

# The Rotunda Times



Volume 6 No. 8    *The Official Monthly Publication of the Ford & Mercury Restorer's Club of America*    August 2010

**Feature Vehicle:**  
**1969 Ford Custom 4 Door**  
owned by  
Patrick O'Hara



“This is the last time that this car will be on the road for a while,” Patrick O’Hara explained to me as we chatted at a monthly club meeting recently. Indeed, Patrick was about to put it in storage.

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**Ambrose Biondo Attends  
Chrysler Museum Gala Dinner**



Yes, that’s Ambrose in the center rear with his wife, Dianne, daughter Carolyn and her boyfriend, Randy Grassi to his right. Story on page 5.

**Club Picnic--Another Fun Event!**  
by  
Roxanne Fontana



Cars, boats, scenery, and friends. What could be better?

Lazy days of summer don’t exist when you’re in the classic car world. With spring and the first break in the weather, the calendars begin to fill, but we managed to squeeze in this *Continued on page 6.*

**Club at the Gilmore...an Outstanding Day!  
Photos & Story by: Vahan Nazarian**



A happy bunch on the bus to Gilmore!

The much anticipated, Saturday August 7<sup>th</sup> was here, and club members started arriving at St. Mary’s parking lot early. One MCI J4500, Cat-powered, tour bus was already staged and ready for boarding when I arrived at 7:05 am. Within 10 minutes Gene Johnson drove in with coffee and

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### Editor's Message



This month we thank Patrick O'Hara for the Feature Vehicle material, and Roxanne Fontana for her article about the Club Picnic. Our Gilmore bus trip was also well covered. We thank Van Nazarian for his article, and both Van and Debra Levasseur for the photos. I also took some video that you'll see in the future! Ed Goff provided us with the photo on page 4 of Dick Monroe at the International Flathead Show. Stay tuned for an article on that show. You guys have been great in supplying me with interesting material for the newsletter!

Thanks again our team of Staff Contributors for providing materials! We welcome Bill Gipperich as our new Club Historian, and thank Dave Cheklich for his many years of service! Bill is an excellent writer so we look forward to periodic articles on the history of our club.

My condolences, together with those of the Club, go out to the Chapp family. I, too, enjoyed working with Jeff on a number

## FMRCOA

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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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of occasions such as the Barn Show, and will miss him...

On a positive note, we welcome new advertiser AutoInsurance.net. For nearly 15 years, AutoInsurance.net has been making it easy for drivers to obtain free auto insurance quotes while saving money on premiums. They deal with multiple insurance companies and have a wealth of information on their website. Please visit it (<http://www.autoinsurance.net/>).

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## August 2010 Our 41<sup>st</sup> anniversary and still going strong!

First, thank you to Bob G. for filling in for me at our last meeting. I had an opportunity to do a gig with my ole partner on the TV show, Mr. Whoodini. It turned out to be a very enjoyable evening.

You should be aware by this time that the swap meet and car show turned out all right. Down just a bit, but we're okay. Mr. Weatherman did not help us at all on Sunday, predicting severe storms that didn't happen during the day but managed to keep our spectators and show cars to a minimum. A special thanks to each and every one of you for all your help. Thanks for all the teamwork!

Now that we've put the 2010 meet to rest we now start plans for 2011, our 42<sup>nd</sup> year. (Where has the time gone?) A lot of planning will have to be done if we want to hope for success. One of the main factors will be our costs. The economy is certainly not improving, which means we are going to have to watch our expenses, especially the \$6,000 cost for Wayne County Fairgrounds.

Be prepared for the Board Members to be asking you all to step up once again as we map out our strategy for 2011. The first thing is to always lock in a date. Can't print flyers or design a shirt without it.

Our thoughts and prayers go out to the Chapp family.... Jamie, Jim and Jean Chapp for the tragic loss of their husband and son, Jeff. Jeff was a long time member and only needed to be asked it was done. He will be sincerely missed by the Ford Mercury Restorers Club. A big thank you to all of you who went to the funeral home or attended the funeral. It was greatly appreciated by the family.

**Art Cervi, President**

### WELCOME NEW MEMBERS

#### Richard Shepard

154 Castlewood Dr.  
Brooklyn, MI 49230  
(517) 929-6847

*1930 Ford 4dr. Sedan*

*1950 Ford Custom Convertible*

#### John Durrant (Donna)

1107 Prince  
Milford, MI 48381  
(248) 685-7513

*1955 Mercury Montclair*



#### Frank Fenech (Laura)

17449 Doris  
Livonia, MI 48152  
(734) 425-0157

[further44@hotmail.com](mailto:further44@hotmail.com)

*1989 Ford Thunderbird SC*

#### Steve Wolski

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# The Rotunda Times



**YOUR CAR!**

## 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>Sept. 1</b>	<b>Club Meeting</b>
Sept. 9-12	Frankenmuth Auto Fest
<b>Sept. 26</b>	<b>Orphan Car Show</b>
<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>

Dick Monroe admires a roadster at the International Flathead Show in Ohio last month sponsored by Shadow Rods. Ed Goff and Vic Hollinghead also attended.



### A Note from the Treasurer

**A**ugust was also a somewhat busy month taking care of the remaining details of Dearborn '10. Although down a bit, we again did well at that event and I'd like to thank all of our members for their help!

Sometimes members ask or comment, "Why do we have so much money in our "treasury"? It really isn't that much when you consider that we spend \$1500-2000 in a typical month on our club meeting, newsletter, and other expenses. Our Gilmore trip cost the Club about \$2000 over what members contributed, and the Dinner Dance cost us (as usual) about \$8000 over what members contributed.

We also need to maintain a reserve: *what happens if it storms on the Saturday of our swap meet?*

Hope this helps!

**Steve Rohde, Treasurer**

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 6:30 PM with dinner.** And do bring a friend!



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## In Memoriam

**Jeffrey Chapp**  
**April 16, 1965 – August 8, 2010**

Our dear club member Jeffrey Chapp passed away in an accident at his home on Sunday, August 8.

Jeff loved cars and had been a FMRCOA member for about 15 years. He owned a 1936 Pontiac, a 1966 Ford Fairlane convertible, and a 1956 Amblewagon. Jeff always went to the Hersey and Charlotte swap meets, the Woodward Cruise, Greenfield Village events, and organized the Barn Show gathering for our club.

But this was only a small part of Jeff. "Jeff was a wonderful, unique person," commented his longtime friend Joey Abela. "He was like a brother to me," Joey continued. "He loved people, and would always be there to help them. He was the go-to guy in his neighborhood particularly for the children. He loved kids and even had an outside train at his home that he allowed the neighborhood children to ride."



Jeff was a regular float participant in the Santaland Parade held annually the weekend after Thanksgiving in Garden City. He entered the floats under the name of "Jeff's Mechanical Marvels."

"I really don't know anyone like him," Joey explained. "He was so creative and capable and at the same time such a people person. He had many, many friends." We saw this at the visitation and funeral where hundreds of people showed up, and the funeral procession was led by an entourage of old cars.

Besides cars and trains, Jeff also created some unique (Mechanical Marvels) custom bicycles that were displayed at Autorama the past several years, and he and his wife, Jamie, belonged to Freak Bike Nation, a group that restores old bikes.

Jeff's latest project was a powered parachute that would actually fly. Having been given a ticket to ride on one for his 40th birthday, Jeff apparently fell in love with these devices and decided to build his own "Marvel"!

Jeff is remembered as a caring person. "He would do anything for you," said Sandy Tartaglia, Jamie's aunt. "He was unique in his own way. If you were thinking of doing something, he always encouraged you to do it and enjoyed seeing someone's dreams come true."

We will all miss Jeff...



Jamie & Jeff Chapp at the 2007 Wison Barn Show.

## GALA DINNER cont. from page 1.

On July 24, 2010 Ambrose Biondo and his family joined a sold-out crowd of more than 570 guests attending the inaugural Walter P. Chrysler Legacy Gala benefiting the nonprofit Walter P. Chrysler Museum in Auburn Hills. The event celebrated 85 years of Chrysler heritage and honored four automotive and entertainment icons with the Walter P. Chrysler Legacy Award: Former Chrysler Chairman and CEO Lee Iacocca; "Tonight Show" Host and Car Collector Jay Leno; NASCAR Champion Richard Petty; and former Chrysler Design Chief Virgil Exner, who was honored posthumously and represented by his son (bottom right in photo) Virgil Exner, Jr. For more information, please see [www.wpchryslermuseum.org](http://wpchryslermuseum.org).



Beautiful Gala ticket was about 2.3x8 inches long!

## 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:

**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!**



## August 2010 FMRCOA Meeting Minutes August 4, 2010

It was another hot night for the August meeting but it didn't stop the 124 members from coming out. Art was not able to attend so Bob filled in and started the meeting at about 7:45pm. This was after a delicious dinner at 6:30pm and some "tire-kicking." We recited the Pledge and sang the National Anthem.



124 members attended the August meeting!

Bob began the meeting by presenting the new members with their member badges, and both the minutes from the newsletter and Steve's Treasurer's report were approved.

On a serious note, Bob reported that club member Clara Mooradian is in failing health and needs our prayers. Also, our condolences go out to John Miller and his family on the death of their son. Bob sent cards to both families from the club. Thank you Bob for caring!

We would like to remind you that the classified ads that are posted in our newsletter are free to club members and the cost for non-members is \$20 for 2 months. See Bob Guetschow if you have any questions.

The new 2010 membership roster is now available and many were passed out at the meeting. Please stop by and see Terry at the upcoming meeting if you did not receive your roster.

Bob announced that Bill Gipperich has accepted the position of Club Historian.

Guests at the meeting included Frank Fenech and another visit from Ambrose's friend Mike Krol. Welcome gentlemen.

Gene Johnson reported that all the plans are set for the widely popular Gilmore trip. It is sure to be a fantastic day.

The 2010 Woodward Dream cruise is set for August 21<sup>st</sup>. Bob Guetschow met with both the parts manager and the owner of Royal Oak Ford and presented them with a certificate of

appreciation and one of our newsletters. Spaces are limited so contact Bob if you are interested in attending.

Mike Fontana reported on the club picnic which was a big success. He also sold \$250 in club shirts. Mike thanked all of the folks who helped with the picnic. Mike is planning his daughter's wedding and is looking for a new host for next year's picnic. A big thank you goes out to Don Steinhagen for donating the model truck that was given to the Childrens Hospital.

Bob thanked everyone who helped out with this year's swap meet and car show. Overall the day went well. Terry reported that she and Laurel are stepping down from their roles in the car show and work roster. If anyone is interested in taking on the challenge, please let the club know. The crew leaders personally thanked their teams for their hard work and dedication. Many pitched in for multiple shifts and multiple days.

Members shared their recent car purchases during car talk. Club members presented their own show and tell items with the help of Cole Grandy as required.

After the 50/50 raffle, Bob adjourned the meeting. Till next time...

**Beth Marschner for Phil Lyon**

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### **PICNIC, cont. from page 1.**

year's FMRCOA picnic. Phil Lyon and Mike Fontana hosted this year at the Loon Lake Access lot on July 25, 2010. The day before the picnic, Mother Nature was in a bad mood and forced the crew to set up early on Sunday – but this is FMRCOA, and we can do anything.

Early, very early, Sunday, Phil and Mike were joined by several club members and friends to set up the tables, tents and coolers. In no time, tablecloths were taped in place and the ice was in the coolers. With the warm sunshine, light breeze, and the sound of water lapping at the shore, the scene was set. Once again, club members proved they know how to party.

The weather had some of our members second guessing their decision to bring their classic car but by the end of the day, we had a nice showing of club cars and their people. Jack Krompatic took charge of the parking and did a fine job of telling everyone where to go. Roger Hodyka arrived in his 1927 "T" after driving all the way from home in Perry. Normally, a 45 minute run, it was closer to 90 minutes with the "T." Roger must have known there was food waiting!

Cap'n Mike Fontana fired up the pontoon boat for lake cruises, but this year, he had competition. Gene Johnson brought his beautiful Bayliner and we all took turns zipping around the lake. Cap'n Mike held up pretty well against the wake from Cap'n Gene – but sorry, Mike, no you cannot have another boat.

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## Meet the New Members by Terry Worful



I'm Frank Fenech and was born on October 29, 1959 in Lincoln Park, MI. I'm a tool and die maker, and a CMN operator.

My first car was a 1968 Mercury Cougar and I started collecting Cars in 1975, with a Mercury Cougar XR7. I also collect old Schwinn bikes.

If I could have another car other than a Ford, it would be a Chevy or a Pontiac or a 1965 Buick Riviera for sentimental reasons. They are all just good old fashioned American metal!

I joined the FMRCOA to enjoy being around the classic cars.



Hi! I'm Steve Wolski and was born on Sept 12, 1940, in Detroit. I'm retired from Ford Motor.

My first car was a 1950 Ford and my first collector car was a 1936 Ford.

If I could have any other car other than a Ford it would be a Cadillac, or a 1965 Pontiac GTO because, back in 1965, it was the cool car to own. I work on my own cars.

**Steve Wolski**

## John Durrant (no photo)

I'm John Durrant and was born January 6, 1953 in Detroit. I work at Auto Value.

My first car was a 1959 Angelia. I bought my first collector car, a Chevy El Camino, in 1988.

Since working on my cars fills my time up, I have no other hobbies. If I could have any other car other than a Ford it would be a 1953 Cadillac because I like those big old fins and the shape!

Jerry Worful twisted my arm to join the FMRCOA.



## PICNIC, cont. from page 6.

By 1:00 p.m., The Road Kill Café was open for business with Dick Monroe manning the corn on the cob and Mike McLennan at the grill for the hot dogs. The dishes everyone brought to share were opened, the fried chicken arrived, and it was time to eat. I have a suspicion the guys made suggestions of what they wanted -- 80% of the dishes were desserts!



Above: What a beautiful location for a picnic!  
Below: Nice glove Roxanne!



The time flew by with members, family and guests all enjoying the afternoon by the water. Thank you to everyone who helped set up and clean up. Good food, good friends and good times – that's what it's all about!

**MORE PHOTOS ON PAGE 16.**

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# The Rotunda Times

## FORD CUSTOM *cont. from page 1*

This Ford is really an O'Hara "family" car. Patrick bought the car new for his father at John Mach Ford in Northville closed (which closed about 8 yrs ago) on September 5, 1969 for \$2750 right off of the showroom floor. Two months later,



The unrestored hood compartment.

in November, Patrick picked up his newly born son, Michael, from the hospital in it. Then, eleven years later, it was the first car driven by Michael! (A bit young!)

The car has not been driven much over the years. It currently has about 112,000 miles on it and is now driven only about 500 miles a year for pleasure.

The Ford is "strictly original and mechanically sound" according to Patrick. "In fact, it still has three of the original four headlamps," Patrick continued.

In 1994 Patrick had new lower quarter panels put on his Ford and the lower half painted. Other than that, only routine maintenance has been performed.

Patrick has been a club member since 1995. He has a wife, Rosemary, a son, Mike who is also a club member (as is his brother Daniel) and a daughter, Theresa.

Patrick was a realtor for many years. Then, in 1999, he and Mike started driving limousines on a part time basis. Subsequently, in 2002, they bought some cars and started M&P Limo, one of our advertisers.

Patrick is also a member of the Knights of Columbus and is a former Grand Knight. In addition, he worked for the Knights of Columbus State Council.

## CZ Safety Series: *Ground Fault Circuit Interrupts*

With the tragic accidental death this month of club member Jeff Chapp, I thought that it would be good to focus on a topic involving electrical safety and chose Ground Fault Circuit Interrupters (or GFI's as they are commonly called).

A GFI is an automatic device that offers personal protection against electrical shock. They are installed in areas where known electrical shock hazards exist: outdoor outlets and fixtures, swimming pools, saunas and hot tubs, outlets in kitchens, basements, bathrooms, and garages and barns. Wherever there is the potential for contact between a person and an electrical appliance in or near moisture, water, or water pipes, a GFI should be protecting the circuit... and you!

Inside of a GFI is a sensor that detects changes in current to the appliance by comparing the current flowing **to** the appliance and the current flowing **from** the appliance. A drop off in the current equivalent to about 5 milliamperes turns off all power by tripping a relay within the GFI within a few hundredths of a second. You might hardly even feel the shock, it happens so quickly!

However, there is still a danger since 5 milliamperes can cause a "jerk reflex" or spasm in the muscles. This is not too bad if you are standing on the ground but potentially dangerous if you are on a ladder or roof.

The three basic types used in homes are the **GFI outlet**, the **GFI circuit breaker** and the **portable GFI**. All perform the same function each has different applications and limitations.

The **GFI outlet** is intended as a replacement for a standard electrical outlet. It protects any appliance plugged into it, and can also be wired to protect other outlets that are connected to it.

The **GFI circuit breaker** controls an entire circuit, and is installed as a replacement for a circuit breaker on your home's main circuit board.

There is also a **portable GFI** that is often used by contractors. It's basically an extension cord with an outlet box containing a GFI outlet at the end.

All GFIs, whether local or central, have two testing-related buttons on them. One button is appropriately labeled TEST, and one is labeled RESET. Turn on an appliance or light fixture connected to the GFI. Press the TEST button, and the appliance should immediately turn off. If it does not, either the GFI is miswired, there is a problem with other wiring in the same circuit, or the GFI has malfunctioned and should be replaced. Pressing the RESET button will restore power to the appliance or circuit.

The easiest way to troubleshoot a GFI is to obtain a GFI tester, available at most hardware stores. It plugs into the GFI outlet, and will supply you with a "snapshot" of your connections, indicating wiring problems and/or the condition of the GFI.

In closing, I encourage each of you to check your work areas. My garage was built about 20 years ago and does not have GFI's. I plan to install them very soon!

For more information, please see

<http://ezinearticles.com/?What-Does-a-GFI-Do---Electrical-Problems&id=1259368>

<http://www.naturalhandyman.com/iip/infelectrical/infifi.html> .



**GFI Tester.** It'll tell you if a circuit is GFI protected as well as if the GFI is working.

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## GILLMORE *cont. from page 1.*

doughnuts from the Looney Baker, and by 7:29 am the second, National Trailways, MCI J4500 coach arrived. Departure for the Gilmore was scheduled for 8:00 am.

Members were lined up for their morning “kick-start” of coffee and doughnuts, and at 8:00 am our two buses left for Hickory corners. A stop at the Ann Arbor Meijer’s parking lot was made to board additional members for the day’s adventure.

The ride westward was smooth, and our bus was entertained with car videos during the trip.

Before we knew it, we were leaving I94 and heading north through Ralston and Post cereal country. Soon we made a left turn at downtown Hickory Corners onto westbound Hickory Rd. Voices on our bus started echoing, “Are we there yet”, and in fact we could see the Museum grounds on the left. We turned left into the Gilmore events grounds and were immediately greeted by Brenda Bender, the Gilmore events coordinator directing our buses to their designated parking spots. From the bus windows we could see the Museum campus was covered with people, cars and vendors. Excitement was high, and members could not wait to get started.

As soon as I got off our bus I spotted Mike Spezia, Executive Director of the Gilmore checking with Brenda to make sure everything was going according to plan. I was able to grab Mike, Brenda and Steve Rohde for a quick photo in front of our bus.

I had a guest with me, Mr. Tom Wigley (owner of Wigleys Corned Beef at the Eastern Market, and a true “car-nut”) so we started to explore the sights. By that time most of the club members had headed for parts unknown, checking out the swap-meet, the red barns dotting the campus where the permanent collections are housed, and the huge car show that took over all the grass in sight. I had to see Jane Van Der Slik, who manages the Gift Shop, just opposite the restored Shell gas station, so we headed in that direction. The streets were filled with classics, driving all around and the Shell station was “open-for-business”.

From there we headed toward the car show at the west end, where the wooden boats were displayed, passing club members everywhere we turned. Among the rare or seldom seen cars were flashbacks of the days when I was chopping, channeling and engine-swapping my own street rods, and street-racing up and down Woodward Ave. Much harder to do today... too

many cars!

After walking through the cars and boats at that end we headed for the featured exhibit of stock car racing located in the “S” Barn & Annex building. Entering the barn I could immediately see that the exhibits had all been changed since the last time I was here. The Gilmore constantly moves exhibits around so that each time you visit seems like the first time. This is a lot of work for you, the visitor, to enjoy the experience of the Gilmore.

Moving to the Annex, where the stock car exhibit was displayed, we went past some of the cars that the Gilmore had rescued from old Fort Wayne. Cars that had been donated to the Detroit Historical Museum by manufacturers and wealthy patrons over time were stored in “cocoons” at old Fort Wayne. These rare and precious examples of automotive history became forgotten and ill cared for by the dysfunctional City of Detroit. Mike Spezia rescued about a dozen of these cars, and we walked by the Rickenbaker (named after WWI flying ace, Capt Eddie Rickenbaker) on our way to the Annex.

From the Annex we made our way to the newly-opened Franklin “Dealership” building, erected by the Franklin club to showcase Franklin’s largest dealer, located in California.

The exhibit is a masterpiece, displaying some extremely rare Franklin automobiles, and rare memorabilia. The one Franklin I thought was outstanding was the V12, supercharged grey sedan. Elegant pin-stripping around the windows set this classic off!



Steve, Brenda, & Mike in front of bus.



Air-cooled Franklin Engines.

Leaving the Franklin “Dealership” through its “front door” landed us in the middle of the swap meet. I just wish I had time to go through the booths but there still were six barns to go. The Pierce Arrow collection was next on the path, and what a collection it is. Distinctive headlights were a tell-tale mark of the Pierce Arrow during much of its run. The later 30s tu-tone “coupe” was massive yet elegant. Pierce started with a partner building gilded bird cages, and today builds fire engines.

The Barrett barn was next, with its Tamaroff collection of mascots displayed, along with Cadillacs, Roll-Royce and Stutz. Back in the rotunda section were more beautiful classics like Deusenberg, Lincoln, Jaguar and Auburn.

Looking at the time, while walking out of that barn, I discovered

*Continued on page 12.*

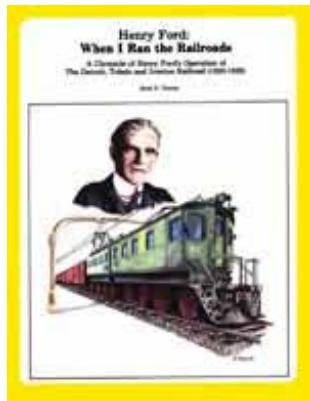
## August Show & Tell: Paper & Toys Again

Larry Wolohon brought in a copy of the unique book "Henry Ford: When I Ran the Railroads." It is the only book ever written exclusively about Henry Ford's fascinating railroad ventures operating the Detroit, Toledo & Ironton Railroad between 1920 and 1929.

This book explores such topics as railroad electrification, labor relations, traffic relations and Ford's efforts to thrust the railroad into a position as a primary function of the automotive assembly line, years ahead of his time.

Ford was challenged by competitive railroads and strangled by government regulations in a most unstable era in American transportation history.

Cole Grandy, as usual, brought in a plethora of items including a 1966 Ford high performance parts and tune-up catalog, a 1970 Boss 302 6 page brochure, and 1965 and 1973 Stewart Warner catalogs. He also came equipped with seven current hot wheels cars!



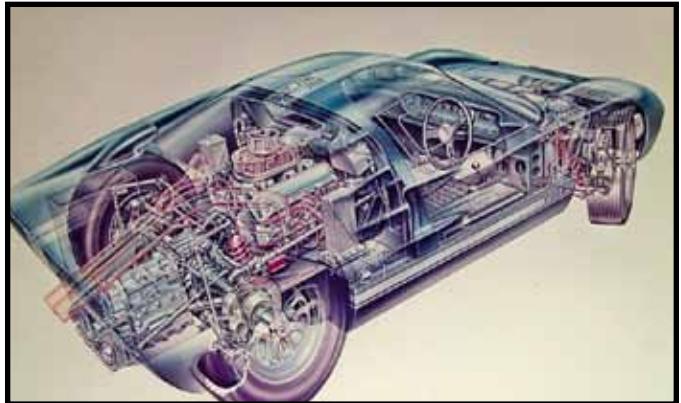
Book cover.



Mostly Cole Grandy's paper and toys.

Dan Matakas displayed a 1961 original Ford owner's manual.

Nick Zakarian brought in a beautiful 1967 Ford GT40 Mark IV cutaway from the Ford Design Studio. The Ford GT40 was a high performance sports car and winner of the 24 hours of Le Mans four times in a row, from 1966 to 1969 (in 1967 with a different body, though). It is so far the only car, built by an American company, to win overall at this prestigious event. It was built to win long-distance sports car races against



1967 Ford GT40 Mark IV cutaway.

Ferrari (who won at Le Mans six times in a row from 1960 to 1965).

The car was named the GT (for Grand Touring) with the 40 representing its overall height of 40 inches (1.02 m, measured at the windshield) as required by the rules. Large displacement Ford V8 engines (4.7 L and 7 L) were used, compared with the Ferrari V12 which displaced 3.0 L or 4.0 L.

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# The Rotunda Times

The Mk. IV ran in only two races, the 1967 12 Hours of Sebring and the 1967 24 Hours of Le Mans but won both events. The installation of the roll cage was ultimately credited by many with saving the life of Mario Andretti, who crashed violently in a Mk. IV during the 1967 Le Mans, but escaped with minor injuries. Unlike the earlier Mk. I, II and III cars, which were entirely British, the Mk. IVs were built in America by Shelby. A total of 6 were constructed. For more information, please see [http://en.wikipedia.org/wiki/Ford\\_GT40](http://en.wikipedia.org/wiki/Ford_GT40).



Ford GT40 Mk IV in Henry Ford Museum.

Ambrose Biondo brought in the stunning Chrysler legend Gala photograph (page 1).

## Brian's Tip: Carburetor Whistle

by  
Brian Kuta



It's OK to whistle while you work, but a whistle coming from under the hood of your vehicle is not only annoying, but is also a source of embarrassment at times. It seems that the 351 and 400 two barrel carburetors had this tendency more than any others, and I came across a list of carburetors that are culprit to this issue. The suspect 351's are: D8AE-9510-TA, UA, ADA and AEA. The suspect 400's are: D8OE-9510-CA and HA.

Now comes the hard part, and that is finding the Ford parts counter that will have Part No. D5VZ-9D597-AA power valve rod, and N383191S expansion plug, plus a new standard carburetor base gasket. When you have the parts, remove the carburetor and turn it upside down. There is a small expansion plug in the bottom of the base (like the one you bought) directly at the end of the EGR tube. Remove it, slide the rod into the hole, replace the expansion plug and install the new base gasket. And the whistle is gone!

## EDITOR cont. from page 2

### We still need more Feature Vehicle and other articles.

If you want to report on an event that you attended, let me know. 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

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# The Rotunda Times

## GILMORE cont. from page 9.

it was already 3:25 pm, and our buses were scheduled to leave at 4:00 pm. Needless to say we headed for the motor coaches. Dinner at the Old Country Buffet in Jackson was the next stop, and it was handled efficiently and seamlessly. After dinner we made our way back to our respective coaches for the ride back home. Arriving safe and sound, with some daylight to spare we all shared a very delightful experience at the Gilmore. On Monday I received e-mails from Mike Spezia and Brenda Bender thanking us for our visit to the Gilmore and their expressions of concern that everyone enjoyed the day.

Visit: [www.seehere.com/carshots/fmrcoagilmore2010](http://www.seehere.com/carshots/fmrcoagilmore2010) for more photos.

MORE PHOTOS ON PAGE 16.

## Postcards from the Past by Lou Ironside

This month we have an unusual postcard which I found at an antique shop in Mason, MI. It is a large card measuring 4" high, and nearly 9" long. It shows a brand new 1933 Ford deluxe roadster, and 12 drivers. The card reads: "Edsel Ford's 400 mi. prize and the competing drivers." We know it isn't the Indy race, as that is 500 miles, so we might assume that it is one of the many "roadster" races that were popular at the time. Since nearly all the drivers are smiling, this photo is before the race when they all had a shot at the prize. After the race, only one driver would be smiling!



Unusual 4"x 9" 1933 Ford Postcard

In the quarter panel we can see the reflection of one car that says "Miller-Ford" and the first number "5." The reflection of the photographer blocks the second number. There are also some letters reflected under the door handle, but the distortion is too bad to read them.

The front license plate is 1933 but state is unreadable. But, it is not Michigan as it is a dark color and Michigan 1933 plates were off-white. Notice that the car is really "decked out with whitewall tires and a metal tire cover. Wonder which of those 12 men got to go home with that prize, and what a prize it was!

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# The Rotunda Times

## The FMRCOA Roving Reporter: *At Dearborn '10, Ohio, & the NSRA Nationals*

**A**lthough several articles were in the last newsletter about our own FMRCOA swap meet, I wanted to add my two cents worth. As a vendor, I was very pleased this year, and had one of the best years in a long time. Things went well all weekend, so when you see one of the many people who worked so hard on the meet, tell them "THANK YOU!" Too many times we forget the long hours they spent before that three day show. For several of our members it is a year long job keeping our swap meet one of the best in Michigan. So, from the Roving Reporter....a BIG THANK YOU for all your hard work!

On August 1<sup>st</sup> I attended the one day swap meet in Randolph, OH. It was down on vendors from past years, as there were quite a few vacant spaces. The old car parts (pre WWII) were in short supply, but the 50's thru 70's parts made up for it. Everyone in our party found a few items, and the van was full on the way home. There are three swap meets held in Randolph every year, late spring, summer, and fall. I was told the spring meet was much bigger, so next year I will try to attend that one to see the difference, and maybe buy some more needed Model A parts.

Finally, the “big one” (no, not Hershey) but the NSRA nationals in Louisville, KY. Although a long drive, the joy of seeing almost 10,000 cars, and a huge swap meet made up for the hours on the road. The car count seemed to be down this year as the highest registration number we saw was in the 9500 range. However, all the empty space that we saw last year in the swap meet was full this year. I guess that people have gotten use to the \$200 per swap space, and came back. Of course, the prices they ask on swap items more than made up for the space increase! How about a 46 Mercury woodie wagon that had been in a fire...priced at \$45,000. Or a 1932 Ford Cabriolet (body only) that used to be a stock car for \$26,000. There were a few bargains, but they were hard to find...but as the weekend went on the prices started to drop rapidly. In the sea of street rods and some restored cars, my favorite was a 1936 Ford touring car towing a 1932 Ford roadster race car on a trailer. You just don't see things like that every day!



**A fire damaged '46 Mercury woodie wagon for \$45,000!**

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The image features a large, bold title "Cruis'news" where "Cruis'" is in black and 'news' is in red. Below it is the tagline "The Publication for All Car Buffs". To the right is a black and white photograph of a light-colored 1953 Ford Customline car. On the left, there's promotional text: "13 month subscription \$22." and the phone number "586.826.8989" followed by the website "www.cruisnews.com". The overall design has a classic, automotive-themed aesthetic.

An advertisement for Ultra Luster Waterless Car Wash Technology. The top half features the brand name "ultra Luster" in large, stylized letters, with "ultra" in red and "Luster" in white. Below it is a red horizontal bar with the words "WATERLESS CAR WASH TECHNOLOGY". The middle section contains the text "CAR WASH and PROTECTIVE GLAZE" in large, bold, black letters, followed by "Spray... Wipe... Buff" in a smaller, cursive font. To the right is a red classic station wagon. The bottom left contains contact information: "Jerry Laho", "Independent Distributor", "Westland, MI", "Cell: 734.637.0280", "Email: nascar241522@yahoo.com", and "www.ultraluster.com/jumpin".

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# The Rotunda Times

## Classified

August 2010

### For Sale

- 4 Alum. wheels/94-96 Impala 17". Never in snow. Excellent condition. \$150 each o.b.o. Phil Lundy. 734-455-4438.
- 1979 Thunderbird. Florida car. 28,000 miles. \$9,500 o.b.o. Ken Toth. 734-516-5255.
- 1976 Olds Cutlas buckets and console. 90% restored. \$7,500 o.b.o. Pat O'Hara. 313-999-8725 Wed – Fri.
- 1972 Mustang Convertible with Mach I trim, 351c, auto, a/c, ps/pb/pw, southern car. \$14,900. Howard Voigt. 734-944-6930.
- 1991 Cadillac Allante, red/black interior and top, 49K original miles, western car. \$13,900. Howard Voigt. 734-944-6930.
- 1959 Ford 292 engine complete but apart. \$100. Gary Holmstrom. 313-277-3475.
- 1965 Comet Caliente Convertible. Red w/black. Asking \$15,000. Linda Dicks. 734-426-4997 or 517-605-5744.
- 1995 Ford F150 lightning truck. Black/gray, 351 w/auto, 1st generation SVT lightning. Low original miles. Less than 25K. \$11,500. Greg Sanchez. 313-382-4420.
- One pair clear lens 6 volt fog lights w/brkts. Very bright, VGC. \$100. Ambrose Biondo. 586-216-5234 or 586-274-4530.
- Fulton sun visor, all hardware. \$300. 49-50 Mercury 3 speed transmission with bell housing. \$100. Miscellaneous 50 Mercury chrome. All good. Ask price. 63-64 Ford rotunda tach used on sprints, cyclones, fairlanes & XL's. Rare. \$400. Gary Sharkas. 734-525-3652.
- 49-51 Mercury subframe. \$100. Lynn Goodwin. 248-860-6676.

### Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- Set of cruiser skirts. Hank Dawson. 810-231-3184.
- 1970 Mustang Boss 302 engine, complete. Howard Voigt. 734-944-6930.
- 1949 license plate from Michigan. Prefer farm or commercial vehicle for use on an un-restored truck. Gordon Michael. 248-548-3775.
- Schwinn Bicycles. Vintage 1960-70. Schwinn 20"-24"-26" stingrays parts. Greg Sanchez. 313-382-4420.
- 6 Volt overdrive relay mounts on firewall. John Miller. 313-891-2640 or 586-756-4279.
- Looking for fuel gauge for 1934 Ford BB-V8 truck. Tom Gehringer. 313-386-2310.



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### For Sale

- Pertronix electronic ignition for Ford V-8. New, never installed. Paid \$78, will sell fr \$60. Bob Munson. 517-675-7277 or email [rmunson45@gmail.com](mailto:rmunson45@gmail.com).
- '67 Corvette hood with scoop. \$100. 391 Ford Truck engine. Never run since rebuild. John Miller. 586-756-4279 or 313-891-2640.
- '67 Ford Fairlane Ranchero rebuilt 289 motor /w 302 trans. Rebuilt frt. end 5 speed O.D. trans. New 1" frt sway bar. New clutch vintage air. New tires. New seafoam green paint inside and out. Asking \$16,000 or best reasonable offer. Jerry Keral. 989-793-7656. Saginaw, MI (paid ad)
- 1970-71 Torino Gt hood. No rust. \$150. 1938-48 American Lafrance fire engine bed, no rust. 1975 Lincoln Continental 4dr, bumpers, no rust, will separate. \$150. Roger Hodyka. 517-282-4738.
- 2001 Ford Explorer sport-trac bed cover. New. \$75. 4-16x8 Ford chrome truck rims, new, caps, 6-5 1/2" bc. \$100. Roger Hodyka. 517-282-4738.
- 1993 Ford Ranger 4.0 V-6 engine, trans, 4wd drive unit, 5-spd. \$500. Roger Hodyka. 517-282-4738.
- 239 y block+60 complete mtr. \$300. Mike. 313-561-1251.
- '66 Ford custom 500 (full size) 2dr sedan. 289, 4V, C6. White body, blue interior. Florida car. \$5,000. Bob Koaths. 313-291-2188.
- Set of 14 6 white with red & blue stripes. Wheels 'USA' made with chrome center hubs. Hank Dawson. 810-231-3184.
- Columbia 2 speed rear axle for 1946-48 Ford. Includes RH rear axle housing. All gears. Speedometer speed changer. Engine vacuum fitting. Installation instructions. No authentic controls but a simple 2 way vacuum valve will work fine. \$1,000 firm. You pick up. Larry Colwell. 248-646-1537. (paid ad)
- '79 T-Bird. All original 3-tone beige and cream and gold paint job; and a gold leather interior. Car is from Rick Smith's National Parts Depot collection. 28k miles. Full power, A/C, etc.. \$9,900 obo. Call Ken Toth at 734-516-5255.
- '69 Ford Fairlane 500 2dr fast back. 302 V8 3 sp man trans. Restored in 2001. White w/blue top. \$13,800 or best offer. Carl Braun. Brighton. 810-229-3316. (paid ad)

### Wanted

- U1932 to 40 rear truck fenders. Roger Hodyka. 517-282-4738.
- 42-48 Ford skirts. Roland Arndt. 248-478-7942.
- 1955/56 rear bumper. Hank Dawson. 810-231-3184.
- Rear seat head rests for 2005 Escape. Gordon Michael. 248-548-3775.

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