

# The Rotunda Times



Volume 6 No. 4 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America April 2010

## Feature Vehicle: 1960 Ford Model 541 Offset Tractor owned by Don Olson



“My interest in Ford tractors goes back to the 17 years that I worked for the Ford Tractor Division of Ford Motor Company. These 17 years were the best of my 41 years with Ford. At the Tractor Division I worked at the Highland Park and Romeo plants; the Troy Headquarters; and the Basildon, England plant. I also spent time at farm shows and at the Paris, Texas training farm,” commented club member Don Olson as we chatted.

*Continued on page 8.*



Don's tractor took a 1<sup>st</sup> place award at this year's Autorama.

## 2010 Garage Crawl Season Opener : Stahl Foundation Visit by Roxanne Fontana



Club members study the automotive “works of art.”

The snowbirds have returned, the sunshine is back, dandelions are sprouting, and hayfever is in bloom. Spring 2010 has arrived and so did the first garage crawl for 2010. On Saturday, April 17, The Stahl Automotive Foundation was  
*Continued on page 9.*

## Lou Ironside Featured in Cars & Parts



Our own Roving Reporter made it to the big time! Lou Ironside was featured in the “Real People, Real Cars” section of the April 2010 issue of Cars and Parts. The article discussed a bit of Lou's life, career and car collecting with particular emphasis on his beautiful 1932 Ford Model B shown in the photograph. (Courtesy of Bob Stevens, Cars & Parts Editor at Large.)

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### Editor's Message



This month we thank Don Olson for the Feature Vehicle or shall I say "Feature Tractor" material. I think that this is the first time that we have featured a tractor! I'd also like to thank Roxanne Fontana for her "poetic" article about our Stahl Foundation garage crawl complemented by the wonderful photos Vahan Nazarian and Debbie Levasseur took, and Denise Rohde for the President's Page banner.

And, as usual, thanks again go to our team of Staff Contributors for providing materials. Here I'd like to acknowledge Louis Ironside, our Roving Reporter, who recently was featured in **Cars & Parts** magazine (see page 1)!

This month we also welcome a new advertiser **New-5 Auto Parts**! Thanks go to Bob Guetschow for spearheading our advertising campaign.

At this years Detroit Autorama I met Doni Langdon and was



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CLUB of AMERICA

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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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impressed by her initiative in starting **Throttle Gals** magazine which we cover on page 12.

**We still need more Feature Vehicle articles.** And with a larger newsletter, we do need more material!

If you want to report on an event that you attended, let me know. This is particularly true now as car show/swap meet

*Continued on page 5.*





**April 2010**

***Our 41<sup>st</sup> anniversary and still going strong!***

Let us hope that the weather for our May meeting is good. So we can have a grand showing of our club cars. It will be nice to see the parking lot filled again with the old vehicles. A sure sign of Spring!

This would be a good time to remind you that June is our mini-swap meet month. Start looking around for those items you've been thinking of selling. It's always a fun event. Most will be setting up as early as 6:00 o'clock, so if you're going to be a "shopper" plan on getting there early. Once that's done we get on with our 7:30 PM meeting.

I cannot thank you enough for your readiness to sign up for our July meet. According to Laurel we're in good shape. We just need a few more to sign up for the afternoon shifts each day, and we always need helping hands for Phil and the clean-up crew.

Bob Haas has informed me that he would like someone to step up and take over his leadership role for set-up on Friday. Many of you who have worked for years on set-up are already familiar as to how everything works, so it should be an easy transition. You can either talk to Bob Haas or me. Those of you who have worked on Friday already know we have no shortage of workers; we just need the "point person."

Once again we tip our hats to the cooking/serving crew at St. Mary's Cultural Center. The corned beef and cabbage was fantastic! They continually come up with a surprise each month for the "FMRCOA Premier Members of the Clean Your Plate Club!"

**Art Cervi, President**

## **WELCOME NEW MEMBERS**

**Ray Clark (Jane)**

24 Deer Ridge Rd.  
Killingworth, CT 06419  
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[fm83@comcast.net](mailto:fm83@comcast.net)

***1936 Ford Pick-Up***

**Nancy Beattie (Pat)**

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Royal Oak, MI 48073  
(248) 545-4128

**Greg Ham (Sue)**

1501 S. Garner Rd.  
Milford, MI 48380  
(248) 684-7781  
[gham72@yahoo.com](mailto:gham72@yahoo.com)

***1939 Ford Pick-Up***

**Barb Wandrie**

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***1949 Ford 2dr.***

***1949 Ford Pick-Up***

***1968 Ford Mustang Coupe***





## 2010 FMRCOA Meetings & Events Calendar

Below is the *tentative* table of meetings and events for 2010. 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>May 5</b>	<b>Club Meeting</b>
May 15	American Speed Open House
<b>May 24</b>	<b>Memorial Day Parade</b>
<b>June 2</b>	<b>Club Meeting</b>
June 6	Orphan Car Show
June 6	Crosspointe Car Show
<b>June 13</b>	<b>Wilson Barn Show</b>
June 19-20	Motor Muster
June 26	Downriver Cruise
<b>July 7</b>	<b>Club Meeting</b>
July 10	Cruisin' Michigan
<b>July 17-18</b>	<b>FMRCOA Swap Meet and Car Show</b>
<b>July</b>	<b>Club Picnic TBA</b>
July 24	Telegraph Cruise
<b>August 4</b>	<b>Club Meeting</b>
<b>August 7</b>	<b>Gilmore Museum Trip (see page 5)</b>
August	Dearborn Homecoming TBA
August 21	Woodward Dream Cruise
<b>Sept.</b>	<b>Overnighter TBA</b>
<b>Sept. 1</b>	<b>Club Meeting</b>
Sept. 9-12	Frankenmuth Auto Fest
<b>Oct. 6</b>	<b>Club Meeting</b>
<b>Oct.</b>	<b>Color Tour - TBA</b>
<b>Nov. 3</b>	<b>Club Meeting</b>
<b>Dec. 1</b>	<b>Club Meeting</b>
<b>Dec. 11</b>	<b>Christmas Walk-Greenfield Village</b>



## 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:

**STEVE ROHDE**  
**rohdesteve@gmail.com**  
 ROTUNDA TIMES  
 2955 Bateson Ct.  
 Ann Arbor, MI. 48105  
 734.717.5444

## Monthly Club Meeting Location

Our monthly club meetings are at **St Mary's Cultural Center at 18100 Merriman Rd** in Livonia between 6 and 7 Mile Roads. This is the beautiful facility where we have held the last several dinner dances. Moreover, it has a extremely large parking lot enabling club cars to be easily parked together (and the food is -great!).

**Meetings are on the first Wednesday of each month and begin at 7:30 PM.** And do bring a friend!



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## Meet the New Members by Terry Worful



**Greg Ham**

I work on my own cars with help from friends, and joined FMRCOA for the networking and friendship. Ed Davies suggested that I join.

**M**y name is Greg Ham and my wife is Sue. I was born July 9 1953 in Detroit and am a tin smith (sheet metal).

My first car was a 1964 Oldsmobile JetStar. I started collecting cars 23 years ago with a 1958 Corvette and a 1939 Ford pick-up truck. My hobby is sheet metal shaping. It works well when your job is your fun hobby too!



**Robert Bruce**

I do some work myself on my cars and would only own a Ford. I re-joined the FMRCOA to be with old friends. Yes, I'm back!

**I**'m Robert Bruce and my wife is JoAnn. I was born in Cumberland, Maryland on July 7, 1943 and am a mechanical engineer.

My first car was a 1940 Ford.

I started collecting cars in 1980 with a 1949 Ford and a 1949 Ford pick-up truck.

My other hobbies are reading, home repairs, and gardening.

## Gilmore Tour Almost Sold Out

There are only about 20 seats left on the two busses for the Gilmore Tour. If you are interested, please make a check out to Ford Mercury Restorers Club and send it to: Gene Johnson, 14202 Deering St., Livonia, MI 48154. You can also pay at our May meeting. We also have a guest list: if we have space left on the buses after the cutoff date we will pick guests from that list. If you have any questions please call Gene Johnson at (734)261-8334 or Mike Fontana at (248)926-0160.

## Volunteers Still Needed for DEARBORN '10



**L**aurel Gottlieb is again coordinating the work roster for the Car Show & Swap Meet this year. All members are urged to participate as this is the FMRCOA's major annual fundraising event. *She still needs a little more help.* Please call her at 734-525-8445 or email her at [lgottlieb@sbcglobal.net](mailto:lgottlieb@sbcglobal.net) to sign up.

## The FMRCOA Membership Advantage!!!!!!

**Y**our 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:

**FMRCOA Membership Secretary**

**P.O. Box 2938**

**Dearborn MI 48123**

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

**Please mail your dues in or pay at a meeting!**

## EDITOR *cont. from page 2*

season is just starting! 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 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.

**Steve Rohde, Editor**





## **April 2010 FMRCOA Meeting Minutes April 7, 2010**

The minutes this month will be short because Beth wasn't there to be my "ears" for me. We pledged allegiance to the US flag and sang the national anthem to start the meeting.



**129 members attended the April meeting!**

Guests Lisa Barette; Alec Kinunen; and Heather and Reegan, Terry and Jerry Worful's daughter and granddaughter were introduced. There were some returnees from Florida and they had nothing good to say of the weather there this year!

Badges and certificates of appreciation were distributed by Bob Guetschow. The May minutes and the Treasurer's report were both approved.

Mike Fontana updated us on all the plans that he made for the trip to the Stahl Museum. He also reminded us that there will be an extra carry on luggage fee of \$45 which will be collected by the flight attendants on the bus trip to the Gilmore museum.

Laurel Gottlieb is progressing well with the work roster for the swap meet, and Terry Worful has things pretty well in line for the car show. She needs give-away items, and we are reminded to pass out fliers at upcoming functions.

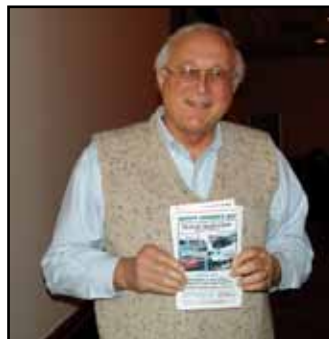
Bill Heller invited the club to display our pre-1976 cars at the Yacht Club Car Show on June 20<sup>th</sup>. There is no fee for this prestigious show and Bill assured us that Belle Isle is a safe place to show your car.

There were 129 members at the meeting. After Show and Tell and the raffle, we were treated to another nice meal.

Doni Langdon, the Editor of Throttle Gals magazine made a

presentation about their new magazine (see p-12).

**Phil Lyon, Secretary**



**Bill Heller invited the club to display cars at the Yacht Club car show on June 20th.**



**Must have been a funny story Brian told Art Cairo!**

**Terry & Jerry Worful's daughter and granddaughter, Heather & Reegan, attended the meeting.**



**Small World: Your Editor bumped into club member Gene Dickerson at the SAE Congress in Cobo Hall on April 15. Ford had an impressive display at the show.**



### **A Note from the Treasurer**

April was tax month. The club, like its members, filed a tax return. Other than that, we had a typical month.

**Steve Rohde, Treasurer**

## CZ Safety Series: Protect Your Eyes\*

Periodically, as I work on my antique cars, I tend to get “stuff” in my eyes—or worse. This prompted me to look a bit into eye protection. And there’s a wealth of literature out there!

Every day an estimated **1,000** eye injuries occur in American workplaces. **The financial cost of these injuries is enormous—more than \$300 million per year** in lost production time, medical expenses, and workers compensation. No dollar figure can adequately reflect the personal toll these accidents take on the injured workers. And, similarly, many of us have injured our eyes working on our old cars!

### WHAT CONTRIBUTES TO EYE INJURIES?

- **Not** wearing eye protection. A Labor Department’s Bureau of Labor Statistics (BLS) survey reports that nearly three out of every five workers injured were not wearing eye protection at the time of the accident.
- Wearing the **wrong** kind of eye protection for the job.

### WHAT CAUSES EYE INJURIES?

- **Flying particles or sparks** accounted for almost **70%** of the accidents. Injured workers estimated that nearly three-fifths of the objects were smaller than a pin head. Most of the particles were said to be traveling faster than a hand-thrown object when the accident occurred.
- **Contact with chemicals** caused one-fifth of the injuries. Other accidents were caused by objects swinging from a fixed or attached position, like tree limbs, ropes, chains, or tools which were pulled into the eye while the worker was using them.

### HOW CAN EYE INJURIES BE PREVENTED?

**Always wear effective eye protection.** To be effective, the eyewear must be of the appropriate type for the hazard encountered and properly fitted. For example, the BLS survey showed that 94% of the injuries to workers wearing eye protection resulted from objects or chemicals going around or under the protector. Eye protective devices should allow for air to circulate between the eye and the lens.

**It is estimated that 90% of eye injuries can be prevented through the use of effective eye protection!** Here are some types of eye protection:

#### Safety Glasses

Standard safety glasses look very much like normal glasses, but are designed to protect you against flying particles. Safety glasses have lenses that are impact resistant and frames that are far stronger than



regular eyeglasses. Safety glasses must meet the standards of the American National Standards Institute (ANSI). (Safety glasses are also available in prescription form for those persons who need corrective lenses.) Standard safety glasses can be equipped with side shields, cups, or tinted lenses to offer additional protection.

#### Safety Goggles

Like standard safety glasses, goggles are impact resistant and are available in tinted lenses. Goggles provide a secure shield around the entire eye area to protect against hazards coming from many directions. Safety goggles may have regular or indirect ventilation. (Goggles with indirect ventilation may be required if you are exposed to splash hazards.)



#### Shields and Helmets

Face shields and helmets are not in themselves protective eyewear. But, they are frequently used in conjunction with eye protectors. Full-face shields are often used when you are exposed to chemicals or heat or glare hazards. Helmets are used when welding or working with molten materials.



#### Using Protective Eyewear

You can guard against eye injury by making sure that you are wearing the appropriate protective eyewear for the particular eye hazards you face. It’s important to remember that regular glasses alone do not offer protection from eye hazards.

**A recent article in Auto Restorer gave the Dewalt DPG82-11C Concealer safety goggles high marks. So I purchased a pair on Amazon.com and they are great! They keep stuff out of your eyes and don’t fog up.**



\*Material in this article was excerpted from <http://www.eyesafety.4ursafety.com/eye-safety-articles.html#eye protection> with their kind permission. Readers are encouraged to visit that site and also <http://www.blog4safety.com/>, and the OSHA site: <http://www.osha.gov> for more information.

## 1960 TRACTOR *cont. from page 1*

So it comes as no surprise that Don, in September 2006, purchased a 1960 Ford Model 541 Offset tractor on eBay from a family just outside of Windsor in Canada. "The 541 showed 1527 hours on the hour meter. Also included were a Sherman combination step up/step down transmission and an original Ford Series 411 Model 13-181 4 sweep cultivator," remarked Don who later added a rear 4 sweep cultivator to the 134 CID gasoline 4-cylinder equipped tractor.

The 501 series offset tractors included the standard 541 model and the 541-4 high clearance model that sat about 6" higher than the standard 541. These units were built from 1958 through 1961 and the colors were red and gray. In 1962 the Offset models were changed to a "standard 2000 Offset" and a "2000 high clearance Offset." The color was changed to a blue



Don's tractor during restoration.

chassis, and blue hood sheet metal with gray fenders. These were built from 1962 through 1964. The 2000 models were basically the same as the 501 series except for minor front end and grille sheet metal changes. Don also owns a restored 1964 2000 Offset with a series 411 model 13-181 lower cultivator.

### More About Offset Tractors

The Offset tractors are one of the hardest Ford tractors to restore because of their low production numbers and unique Offset parts.

The Offsets were designed for precise cultivating and also for pulling 2 and 3 bottom plows. They were popular in the South on tobacco farms to cultivate young plants.

The Offsets were designed with the steering column to the right of the hood sheet metal. The engine was displaced about 8" to the left of the tractor centerline. The operator sat to the right of the chassis. (On all other Ford tractors, the operator straddles the transmission.) The operator's feet sit on a platform with 3 pedals at the forward end of the platform. The clutch pedal was at left hand inboard, left brake pedal in the center and right brake pedal on right outboard. This design gives the operator an unobstructed view forward for precision cultivating. A 300 pound weight is installed on the right axle just behind the brake assembly to balance the engine shift to the left. The throttle handle is operated with the operator's left hand as opposed to all other tractors that use the right hand. The rear 3 point hydraulic system is controlled by the quadrant

handle on the right rear fender. There is a sprocket on the right hand rear axle that was used for a ground driven implement.

This 541 has a Sherman combination step up/step down transmission in addition to the standard Ford 4-speed. The Sherman adds 8 forward speeds and 2 reverse speeds for a total of 12 forward speeds and 3 reverse speeds. In highway gear this tractor will run nearly 23MPH.

Sherman Products company of Royal Oak was an after market manufacturer of transmissions, loaders and backhoes and other equipment. Ford Tractor Division purchased Sherman Products in 1961. Don worked at the Ford Tractor's Troy headquarters in 1961 and had an opportunity to meet and work with many of the Sherman Products employees and management.

This is the first Ford tractor that Don did not paint himself. "In November 2009, I asked Brent Keener and Tom Paternoster



The dash panel before & after restoration.

Jr. and Sr. at Anything Cool Customs in Oxford, Michigan if they would paint the 541. Although they had not done a farm tractor before, they agreed to do it," Don commented.

At that time Anything Cool was preparing other cars for their exhibit at the Detroit Autorama Custom Car Show in February. A representative of the Autorama, called Don and invited the 541 to the Autorama Show! Don continued, "I, of course, accepted the offer. Of the 800 vehicles at Autorama, the 541 was the only farm tractor. On Sunday night we were given a first place trophy in the special interest-motorized class. I know there were other vehicles in this class but I am not sure what they were. Might be that the 541 beat out the new Batmobile!"

Don concluded, "Key contributors to the restoration of the 541 were: Anything Cool Customs, Oxford, Michigan; Dennis Carpenter of Concord, North Carolina; Ray Cooper at Four Season's Radiator, Madison Heights, MI; All Media Blasting of Oxford, MI; Roger Bontrager of Attica, MI; George & Brenda Bradish, Bradish Family Farm, Latrobe, PA; and, of course, my lovely wife, Sandy."



## STAHL COLLECTION, *cont. from page 1.*

host to about 60 FMRCOA members and guests who toured their collection of Depression and Art-Deco era cars.

The Stahl Automotive Foundation is a gorgeous collection of automobiles and related memorabilia specifically chosen to highlight the evolution of the automobile. Bill Sherwood, Curator, was our host for the day as we wandered through the buildings. It took 20 years for Ted Stahl to amass his collection of about 60 cars that were on display in two buildings. To collect these beauties, Bill travels to auctions, estate sales, and to locations identified by word of mouth all over the US and Canada. They are then fine-tuned and put on display.

It didn't take long before our group was deeply engrossed in the beautiful sheet metal on display. On your left was a rare 1934 Hupmobile Aerodynamic 8, designed by award winning Raymond Loewy, with faired-in headlights, flush mounted spare wheel and a radio as standard equipment. Directly ahead was a stately 1936 Auburn 852 Speedster, sitting near a handsome 1932 Chrysler CL Imperial straight 8 convertible. Keep moving and you came across a Pierce Arrow with the distinctive headlights molded into the fender (and the little guy with the bow and arrow on the radiator cap). Maybe today's automakers should come and check out the 1914 Rauch and Lang electric car on display. They might pick up a few tips!

Dick Monroe was eyeing the yellow Cord, when our club expertise came into play as Bill Sherwood had a question regarding a fuel pump on a 1935 Brewster Body Ford. Dick stepped up to the plate and they both disappeared to check it out. As we all know, sometimes just talking through a concern can help resolve the problem, but I checked their hands for grease when they came back, and I'm reasonably sure they didn't tear anything apart.

It was reported that Phil Lyon was, once again, laying on the floor under the Pierce Arrow counting mufflers, but since I didn't see it, I won't repeat it. Jeff Wager had debated whether he should stay home and do yard work or come to the garage crawl. I'm happy to say he was smart enough to be with us and although he was fascinated with the pedal arrangement of the 1910 Buick, his favorite was definitely the 1934 Packard. That beauty is Bill Sherwood's favorite, too, simply because of the styling, the luxury, and the feel of the automobile.

The one that caught my eye was a cute little pick up truck that looked a lot like a car. In 1933, REO stopped building their Flying Cloud passenger cars and used the leftover parts to make pick up trucks. They weren't popular with the public and only 400 were made, of which only 25 are left today. There, at Stahls, was one of those 25, a 1936 REO Speedwagon pick up.

When Bill told me all these beauties were maintained in

running condition, I wanted to take one for a spin. We almost got that chance as Suzanne Cervi, Laurel Gottlieb, Terry Worful and I 'took to the road" in a 1955 Olds Rocket 88 convertible. Funny, even though the top was down, my hair didn't get messy. Maybe it was because the hood was up and it was parked!

A very rare 1957 Pontiac Bonneville, only 630 made, with mechanical fuel injection sat near a 1948 Willys Overland "Jeepster." There was a 1938 Packard Darrin, a 1921 Chevrolet 490 Roadster, 1935 Ford Model 48 Deluxe Station Wagon with its Iron Mountain wood components, a 1935 Chrysler Airflow C-1 Sedan, a 1931 Cadillac Model 355 V8 Roadster, and too many more to mention. All these beauties sat amid odds and ends of automotive memorabilia such as the Scientific Headlight Tester, the larger than life RCA Victor dog, metal and neon signs, antique gas pumps, oil bottles, Burma Shave signs, a drive in movie screen and a strange looking thing called a Calliope that looked more suited for a circus than an automotive museum.

The only thing that could take people away from these beauties was food. Pizza, soft drinks, and water were shared and the 2010 Garage Crawl season is now officially open. The crowd had a good time but if you were not able to join us, or would like more information, the Stahl Foundation can be found on the internet at [www.stahlsauto.com](http://www.stahlsauto.com) or contacted by phone at 586-771-7000. This was a great start to our spring / summer and well worth the trip. Thanks to Bill Sherwood for his time, and to Mike Fontana for making the arrangements!

**MORE PHOTOS ON PAGE 16.**

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## April Show & Tell: *Paper and Emphera* by Bill Timoszyk

The April Show and Tell was certainly an interesting one, mainly paper and emphera items, but a lot of good stuff.

Joe Newland brought us an original 1931 Ford Motor Car Dearborn area telephone book: 114 pages listing from Garage "A" to X-Ray Dept. Edsel Ford is listed as President.

A safety poster of a 1932 Ford V-8 with Henry Ford stating "Be safe, wear eye and ear protection" was brought in by Mike Fontana from the late Al Fontana's bedroom.



1931 Ford internal telephone book.



Mike Fontana with a 1932 Ford safety poster that hung in his dad's bedroom.

Richard Atkinson brought in a 32-48 Ford V-8 valve assembly tool.



32-48 Ford V-8 valve assembly tool.

Cole Grandy showed a 1933 Western Auto car parts and accessories catalog accompanied by a 1955 J C Whitney catalog as well as a 1951 Ford FoMoCo Brake Fluid container and 1960 FoMoCo Interior cleaner.



Some modern Ford products! 1951 brake fluid (l), and 1960 interior cleaner (r).

Mark Sapienz brought a Ford engraved silver sugar bowl from a Ford ship, circa 1942.



Sugar bowl from a Ford ship circa 1942.

Adrian Clements brought in some real neat Ford Dealer Albums, starting with 1952, a 1959 "All the Facts," and a 1975 "Color and Trim" book. These are some seldom seen pieces.



1952 Ford Dealer Album (l) & 1975 Color & Trim book (r).

Nick Zarkarian brought a 1956 Truckers Dispatch magazine and a 1952 Reliance Company parts catalog.



1961 Ford Press kit.

Greg Sanchez brought in a 1961 Ford Press Kit, all models including Thunderbird and Anglia, and a current small figurine of Henry Ford that was molded and made at Greenfield Village.

We all appreciate the owners sharing their wares. Thank you and see you next month!

## Brian's Tip: Valve Seals

by  
**Brian Kuta**

Today I will talk about valve seals. This discussion is motivated by a talk that I had with a friend after the last FMRCOA meeting. As we spoke, I told him about the two times I had been stranded because of valve seal failure.

Valve seals, sometimes called 'umbrellas,' are neoprene cup-like parts that are placed onto the valve stem to keep oil from running down the valve stem and into the engine. When the engine is relatively new, very little oil can actually make it down the valve stem but, as the engine ages and tolerances get a little looser, oil can go down the valve stems and into the engine.

Unfortunately, as the engine ages so do the valve seals, and that is when the trouble can start. Because of the constant hot and cold that valve seals are subjected to, they will eventually get very brittle -- virtually hard enough to stand on without breaking. When they get beyond that stage, they will begin to crumble and find their way down into the oil pan.



Old valve seals (l) and new Viton seals (r).

Once in the oil pan, valve seals can be sucked into the oil pump. This failure happened to me twice: once jamming the pump gears and breaking the distributor gear; and the other time causing the distributor shaft to snap.

Although most engines have a screen on the pump inlet, they also have what is called a bypass relief valve. This bypass valve will open when the screen gets plugged allowing the debris to jam the gears. The original concept is based upon it being better for the engine to get any kind of oil, no matter what its condition, then no oil at all.

If your specialty car has been around for years, and you notice that it's beginning to use some oil, and/or that you notice that tell tale puff of blue smoke upon start up, you may consider swapping the old seals out for new ones to avoid the inevitable consequences.

Today there are improved valve seals called the PC seals, or, better yet, what the newer OEM cars use: Viton seals. These newer seals are not effected by the constant hot/cold, and will surely eliminate these issues forever.

If you are a home mechanic, you can change these seals

yourself. Depending on whether there are 14mm or 18mm plugs in your vehicle, you can purchase an adaptor that allows you to pump compressed air into the cylinder, thus holding the valves up and in place. Having done this several times, make sure the piston is all the way up, so that it is impossible for the valve to drop completely into the cylinder. With compressed air going into the spark plug hole holding the valves in the up position, you then use a spring depressor and remove the keeper, retainer and spring. Take the old valve seal off and replace it. Then, in reverse order, reassemble and repeat this process for the other valves. Make sure that you are wearing your safety glasses on at all times as you do this!

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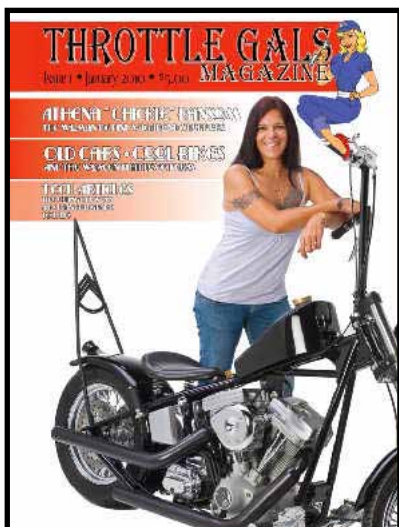
## New Magazine for Women Launched

Doni Langdon and two of her associates made a presentation about their new magazine at the April club meeting. Throttle Gals magazine, launched in January 2010, is all about the Woman, along with the ride that she races, drives, off roads and wrenches on. The ride will range from traditional hot rods, to choppers, Jeeps, trucks, different styles of race cars, dirt bikes, etc. This magazine focuses on the woman and her history with the vehicle, or her involvement in the automotive world. Occasionally, there may be a female friendly male builder or shop profiled, to give women a friendly place to go to. The home of Throttle Gals magazine is Shelby Township, MI.



The Throttle Gals' team at our April meeting. From left to right: Ashleigh Fitzgerald, Doni Langdon, and Trish Horstman.

Please let Doni ([doni@throttlegals.com](mailto:doni@throttlegals.com)) know what or who you would like to see profiled in their magazine! For more information, see <http://throttlegals.com/>.



Cover of the first issue of the magazine, January 2010.




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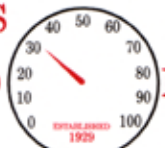
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## Postcards from the Past by Lou Ironside

This month we have an interesting postcard showing the assembly line at the Rouge plant. It is pretty easy to date when the photo was taken as the "e-brake" handle is in front of the gearshift lever on all the chassis. That would place the photo in the later 1928, early 1929 period. The photo is very clear and with a magnifying glass you can see much



Rouge Plant assembly line circa 1928.

of the detail on the chassis, and look at all the NOS. fenders hanging on the overhead conveyer.....wouldn't those be nice to have! One thing you notice is that the plant is spotless. Since Henry Ford was still alive I am sure this wasn't just done for the photo. However, my last assignment with GM was in a plant that only got cleaned when the general manager was going to visit--which was not too often I might add!

## The FMRCOA Roving Reporter: In Michigan & North Carolina

Several swap meets this month to report on: two in the Detroit area, and the other in North Carolina. On the 21<sup>st</sup> of March the East Side A's Model A Ford club held their 40<sup>th</sup> annual swap meet at Milne Ford in Macomb, MI. The weather was perfect, the vendor spaces were sold out, and the spectator count through the door was the best in the past 10 years. Money was changing hands and, as a vendor, I was very pleased both in selling some extra parts, and buying some I needed for current projects. This swap meet, which is always held at the end of March, is one well worth attending.

The following Saturday the Mustang swap meet at Village Ford in Dearborn was another good meet. The vendor spaces were all full, there seemed to be a good crowd most of the day, and again, as a vendor, I did very well. Like the Gorno swap meet in early March, many of the parts tended to be mostly for the newer Mustangs, but there were several vendors selling older Ford and Mustang parts. It is a nicely run swap meet

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which has served the Mustang community for many years.

Finally, I went to the Charlotte AutoFair at the Lowe's Motor Speedway in Charlotte, NC. This was my 26<sup>th</sup> year attending this meet, and, again, it did not disappoint me. I really found some good parts for the Model A (or A-Model as they are called south of the Mason-Dixon).

Again, the two outside fields were not full, and one has to wonder why they don't just combine the two and have one really nice full field. There were a few vendors that were 300 feet from the closest other vendor; needless to say, they did not get a lot of foot traffic. There were several thousand cars for sale in the car corral, but I did not see any real bargains, and pre-war cars were few and far between. There were a couple interesting projects that caught my attention such as a 1940 Ford convertible that was held together with C-clamps, floor laying in place, no door guts or top bows, and priced at little over \$10,000. I am quite sure the vendor took that one home!

This meet reminds me of Hershey about 25 years ago: lumpy grass and rocks to walk on, awkward layout, no close parking, and \$6 hot dogs. At least now Hershey is all on pavement ... doubt that will ever happen to the infield of the speedway. They announced that the Friday spectator count was the highest ever, and with the crowded aisles all day I would agree on that one. Not the closest meet to attend, but one of those that you have to attend at least once to say, "I have been there." See you at the swap meets.....

## Classified

April 2010

### For Sale


- 1980 Plymouth Volare two door Good shape best offer. 1947 Chris Craft 6 cylinder wood boat (speedboat) good shape, best offer. Jim Wandrie. 248-850-7724.
- Tonneau cover and hood deflector for Ford F 150 2004-2008. \$50 .Lowell Reams 734-455-4156
- 1937 Ford flathead 60 horsepower engine complete. \$500. 1990 Ford 4.0 V6 engine auto trans T case. \$500. Roger Hodyka 517-282-4738
- F100 fiberglass hood NOS passenger running board, pair of Buick leather bucket seats Bill Stanley. 248-652-2020.
- 8" center section with Maverick axles. \$125. Brian. 734-753-3788.
- 20 front and rear springs for flathead V8's 1932-1948 some covered. Charles Rivers. 248-446-1534
- 1999E 350 Chateau Club Wagon, 74000 miles, V10 quad captain's chairs, new tires, brakes, alternator, serpentine belt, battery, loaded. \$6500 Rob. 734-837-1891.
- "NEW" 1994 4.6 6 cyl V6 engine complete with engine


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harness, and PCM. \$1400. Nick 313-468-3687

- 1957 312 Interceptor came out of a Chris Craft boat. Low hours. \$600. Nick. 3313 468-368.
- Mustang (80's) rear tonneau cover roll up, gray. \$20. Mustang 14" wire wheel covers GC 4 @ \$50. 2- Vega piston assemblies. \$100. 1951 Chevy hood ornament. \$20. GM BC 2 bbl carb complete. \$25. GM quadra throttle 4 bbl plate. \$25. 1966 Ford / Merc original shop manual. \$40. Hank. 810-231-3184
- Garage sale 1949 and 1950 Ford and Mercury parts May 8-9 and 15-16 West side of Mound Rd South of 14 Mile Rd. Chuck Reynolds. 586-805-0248 or 586- 264-9256.

## Classified

March 2010

### For Sale

- 1955 312 CD2 restored heads and 292/312 CD7 4V carburetor and intake manifold. Gerry Radtke. 248-684-3408.
- '50 Merc. Carb and intake. Make offer. Wyatt Hazlett. 734-458-5493.
- New Ford pistons C80Z-6108-L.030 cast for 428 Cobra Jet. \$225. Complete air conditioning system for 1968 Mustang with big block. \$925. Scott Vorrath. 734-770-8519.
- 1934 Ford flathead V8 engine. Ran great when removed from car. \$900. Don Olson. 586-752-7919.
- 2 Ford Tractor 1948/54 hat box type rims with 13.6X28 Goodyear turf tires. Rims sandblasted, primed and painted silver. \$850. Don Olson. 586-752-7919.
- 1957 Ford Fairlane 500 H.T. Mostly original, floor pans no rust, minor rust on left rear quarter and front right fender at bottom. Rebuilt engine plus a 2<sup>nd</sup> engine that can be rebuilt, along with many, many extra parts. All in a package. \$15,000 or offer I can't refuse. Cliff Klaus. 734-536-7463.
- 1970's Ford front bumper guards (nos) (RH & LH) \$50. 1955 Ford window reg (rr window) (RH & LH) hardtop/convert \$45. 1957 Ford/T-bird RR taillights. 3-pair. \$30. (nos) 1979 Mercury HD/LP bezel (RH & LH) (nos) \$80. Peter Morris. 734-482-7414.

### Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- R.F fender and inner fender for '65 Ford Galaxie Ltd. 4dr. George Dutton. 248-356-4206.
- 1941 Ford front axle assembly. Wyatt Hazlett. 734-459-5493.
- 2005 Dodge Durango SLT silver color rear bumper plastic and passenger side running board. Rick. 248-310-4590.
- 1969 Torino convertible. Must be 4 speed. Prefer runner but will consider project car. William Bozgan. 313-278-8250 or 313-980-0028.
- 2 barrel carb for 390 tri power. Tom Vonmeyer. 810-765-4515.



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