tall and a retired garage mechanic from Arizona. He built the Ford (and a similar scale 39 Chevy 2-door) in a 10 x 12 ft garage with a dirt floor attached to the trailer he lives in (he has photos of the construction). The workmanship is exceptional and the body is all steel!

The owner is interesting to talk to. He drove the car over 100 miles to this show, and drove it to a show in Indiana a few years back. He restored a Bantam roadster and has several other scale projects under way.



**Front & side views of this unique vehicle. Note the relative size of the people near the car!**

# The Rotunda Times

**THIS IS** *cont. from page 1*

could work on it. We had worked on it at Paul's house before he became ill. There we had put in a 302 roller motor, a Ford 9" rear axle, and an IFS suspension. Coil-overs were installed by another cousin, Frank; and Mike Fontana and Rob Klocke installed a shortened bed. Then Paul became ill and the project sat for a while.

After the call from my cousin, I called a few friends and my cousin Frank. The response was over whelming. Mike and Rob being true friends and fellow car nuts were right there wanting to know what we had to do. My wife Sue was also there whenever I needed help.

When we started working on it, my uncle was just staying home. However, after a few days he started showing up until he got tired. I asked him about the top: to chop or not to chop was the question. One day he wanted it chopped and the next he would say leave it.

Mike and I caught him on one of his go ahead and chop it days and before he could say not to, I had lined up a couple more friends that do a lot of chops including Wendell Proffitt. Word got around that a chop was



**Plumbing the engine looks like fun!**

going to take place and the garage was full of guys. I think that they were really there for the bench racing and pizza. Mike, Frank, Wendell and I started working on the process of chopping. We even had the local police stop by to watch!

Between the time we cut the roof off and got ready to put it back on, my uncle showed up. To this day I remember the look on his face and the size of his eyes when he saw his truck sitting there with no top. It was like a deer in headlights with his jaw dropping!

We had started gathering at around 9:30 that morning and by 12:30 we were pretty much finished welding it together. Wendell and Frank sure did a great job even though they had not worked together before. As they made their tape lines, they started on opposite sides and when they reached the back window their lines met perfectly.

Frank made trips from Cadillac to help. Mike and Rob were there when I needed help, and believe me I needed a lot of help! The day we fired the engine for the first time I told my uncle that we were ready to fire it up and he said go ahead. We informed him that it was his truck, and if he wanted it to run he had to turn the key himself. We knew that he needed to get

out and move around and that was our way of getting him to do it. His grin when it fired through open headers was priceless!

We spent the summer working on the truck sometimes even skipping cruises. We figured there would be other cruises. Sometimes, when Mike wasn't over working, he would go visit my uncle just to talk.

I got a call in the fall telling me Paul had taken a turn for the worse, and wanting to know if we would be able to get the truck together enough so he could drive it while he was still strong enough. I made three phone calls: one to Mike, one to Rob and one to Frank. Within a day I couldn't believe how many guys showed up. Everyone just took a job that had to be done and did it.

I called my aunt to let her know we were bringing Paul his truck. I told her to just tell him we were coming over. He was sitting at the kitchen table when Mike and I pulled up in our



**A grinning Paul & Frank in the finished truck!**

hotrods. As he looked out of the window my two cousins came up the drive and onto the lawn with his truck. When he saw it he was so happy that the tears started to flow. When everyone saw that, there wasn't a dry eye in the crowd!

Although he was too weak to drive it at the time, we put him and his oxygen bottle in it, and my cousin took him for one hell of a ride with tires smoking, exhaust roaring and him grinning from ear to ear!

Sadly to say a while later, when he was up to it, he attempted to drive it himself and hit another vehicle in his driveway. The way we all see it is: at least he got to drive it! He passed away shortly after.

This is just an example of how car people really are. They didn't ask for anything but "What can we do to help?" Our families will always be grateful to them.

## CZ Safety Series: Chocks & Spreader Plates\*

Previously we discussed the selection and use (and maintenance) of a jack and axle stands. This month we'll discuss some other equipment used for lifting a car or truck including: wheel chocks, and spreader plates.

### Wheel Chocks

We have already mentioned the dangers of vehicle movement while it is being lifted or supported. We have covered the precautions that can help deal with this movement, prevention is obviously far better than cure, and so the wheels of the vehicle (those still in contact with the ground), should always be braced with wheel chocks. These prevent the vehicle shifting forwards or backwards (the most likely direction of movement). Engaging the handbrake, 4-wheel drive and locking freewheel hubs and differentials (on vehicles so equipped) should also be done, unless the maintenance work itself requires otherwise. Never put the vehicle into gear, since an inadvertent or forgetful turn of the key could send it lurching off its supports. In fact, for this reason, the vehicle's battery must always be disconnected whenever it is being lifted or supported for any appreciable length of time (i.e. anything more than a simple wheel change).



A good quality aluminum chock.

Better wheel chocks are fabricated from steel or thick aluminum and are wedge-shaped so that they can be pushed into close contact with the wheel. For a larger vehicle such as a 4x4 or pickup truck, the wheel chock should be at least 4 inches high, but remember those big tires will start to climb even this if something pushes them hard enough.

### Spreader Plates

Spreader plates are a means of distributing a load over a wider area, and must always be used under jacks or axle stands where ground conditions are uncertain (see more on ground conditions later). They also offer protection to surfaces such as block paving or tarmac, where unsightly scores and scuffs might be undesirable. Spreader plates can be made from thick steel plate, high-density plastics or timber. As mentioned last month, good quality, cut down railway sleepers are excellent at spreading loads, but may be too bulky for certain applications. Reasonably strong spreader plates can be made by using 1 inch thick marine-ply sheet, cut into 2 foot squares. These should preferably be doubled up in use to form a 2 inch thick support and may be laid side by side where support is required over a large area, such as under a larger trolley jack. For obvious

reasons, try to place axle stands and trolley jacks in the centre of any spreader plate or combination thereof. Note: spreader plates should be viewed as a 'belt and braces' precaution where ground conditions are uncertain (old concrete, ageing or non-public highway tarmac, block paving or where shallow drains and cables are suspected), but should never be used as an excuse to work on unprepared surfaces, such as bare soil. Remember, we are talking about planned maintenance and repair of your vehicle, not life or death emergency repairs. For further information about any aspect of jacking & lifting, please email: [info@difflock.com](mailto:info@difflock.com)



A "bi-directional" chock.

\* This is the third in a series of articles related to safety in memory of Chuck Ziegenbein. The material in this article has been adapted from [http://www.difflock.com/buyersguide/tools/jacking\\_lifting\\_1.shtml](http://www.difflock.com/buyersguide/tools/jacking_lifting_1.shtml) with permission of the publishers.

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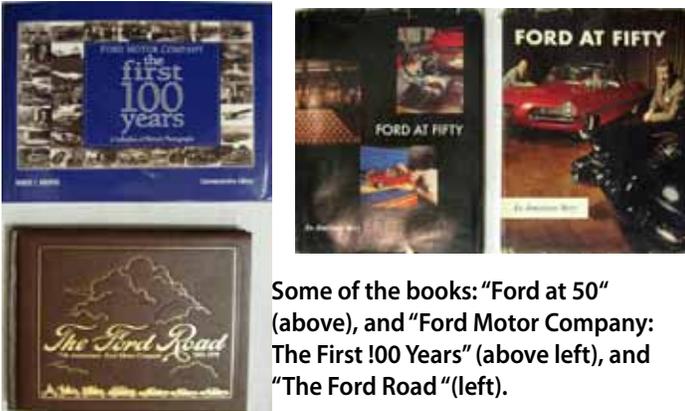
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## February Show & Tell: A Hot Month Despite the Weather! by Bill Timoszyk

Roger Hayman brought a bevy of books from or about Ford Motor Company including “Forty Years of Ford Motor” (initiated by Edsel Ford in 1943); both the dealer and employee version of “Ford at Fifty” (1953); “The Ford Road” by Lorin Sorenson; and “Ford Motor Company: The First 100 Years”.



Some of the books: “Ford at 50” (above), and “Ford Motor Company: The First 100 Years” (above left), and “The Ford Road” (left).

Larry Wolohon brought photos of the 1939 and 1942 Ford Rock Island Railroad Company “High Railer” sedans, equipped for driving on the RR tracks.



Ford 1939 & 1942 “High Railer” sedans.

Don Olson came with a Ford flathead look-a-like fuel pump. It was made in England and had a primer pump lever on it. Russ Cote identified it as being from an early Ford Anglia engine.



It'd be nice if all of our flat-heads had a priming lever!

Cole Grandy, as usual, showed up with some toys—this time some 3 early 1960's era Japanese tin toys.

And last, but not least, Karl Chase brought in a plastic (approx 24 inches long) toy 1954 Chevrolet that he bought at the

Woodward Cruise. When equipped with good batteries, this toy will do all kinds of neat things. Unfortunately, it had a dead battery -- darn!

Great Show, Thanks, see you next month.



Boys & their toys: Cole Grandy's 1960's tin toys (l), and Karl Chase's r/c 1954 Chevrolet (r).

## OLD Ain't All That Durn Bad by “Old” Phil Lyon

Some hypothetical OLD guy, maybe even into his mid-60's buys a 38 Plymouth four door with 54,612 miles on the speedometer (yeah, I know it's an odometer, but I call it a speedometer). It comes from a farmer out west someplace who got a new 1947 something or other when the new cars came out after the war. Alas, it was not a Ford, not a coupe, not a convertible. But, wait, let's take a look at this OLD car for a moment.

It has six cylinders, twelve valves, one carburetor, a fuel pump, distributor, generator, coil, and all the other necessities. It's even a flathead, though no self respecting OLD Ford guy would stoop to call it that. It's an L head inline six! No Phillips screw heads anywhere. You could do most stuff to this car with a set of wrenches from 3/8 to 7/8, or maybe even a crescent wrench and a straight screw driver. You could pull the engine with a chain hoist chained to your garage rafters and put it down on an OLD workbench made of 2x4's and three quarter inch plywood.



1938 Plymouth: Old Phil's dream car?

The OLD car had oxidized black paint, some deep scratches full of surface rust, a few dents, which could actually be repaired with a hammer and dolly, a body file or a grinder and a can of black lacquer. You could lean on that grinder with some 36 grit, because it took a lot to turn that real Pittsburgh steel blue. When you had to get under it, there was a real frame. No unibody here!

*Continued on page 11.*

## Carburetor Flooding

by  
Brian Kuta

Probably just about all of us have had carburetor flooding issues, especially back in the 'good ole days' when all engines were carbureted. The first step in trouble shooting flooding is to lightly rap the fuel bowl, to jar the float and dislodge anything sticking on the needle. If you use an electric pump and Holley regulator, and adjusting does not work, try a change of regulators. Tee in a pressure gauge to pin point the problem.



Checking the float level of the carburetor.

Next, pull the fuel bowl, check the float level and for dirt (worst enemy), and inspect the float as well as the needle seat. Dirt comes from fuel, the tank, or the lines. A Viton tipped needle is much more forgiving, and considerably less sensitive to dirt than a steel needle. Steel needles were the way it used to be, but now are pretty much only used for engines running on alcohol, as alcohol does not agree with Viton. For engines with 600 horsepower or less running on gasoline, the Holley .110 is more than sufficient, and the fuel pressure should not be over 7 psi. A larger diameter seat is harder to control, and can leak more fuel than the engine can digest at idle.

I can not stress the importance of clean fuel coming into the carburetor, and the need to have a good filtering system. Remember, those little dinky filters that are on the carburetor inlets are not a very good way to insure your fuel supply is filtered correctly.

Lastly, a word about safety when working on carburetors. Never, never, never, be looking down into the carburetor while the engine is running, much less when someone is 'goosing' the throttle. Your face and eyes are no doubt important to you so, use a mirror if you have to see what is going on down in the carb throats while the engine is running. Again, always have the correct fire extinguisher handy, and know how to use it.

**OLD** *cont. from page 10.*

(My computer thinks unibody is not a real word!) It's no Ford, but, in second gear, you could actually get it sideways on a freshly graveled road, straighten it up by turning the steering wheel the same direction you're sliding, and hitting the footfeed (accelerator pedal). The nineteen year olds with their Honda tuners would call that a "drift".

Back to the engine on the OLD workbench: there are no valve covers and all the valves are down side down. You could even turn the engine upside down without the super hyperbolic double titanium alloy hydraulic lifters falling out. Try that on a Mitsubishi engine! (My computer also thinks Mitsubishi is not a real word.) Check the bearings, the cylinders, and hope the OLD farmer changed the oil once in a while. If not, check Hemmings or Art Cervi's garage, and find a 48 Plymouth or Dodge engine which has all the main stuff, and your wrenches would still work. Nothing metric here!

It turns out that the reason the OLD engine would not run, was that it needed a new fuel pump. It just bolts to the side of the engine and a quick trip to NAPA and some paint and we're ready to go again. My sister just had to pay over \$600 to change the fuel pump on her not so OLD Dodge Caravan because some idiot decided the fuel pump belongs inside the gas tank. Better? Maybe, but a 9/16 wrench and a quick trip to NAPA won't fix it!

One month later the new owner found out that it wasn't the fuel pump at all, but a faulty computer chip. A 38 Plymouth does not even have one of those things. OLD sometimes is better!

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A red classic convertible car, possibly a Ford Mustang, shown from a front-three-quarter view. The car is parked on a dark surface.

## The FMRCOA Roving Reporter in Saginaw & Kalamazoo

The new year brings with it the start of a new swap meet season, and for this swap meet "junkie," it couldn't have come too soon! As the owner of a couple of Model A Fords, I always look forward to the annual swap meet held in Saginaw, on the last Sunday of the month, and sponsored by the local Model A Club. This year was no disappointment with plenty of vendors and lots of early Ford parts. One of the more unique items was a quarter scale 1928 Model A tudor sedan. It was quite nicely done, and the asking price of \$425 or best offer did not seem out of line. I have no more room in the barn, and the wife said "NO" to it going in the living room, so wisely I passed. I hope it goes into the garage of someone with a matching full size car.

The second "must attend" swap meet on my list is the annual Kalamazoo swap meet held annually on the first weekend in February. I have attended this meet since 1964, and this is the first time I can ever remember having warm weather. Usually it is zero and a blizzard, but this year it was sun and in the high 40's. The weather made the 3 hour drive pleasant, and there were a dozen or so outside vendors to go along with the four rooms inside. As always the Hazel Grey building was hard to walk through, but that seems to be the room with the best bargains. Everyone in our group spend some money and came home with a few needed "goodies." A few vendors I know said that buying was a little slow -- but with the economy the way it is, they were not too surprised. We did see people carrying out parts, so some money was exchanging hands.

Next month I will report on the Mustang and Ford swap meet at Gorno Ford on February 22<sup>nd</sup>. Until then....enjoy the swap meets!

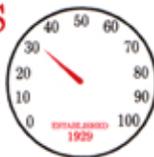
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## Postcards from the Past by Lou Ironside

This month we have what I believe is a reproduction of a Ford dealer postcard from the 1935 or 1936 era. Dealers often used these cards to remind customers of sales specials, time for spring or winter servicing, or just to come in and see the new cars on display. This card was mailed to my father in 1984 to ask about his attending a Mercury meet. So, even if this is a reproduction, it is 24 years old.

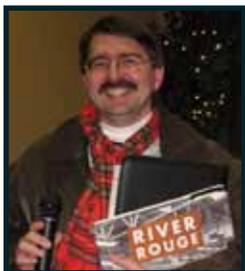
Ford often used the Scotty dog in their advertising campaigns to tie in with the thrifty Scotsman. The Scotty dog was also used in some ceramic forms, and on banners for the showroom. All of this to play up the importance of Ford being an economical car to own!

It is only fitting that this card came from my father's collection, as he was a proud Scotsman....and if you had ever tried to sell him a part at the swap meet...thrifty would best describe him!



Reproduction of a 1935-6 Ford dealer postcard.

## Author Announces New Book



Author and freelance writer Joseph Cabadas attended our February meeting and announced that he is working on a history book on the 1937 -1940 Ford vehicles.

Cabadas is a contract writer for the Motorbooks publishing. This history book project is also supported, in part, by The Henry Ford. Cabadas said

that he is also looking for personal stories from car collectors about their experiences, family stories, anecdotes, etc.

“The ‘40’ Ford book, as the project is tentatively called, will also look at Ford trucks of the era, the creation of the Mercury brand, the influence of the Lincoln Zephyr’s design on the 1937-1940 models, military vehicles, significant competitors

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and a look at pre- and post-War flathead racing exploits and hot rodding," he said. "All of this has to be contained in a book that will be about 30,000 to 35,000 words long with 150 to 200 pictures. So, yes, I'm looking for artwork too."

Cabadas can be reached at (313) 271-7135 or by e-mail at [josephcabadas@yahoo.com](mailto:josephcabadas@yahoo.com).

Joseph P. Cabadas is an award-winning author and reporter with 12 years of automotive news, business and feature writing experience.

He is the author of two automotive history books – River Rouge: Ford's Industrial Colossus (2005) and The American Auto Factory (2003) – that were published by MBI Publishing. Both books won gold medals and the Michigan Library also named them as notable books for 2004 and 2006 respectively.

As a contract researcher Cabadas worked on corporate history books for Con-way Inc., a trucking/logistics firm, and Kellogg's. He is a freelance writer for the Detroit Athletic Club News, GreatCarsTV.com and MSN.auto.ca and a contract worker for a public relations agency.

Prior to 2001, Cabadas had been a staff writer for Used Car News; U.S. Auto Scene and The News-Herald of Southgate, Mich.

## Classified

February 2009

### For Sale

- 34 Ford engine. Ran well when removed. Southwind heaters used, cheap. Don Olson. 586-752-7919.
- 1928 Chrysler older restoration. Runs well. Pete. 519-738-4516.
- 289 engine & 260 engine. Ran well when removed from 64 Fairlane. Free to good home. Joe Newland. 248-563-0304.
- 1964 drivers side patch quarter panel. \$100. Trunk lids rust free. \$75 ea. Super NAPA battery for 64 Galaxie \$50. Fresh 390 long block. Rich Meachant. Bodes Restaurant Plymouth. 734-644-1884.
- 39 Ford Transmission. Z gears 5`-54 Ford OD. Mike Steinhagen. 313-561-1251.
- 66 Parklane convertible. Original 410 CID. All power. Hank. 810-231-3184.
- FE 427 Ford engine part linkage, fuel logs, intake hardware. Tim. 248-478-2646.
- For rent: 4 star condo. 2BR, 2BA. \$600. Myrtle Beach. Ray. 313-291-1717.
- Dashboard assy. for 37-38 Lincoln Zephyr. Dean Style. 734-626-4052.
- 1955 Ford Crown Victoria Steeltop – consistent Award-Winner!., 18 year-old professional restoration, 272-2V motor, 3-speed manual, b&w exterior with NOS black &



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- 1977 Avanti II – 350-4V L48 Vette motor with 400 trans, many new parts, black exterior with tan interior, new professionally-installed Hog Troughs (torque rails), mechanically sound. One of 146 built in South Bend, IN for 1977 MY. Needs exterior paint and new seat & dash covers; asking \$11,000. Bill. 248.348.1768.

## Wanted

- Fan blade for 1970 Mach 1 Mustang W/ 351 C C85 EB or DOZE B stamped on blade. Don Olson 586-752-7919.
- Ford speed equipment for the flathead G series motor. Harry McAuliffe. 313-534-5974.
- Truck /van engine for 95 van. Gene Johnson. 734-261-8334.
- Fuel sending unit for 1934 Ford Model BB truck. Tom Gehringer. 313-386-2310.
- 427 SOHC fuel pump. AC or Carter or information on above. Rocker arm for fuel pump. Tim. 248-478-2646.
- 430 Super Marauder tri power finned aluminum valve covers for 430. Any multi-carb intake for the MEL engine series. Nick. 313-468-3687.
- 1935/36 Ford sedan window regulator # 48-701600 (opens and close's windshield). Don Olson. 586-752-7919.

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January 2009

### For Sale

- 4-15x7 American Classic wire wheels. 5x5 ½ bolt circle. Good condition. \$200. Karl Chase 248-879-0854.
- 1975 Hard cover "MOTOR" Auto Repair Manual, 38th edition, 1st printing. Covers Ford cars (No Trucks) and most other makes from 1969 thru 1975. \$30.00 O.B.O. Call Glen at 313 291 5394.
- 1968 Ford Galaxie 500 Convertible. VIN 8W57F183197. 302 in, Auto, PS, PB, AM Radio, Garaged Since 1971, 41,000 mi. Clean, Good Condition, Runs Well, asking \$8800. Originally used as Ford Motor Co. study vehicle for developing SAE Rear Vision Standard. Appraisal available. Call Tom at 248.921.5326 or Bill at 248.348.1768.

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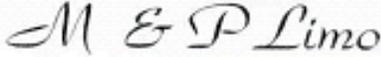


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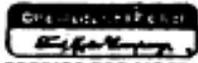
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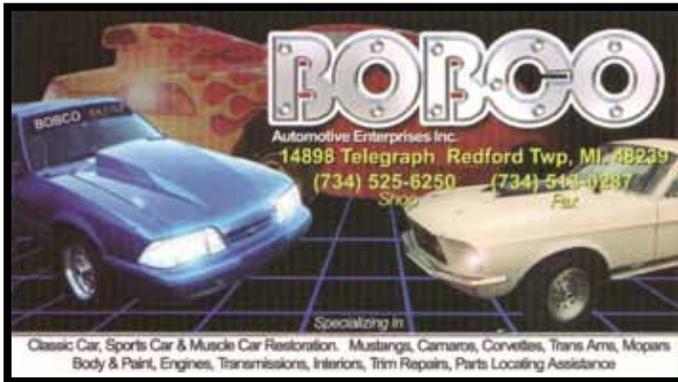
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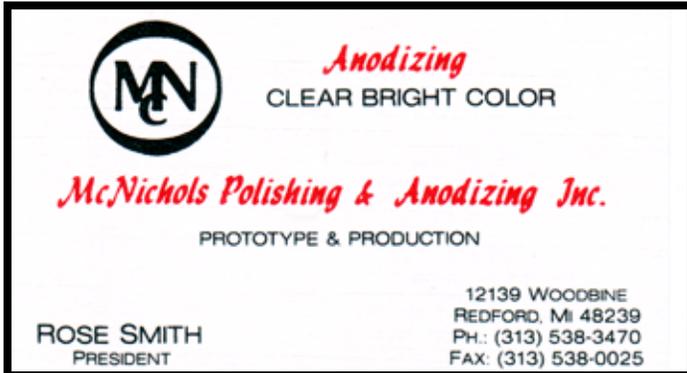


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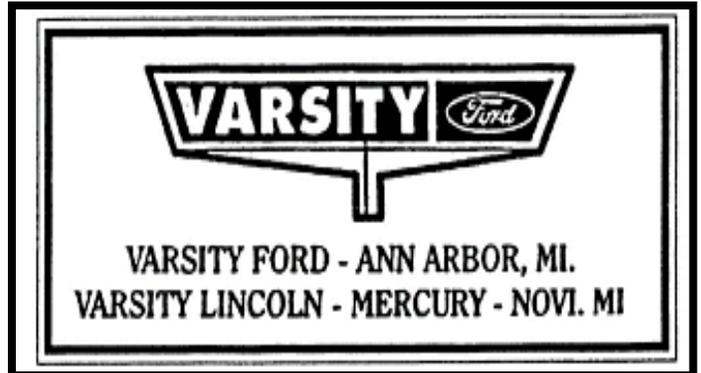


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