

The Rotunda Times



Volume 6 No. 3 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America March 2010

Feature Vehicle: 1948 Ford Super Delux Tudor Sedan owned by Larry Wolohon



“I remember when my neighbor, Bob Krause, brought the '48 Ford home in 1998 after he purchased it. This brought back memories of my dad's good friend who had a 1946 Ford Tudor sedan. We were talking and he noted at the time that getting some of the tune up parts for a 50 year old car were not available at most auto parts stores today,” commented club member Larry Wolohon as we chatted. His neighbor then told Larry that he was going to put a Chevy

Continued on page 8.



Larry's model train layout also contains 1948 Fords!

California Dreamin' by Roxanne Fontana



Mike & Phil outside Building holding race cars at Pomona. Sunshine, warm breezes, blue sky, green grass and, of course, cars! That's what I was promised when Phil Lyon's sister, Barbara Johnson, invited Phil, Mike and me to spend a

Continued on page 9.

The Detroit Autorama... Then and Now Story by Vahan Nazarian Photography by Vahan Nazarian & Debra Levasseur



Club members Dale and Debbie Levasseur stand proudly in front of their '70 Cyclone Spoiler that took 2nd place in the 70 Restored class at the Deroit Autorama.

Remembering back to the early years of the Detroit Autorama (which started in 1952), I saw many hot rods and customs displayed on the main floor then, that are now

Continued on page 7.



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Editor's Message



This month we thank Larry Wolohon for the Feature Vehicle material, Roxanne Fontana for her article about the trip to California that she and Mike and Phil Lyon took, Vahan Nazarian for his perspective on the Autorama, Debbie Levasseur for her photos, and Denise Rohde for the President's Page banner. And, as usual, thanks again go to our team of Staff Contributors for providing materials.

This month we also included an article about one of our advertisers, Ferndale Auto Radiator. It was very interesting to visit Ferndale and talk to its owner, Mel Koykka. In future issues of the Rotunda Times we will visit other advertisers. And speaking of advertisers, I'd like to welcome "Car Buff Vehicle Detailing & Appearance Restorations" located in Plymouth, MI; and "Brassworks" in California as new advertisers. Brassworks makes early Ford and Mercury radiators.

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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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Also note that there isn't a safety article this month. We will continue these next month.

We still need more Feature Vehicle articles and more other materials including articles and photographs.



March 2010

Our 41st anniversary and still going strong!

Our March meeting was another good one! Once again the house was full. We even had a couple of snowbirds return. Seems that in many cases around the country the weather was cold in the “supposed to be warm” areas, leaving some very disappointed travelers. Kind of warms our hearts doesn't it?

We had a couple of guests drop in, and during our “Car Talk” each spoke a little bit about their business. Rich Uroda spoke on detailing for your auto, and Pat Sajdak talked about his fabricating shop. They seem to be very impressed with FMRCOA and Rich took out an ad with us.

I would like to mention here that some of you - for various reasons, e.g. heavy schedules, live too far away, etc. - cannot attend our meetings but would still like to attend our garage tours and other club events and would like to know when these events are. 95% of the time these are posted in your newsletters well in advance. For instance, we have two such events coming up - one on April 17 to the Stahl Museum and a bus tour on August 7 to the Gilmore Museum in Kalamazoo. And then there's the American Speed Open House that we've been invited to on May 15. In addition, we are working on the logistics of doing a mass e-mailing to also let our members know of upcoming events. We certainly don't want to leave anyone out. First and foremost, make sure when you get your newsletter that you look for upcoming events, then mark your calendars! **Please see pages 4- 5 for more details about our events.**

Once again, lest I sound like a broken record, it's not too early to sign up for our swap meet July 17th and 18th at the Wayne County Fairgrounds. Its success depends directly on you and your participation. Please get involved. It's the swap meet that allows us to meet where we do and put on the various club events throughout the year.

Art Cervi, President

WELCOME NEW MEMBERS

Diane Duszynski

29114 Greening
Farmington Hills, MI 48334
(248) 851-3532

Jerome Robinson (Lynn)

8525 Dixie Lane
Dearborn Heights, MI 48127
(313) 730-0400

*1953 Ford Customline
1966 Ford Fairlane 500 XL*

Gail Witt (Bob)

26946 Jennifer Ct.
Redford, MI 48239
(313) 937-1264

Mark Gallo

43065 River Bend Dr.
Plymouth, MI 48170
(734) 748-9638
mjgallo57c@yahoo.com

1971 Lincoln mark III



Art presiding at the meeting!



2010 FMRC 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!*

April 7	Club Meeting
April 17	Stahl Museum (see page 5)
April 24-5	RM Auction
May 5	Club Meeting
May 2	ACS Relay for Life Car Show
May 15	American Speed Open House
May 24	Memorial Day Parade
June 2	Club Meeting
June 6	Wilson Barn Show
June 6	Orphan Car Show
June 19-20	Motor Muster
June TBA	Downriver Cruise
July 7	Club Meeting
July 10	Cruisin' Michigan
July 17-18	FMRCOA Swap Meet and Car Show
July	Club Picnic TBA
July 24	Telegraph Cruise
August 4	Club Meeting
August 7	Gilmore Museum Trip (see page 5)
August	Dearborn Homecoming TBA
August 14	Woodward Dream Cruise
Sept.	Overnighter TBA
Sept. 1	Club Meeting
Sept. 9-12	Frankenmuth Auto Fest
Oct. 6	Club Meeting
Oct.	Color Tour - TBA
Nov. 3	Club Meeting
Dec. 1	Club Meeting
Dec. 11	Christmas Walk-Greenfield Village



YOUR CAR!

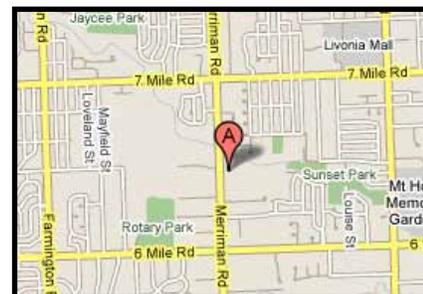
The Rotunda Times would like to feature your old car or truck in an upcoming issue. We are interested in how you came about finding your vehicle of choice, and what you have done to enhance its beauty, and / or mechanical condition. Simply mail or e-mail us your article accompanied with a photo to:

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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!).

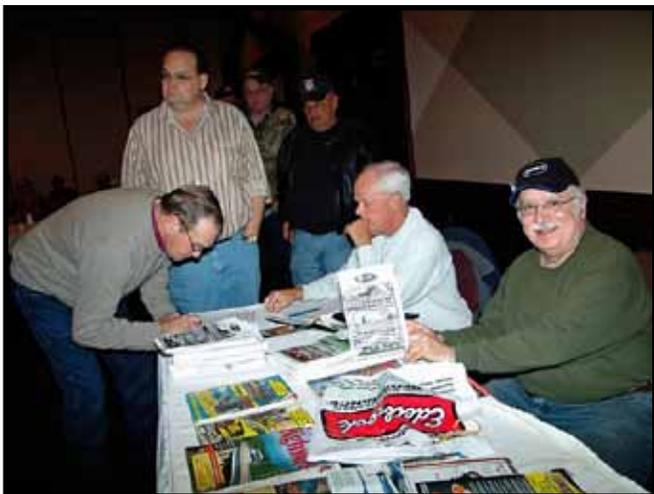
Meetings are on the first Wednesday of each month and begin at 7:30 PM. And do bring a friend!



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Gilmore Tour Filling Up – Register Soon

At our March meeting 78 members signed up for the Gilmore Tour, and there is only room for 112 club members on the two buses. 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 April meeting. Those who pay and must cancel later will get their \$20 back. 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.



Gene Johnson & Van Nazarian sign people up for the Gilmore trip at the March club meeting.

Stahls Classic Car Collection Tour Scheduled

A trip to the Stahls Collection has been scheduled for April 17th. We will meet at and tour the museum from 10 AM until 1 PM with lunch being served around noon. The museum is at 22960 Industrial Drive West just east of I-94, north of 9 Mile Road in St. Clair Shores. Please call Mike Fontana or see www.stahlsauto.com for more information.

Volunteers Still Needed for the DEARBORN '10



Laurel 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. Please call her at 734-525-

8445 or email her at lcgottlieb@sbcglobal.net to sign up.

A colorful advertisement for the 4th Annual DEARBORN '10 event. The text reads: "4th Annual DEARBORN '10 Saturday & Sunday TWO BIG DAYS JULY 17th & 18th SWAP MEET, CAR CORRAL & FREE CAR SHOW". It specifies that the car show is on Sunday for all makes, street rods, customs, original & restored cars. The location is Wayne County Fairgrounds, Belleville Rd. (Exit 190) & I-94, Van Buren Twp., MI. The site opens at 6:00 am, rain or shine, for \$5/day. It is sponsored by Varsity. The event includes a Swap Meet & Car Corral on Saturday & Sunday, and a FREE CAR SHOW on Sunday, July 18th, with paid admission. A picture of a classic car is shown on the right. Contact information for Bob (248-328-9113) and Terry (313-271-2917) is provided, along with the website www.fmrcoa.org for registration forms.

Meet the New Members by Terry Worful



Jerome Robinson

Hello, I'm Jerome Robinson and was born on Feb 21, 1960, in Wayne, MI. I'm a jeweler. My first car was a 1962 Chevrolet and I started collecting cars in 1990 with a Ford Fairlane 500 XL. My other hobby is fishing.

Only Fords for me! I work on my own engine heads.

I joined The FMRCOA to talk to other Ford enthusiasts.

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!



March 2010 FMRCOA Meeting Minutes March 3, 2010

The March Meeting blew in with the pledge to our flag and the national anthem played on the new recorder acquired by Dick Monroe. A few of us even tried out our raspy old voices.



Club members pledge allegiance to our flag!

There were 115 members present, which was a great crowd for a chilly March night. Guests were Ken Delay, Bill Brown, Harold Klein, Pat Sajdak, and Rich Uroda. While your Secretary was basking in the California sunshine (page 1), Beth wrote the February minutes and they were duly approved, as was the Treasurer's report. Steve renewed his request for feature car articles. That's the first thing I always read and enjoy!

Art mentioned that the long calendar provided by MHRA will no longer be available. The information gap will be filled by Cruis'news. Our new swap meet fliers are now available for careful distribution. They should not be wasted by just placing them on a table. They need to be personally handed to vendors with some conversation and a smile. In other words: work the crowd! We all gain the benefit of our only fund raiser of the year, so let's help advertise it.

Art Cairo fell on the ice and hurt himself, so wasn't able to attend the meeting. He called his daughter to help him get up and, obviously, he had cried WOLF too many times and she wouldn't believe him! At least the club sent get well wishes thanks to Bob.

The work roster has been sent out and Laurel is awaiting your reply. Sign up for your two hours of work. Terry Worful is making good progress on the plans for the car show, but she needs volunteers to be there and in partial charge on Sunday

as she has other obligations.

Mike Fontana announced some upcoming events (page 5). He has firmed up all the plans for the Stahl Museum trip, and had fliers available for the bus trip to the Gilmore Museum. Thanks to recent member Vahan Nazarian for a good job on the flier for that trip.

That was about it for the meeting proper. Car talk, show and tell, 50-50, and Art's joke finished up the evening.

One more thing though, I didn't really buy the kit for the little model steam engine I brought to show and tell in 1903! I just look that old!

Phil Lyon, Secretary



Rich Uroda (l) and Pat Sajdak (r) both made presentations about their businesses. Rich took out an ad with us (page 12).



Don Nicolson shows a picture of the Piquette Model T Factory that is being restored. Don recently became the Marketing Administrator for that facility.



A Note from the Treasurer

March was a slow month. Dues continued to come in as did income from ads.

Steve Rohde, Treasurer

AUTORAMA cont. from page 1.

designated to the basement show. In the early years, Autorama was a place to show off your creation, whether it was fast, or “cool.” Back then, as it was at the drag strips, you could build a fast car, or customize a stock car in your own garage, without having to be a millionaire. Cobo Hall was a different place, a friendlier place, and most of my buddies could park by the loading dock, and walk right in the dock doors to see the exhibits. In the beginning, Autorama was not a place for promoters to make big bucks, but a place to see the “Detroit iron” created during the past year. A place where the guy who worked part-time at a gas station as he went to high school, could put together something in a back bay, and show it off at Cobo Hall.

Everything changes, and the Autorama is no different. Today you almost have to own a gold mine to be considered a finalist for the top award. The show cars have improved in concept, style and finish over the last 50 years -- but \$20 or \$30k for a paint job...

The resurgence of the “little –guy”, in the “Rat-Rod” section of the Cobo Hall basement has brought back some of that “early-days” excitement to the Autorama.



Rat Rod trophies in Cobo basement.

I'm not discounting the “main-floor” show-cars, for they are beautiful. This exhibit hall was filled with an outstanding assortment of vehicles, and motorcycles, from Ridler contenders to a stock Oldsmobile... even club member Don Olson's Ford Tractor! And, I'm sure judging of the “trailer-queens” gets harder and harder each year—but these cars are “display” cars, much like a fine Picasso hanging on the wall of an art museum. Occasionally a fine example of an early stock car displayed on the main floor could be considered Art. I found such an example with a 1950 Buick Roadmaster convertible. Walking around a '50s Buick reminded me of the great designs by Harley Earl, GM's first VP of Design.

Moving around the upstairs exhibit hall, I spotted Vaughn Koshkarian's beautiful '34 Ford 3-window coupe. Vaughn, a retired Ford VP, used a Y-block in his statement. The main floor was filled with an outstanding assortment of vehicles, f

and I found my choice for the Ridler... The V-12 Packard powered, Myth. While the gold mine owner, Tammy Ray of Dahlonega, Georgia, and “Gold Digger”, went on to win the Ridler, the Myth remains my choice. Club members Debbie and Dale Lavasseur also won a trophy for their '70 Cyclone.



Gorgeous 1950 Buick Roadmaster drew much attention.

To completely see the Autorama takes many hours, so I went back a second day to do the “Rat-Rod” exhibits in the basement.

Here is where creativity, imagination, innovation and vision take the lead over money. Even the Trophies were unique!

Each and every entry was a statement, much like the statements of the '50s. One of the most interesting rat-rods displayed was the “Terraplane,” a '39 Chevrolet truck with trailer. An amazing potpourri of parts assembled ingeniously.

You could say, there was something for everyone at this year's Autorama, including the kids, with the “TV cars” exhibit and Sponge Bob and Dora.

While the “trailer queens” now travel the national circuit, and the local rods and customs make their way back home, waiting for the break in Michigan's weather, the Autorama has charged the batteries of the many who attended.

Let's see what innovations show up next year...



One of the vehicles built in the TV show “Motor City Motors.”

MORE PHOTOS ON PAGE 16.

1948 FORD *cont. from page 1*

350 engine in the Ford. After Bob put it in the garage, Larry forgot about the 1948.

“In the meantime, I saw a 1963 Falcon Sprint for sale and considered buying it. However, it had been ‘souped’ up a little, and I might have needed to rebuild the transmission. I then really became interested in getting an old car and joined the FMRCOA,” Larry continued.

Larry is a retired Ford Motor Design Engineer, and would only consider a Ford product as a collector vehicle. He is also a model railroader, who models the late 1940’s and has a couple of 1/87 (HO Scale) scale models of 1948 Fords on his layout. So a late 1940’s Ford product would be ideal for him!

“In the winter of 2008, I learned that my neighbor was moving to Georgia, but wasn’t going to take the ‘48 Ford with him. He had not changed the engine to a Chevy 350, but had taken it to NAPA in Plymouth, where club member John Price looked at the flathead and found that it was in good shape. John cleaned the oil galleys and rebuilt it. I told Bob when he was ready to sell the 48, I would buy it from him,” Larry explained. And he did!



Under the hood sits a rebuilt flathead!

Bob had had the rear bumper re-chromed, at Hajjar Plating in Wayne. Larry then had the headliner installed by Dave Wise who did a nice job. When Larry started driving the 48, he noticed a rattling in the rear. He gave club member Dan Davis a call and they pulled the hub and fixed the loose linkage in the park brake.

“Next, I was driving the ‘48 when it died in my subdivision. My neighbors helped me get the Ford in our garage and we figured out that there was no spark,” Larry stated. “With John Miller’s help, we got the distributor set up, and replaced the spark wires. Now the ‘48 runs really well! I also rebuilt the master brake cylinder as the brakes wouldn’t release after the car had been driven awhile.”

Last summer, Larry installed a new radio that he bought on

eBay, got the clock working, replaced the windows in the doors and the bars in the grill, installed the stainless moldings on the front fenders and replaced moldings on the rear fenders. He also bought some moon type hubcaps.

Larry’s ‘48 doesn’t have a factory two tone paint job. “I was told that dealers would paint fenders a different color to make a 2 tone style. I really don’t remember Fords of this vintage being painted this way, but in a recent Hemmings, there is an advertisement for Mac’s showing a 1940 Ford Convertible painted similar to my 48,” Larry remarked.



Larry totally restored the interior.

“After I purchased the ‘48, I learned that the ‘48 is the last of a Ford design that goes way back in Ford history. In 1949 there was a major model change at Ford. In fact, the ‘48 was only produced for approximately 6 months as Ford wanted get out a new design in production which would be the shoebox Fords,” he continued.

Larry grew up in Lakewood, Colorado. He earned his BSME from Colorado State University. Just before graduating in 1973, Larry applied to Ford Motor and was hired as a Design Engineer in the Engine & Foundry Division. Larry worked at Ford for 32 years in carburetor gadget, air intake, evaporative emissions, and engine components design and release. He also worked in Advanced Powertrain Engineering on front end accessory drive design for the 2001 Cobra “R” engine components. The Cobra “R” is the first Mustang to have a 5.4L – 4V engine.

Larry has been married to his wife, Maureen, for almost 21 years. He has two daughters, Barbara, who attends the University of Kentucky, and Patti, a junior at Plymouth High School.

Larry also has other hobbies. He has been a model railroader for approximately 39 years, and is recognized as a Master Model Railroader by the National Model Railroad Association. In addition, he is an Off Ice Official for the Plymouth Whalers of the Ontario Hockey League.

The Rotunda Times

CALIFORNIA, cont. from page 1.

few days this winter with her in California. Being as bright as we are, we all said yes and hopped on a plane.

Barbara was more than gracious as she opened her home and shared her family, friends and hometown of Fullerton. We had an excellent home base to explore the surrounding area and take in the California car culture. I didn't want the boys to feel overwhelmed so I eased them into the world of California cars by first taking them to the Metropolitan Pit Stop to see the Nash Metropolitan Museum in N. Hollywood.

The Metropolitan Museum did not disappoint me. There was a variety of Mets on display, including originals, custom-made, futuristic and even a fire truck complete with hook and ladder. The daughter of the owner, June Valentine, and the head mechanic, Richard, spent hours with us as they allowed us to prowl through their garage area. The garage held 10 Mets in various stages of renovation from all over the world. Needless to say, this is where I spent the majority of my souvenir money – no T-shirts for me! Mike and Phil were impressed and suitably primed for the next adventure.

The Nethercutt Museum and Collection in Smyrna is a collection of rare musical instruments, furniture, a Pullman train car and over 250 antique automobiles. The museum is independently funded, free to the public and definitely worth the trip. The "appetizer" of the tour began in the main building, lower salon where we were treated to a taste of the collection ahead. There are about 25 cars, music boxes, instruments, figurines and furniture. The main course of the tour was in the Grand Salon.

The Grand Salon is designed to be like the automobile showrooms of the 1920's and 1930's when owning a car was a luxury. The floor is imported Italian marble, with marble pillars, multiple chandeliers, mirrored walls, a painted ceiling and a winding staircase leading past a player piano on the way to the mezzanine. The Grand Salon held about 30 of the finest automobiles of the era including Duesenbergs, Cadillacs, Packards and Pierce Arrows, the most memorable being the "\$20 Grand," a one-of-a-kind 1933 Duesenberg, built for the Chicago Worlds Fair. Designed to represent the future of the automobile, the asking price was \$20,000 – an unheard of amount in that time; thus, it is a one-of-a-kind vehicle. I also learned you can take the man out of the garage, but you can't take the garage out of the man. As I wandered through the opulence of the showroom, I lost track of Phil and Mike. I found them laying on the Italian marble floor examining a 1914 De Dion-Bouton racing rear end. I did the only thing I could do – I pretended not to know them.

Our California car tour continued with "The Grand Daddy of

Them All," The Grand National Roadster Show in Pomona, California. This was the 61st year with 600 cars inside the buildings and another 500-600 outside parked in and around the exhibits. There were hot rods, customs, muscle cars, motorcycles, and custom trucks every where. The show was arranged in 9 buildings, each with their own theme. One building held a salute to racing with circle track, Bonneville, and dragsters on display. Another held cars that appeared on the covers of "Street Rodder" and "Car and Custom" magazines. Rat Rods, low riders and cool customs were in other buildings. T-shirts, tattoos, and car products were available everywhere. They also held a "pin-up" girl contest on Saturday, but somehow I forgot to mention that to Phil and Mike.

The most prestigious event was the awarding of the AMBR award, Americas Most Beautiful Roadster. Competition was stiff with 10 vehicles in the running. All of them were hoping to have the owner's name engraved on a 9-foot tall trophy they didn't even get to keep. This year's AMBR award went to "Possessed," a copper color 1933 Ford Roadster. I'm sure Phil and Mike would have loved to crawl under her, but there was no way the owners of this beauty would let anyone near.

We rounded out our California trip being tourists with a run to San Diego Old Town, Balboa Park and La Jolla to watch the ocean waves and the sea lions. Sunshine, warm breezes and flowers were a nice break from the gray, winter days of Michigan. We definitely enjoyed our California visit and send our sincere thanks to Phil's sister, Barbara. She did invite us to return – I'm hoping she meant it!

MORE PHOTOS ON PAGE 16.

Ford **VARSITY** **LINCOLN**
Mercury
734-996-2300 **AUTOMOTIVE GROUP** 248-305-5300
3480 Jackson Rd **PRESIDENT'S AWARD** 49251 Grand River
Ann Arbor, MI Novi/Wixom, MI
www.varsityautos.com

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March Show & Tell: A Mixed Month from Advertising to Steam Engines! by Bill Timoszyk

March Show and Tell had some real unusual items. Dick Anderson brought an original sales receipt for a new 1934 Ford Tudor sold at the Clyde M. Ford dealer in Plymouth, Michigan.



Left: Receipt for 1934 Ford: the total price delivered was \$617.22!
Right: Michigan State Automobile Diploma dated 1926.

Greg Sanchez displayed a circa 1962 Ford “Trails to Turnpikes” poster showcasing approximately 60 years of Ford cars.



Bill talking about the “Trails to Turnpike” poster.

Phil Lyon brought a framed diploma issued in 1926 to his father-in-law, Robert Dickinson, from the Michigan State Automobile School. This would be the equivalent of a mechanics license. Phil also brought in his kit built air-powered miniature steam engine. It ran out of steam (air), but Phil assures us he will have it up and running next month!



Miniature air-powered steam engine.

Tom Mehlouse showed us some framed advertisements for 1949 and 1950 Mercury cars.

Larry Miller displayed an old original dealer wall poster showing all of the various engines available in the 1957 Ford

car line up – a nice original piece.



1949-50 Mercury advertisements, and 1947 issue of the Atlantic.

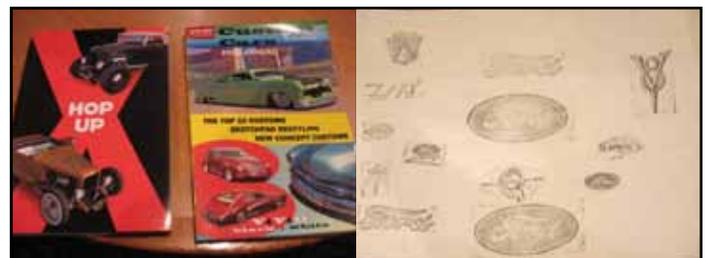
Larry Wolohon had a 1954 “Ford Mechanic” booklet explaining the new Ford V-8 engine. Larry also brought a new toy model of a 1941 Ford Police Car.



1954 “Ford Mechanic” booklet pages.

Cole Grandy brought in an entire Show and Tell: 3 original Maverick postcards, the December 1947 issue of “The Atlantic”, with an article about Henry Ford II; 13 different original Ford or Ford related printer blocks; several Revell and AMT Model car parts kits (1960’s) in original wrappers; and 3 currently available Hot Wheels vehicles.

See you next month with a RUNNING steam engine!



More of Cole Grandy’s “personal” Show & Tell items!



A Visit to Ferndale Auto Radiator by Steve Rohde

As I walked into Ferndale Auto Radiator on Woodward Avenue recently, I got a nostalgic feeling as though I was stepping into yesteryear! And the warm welcome from owner Mel Koykka certainly supported that feeling. Having been recommended by several FMRCOA members, I went to Ferndale to have a radiator for my 1937 Buick rat rod built.



Photo of Ferndale Radiator taken around 1945. Looks similar to today except note the gas pumps and Art standing in front.

Mel represents the third generation of a family-owned business that was started by his grandfather, Arthur, in 1930 in Highland Park, MI. In fact, some of the tools that Mel uses today were also used by his grandfather!

Arthur Koykka moved to Detroit from Cleveland in the 1920's lured by Henry Ford's promise of \$5/day. However, he soon became disillusioned by the long lines of workers waiting to get into the factories each morning, and opened up what today would be a "heating and cooling" business. Being excellent at soldering, Arthur subsequently worked for Magnet Radiator in Highland Park. At Magnet, Arthur was a star, and struck out to start his own radiator shop. Thus started the family business!

In Ferndale Radiator's office there is a pay phone with a story that also dates back to 1945 when his grandfather moved the shop to its current location. "My grandfather welded the original pay phone to a sewer pipe using chain," Mel remarked. Apparently pay phones were in high demand after WWII!

Mel's father (also named Mel) took over the business in 1960. "One of the first things that my dad did when he took over ownership was change the doors and locks," Mel commented. Apparently his grandfather rarely even locked the shop.

"In the old days radiators were made of brass and copper," Mel explained. "Today they are mostly aluminum and plastic." Similarly his business has evolved to about 60% wholesale repair of these modern radiators for dealers, body shops, and service stations. The other 40% includes hot rod, antique, and modern radiators brought in by individual customers. And Mel really seems excited about working on the older/custom radiators!

During the Woodward Cruise things sometimes get interesting



The original Highland Park shop ~1930 (l) & Mel with Steve's rat rod radiator (r).

at Ferndale Radiator! After all, Woodward often becomes a parking lot for powerful vehicles. Mel has taken care of everything from old Triumphs to modern daily drivers during the cruise. "One time I even had a waitress come to the shop drenched in cold green antifreeze," Mel recalled.

Besides the radiators themselves, other changes have occurred over the years. "We now have many more regulations including waste water... And there's the EPA," Mel explained.

Mel has been married to his wife, Linda, for ten years. He also has a 21-year-old son. When I asked him if his son will be the next generation of the family business, Mel said, "No way! My son is the smart one in the family and is into computers!"

Oh yes, I did get my rat rod radiator from Mel, and it fits perfectly!

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Brian's Tip: 351 Starting Issues

by
Brian Kuta

I think we have all had one of those problems when it rains. It seems that when it's not a good day to have to get out and open the hood, it's happening to you, not the other guy. Sometimes those 351's want to revolt and just plain not start. To make it more fun, it's something that does not always happen, at least not regularly enough for someone to pin down the problem. Sometimes the starter will just spin. Sometimes the starter just refuses to engage. You can check to starter drive to find it's normal. You can check the battery, cables and neutral safety switch and find that's all normal too.

That condition is often the result of water having splashed on the armature shaft of the starter through improper sealing between the cylinder block and rear cover plate, and/or around the inspection cover. Remove the starter, inspect the drive assembly and armature shaft for signs of wear. Use emery paper to clean rust from the shaft and lubricate with light grease, like white grease. Pick up some good brand sealer and use it in the area where the block joins the rear cover plate, and to seal the inspection cover. This is a problem that can happen with many engines, and not just the 351.

The FMRCOA Roving Reporter: In Ohio & Michigan

We attended two swap meets in the past month, one a Chevy meet in Ohio, and the other the Mustang swap meet at Gorno Ford. My swap partner took a load of Ford parts to the Chevy meet....and sold most of them! I took Chevy parts and sold some of them.... Go figure! It was a nicely run meet, around 250 vendor spaces, and we had a good time. We even bumped into a couple FMRCOA members there.

The second swap meet which is much closer to home is the Mustang swap meet held the first Sunday in March at Gorno Ford on Allen Rd. Last year there were quite a few empty spaces, but this year there was a marked improvement in vendor participation. The meet had quite a few newer "Fox-body" and 5.0 liter parts, and fewer of the older parts. I was one of the few vendors that had 1965 to 1968 Mustang parts, and I sold really well. The attendance was better than last year, but the really nice weather helped I am sure. The crowd started early, and really didn't thin out until after 1:00 p.m. when it dropped off to zero. All and all a nice meet, especially if you are looking for newer Mustang parts.

I want to add a few web-sites which I think many of you will find interesting: www.deucegarage.com is a site that is run by



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Vince Falter. If you like the 1928 through 1932 Fords, this is a great site to visit. www.fordbarn.com is a great buy/sell/trade site that has lots of interesting cars and parts to look at. www.bigalslist.com is also a great site especially if you are looking for swap meets. You can search out swap meets by distance to your zip code. Big Al will also list swap meets for free on the site...hey, free advertising is good. Until next time, enjoy the old car hobby!

Postcards from the Past by Lou Ironside

This month we have a postcard that probably dates from the middle teen period of the last century. The subject of the photo is: the Branch and Service Station of the Ford Motor Company of Canada Limited in London, Ontario. The two vehicles in the photo both have what appears to be brass radiators, and notice the very early style Canadian flag



Ford Branch and Service Station in London, Ontario.

Since this postcard was never mailed, we can only guess at its age, as postcards are often sold or given away far past the year in which they were first printed. Even today, there are postcards being sold at Greenfield Village (yes, I know it is officially now called The Henry Ford) which were first taken in the 1940's. It is usually the type of cardstock which helps to date the card as early or late. This one is a "Phostint" which was a process of taking a black and white photo and painting in the color. This process was basically in use up until the middle to late 1930's when better color methods were established.

EDITOR, cont. from page 2.

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 15th of the month as a deadline for getting

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announcements or other materials to me for that month's newsletter.

Finally, don't forget to visit our website www.fmrcoa.org where you can read these newsletters in color and see more event pictures, and videos.

Steve Rohde, Editor



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 2nd 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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- 1986 T-bird 302 engine \$250; 1987 Ranger 2300 engine \$150; 1968 Mustang 302 engine \$250; 2001 Ford Explorer sport-trac bed cover, new. \$75; 1932-34 Ford 1½ ton truck chassis \$250; Fire engine bed 60X120X40 \$350; 1989 Escort, 1.9 engine, 5-speed, bad motor \$500; 9-N Ford tractor, no rust, runs \$2,000 or best. Roger Hodyka. 517-282-473
- 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. 734-854-2983.
- 1959 292 block, heads, intake, carb. dist. \$100. Fox Mustang 4 lug black Renel wheels with lock nuts \$100. Complete set of 4. Gary Holmstrom. 313-277-3475.
- 2 Ford blade fans. \$15 each. 2-good 235-65R/17 BF Goodrich tires BW drive or for spares. \$15 each. 1951 grill center bar, \$25. 1951 Chevy hood ornament. \$20. 1954 Ford clock. Good chrome and dial. \$20. Mercury Italian waffle rim wheel 16-7. Very good & shiny. \$50. Hank Dawson. 810-231-3184.
- 1957 Ford retractable hardtop shop manual. Operation and troubleshooting. \$25. G. Beard. 248-305-8031.
- T-bucket frame. Rolling chassis with rear end. \$1200 and front axle. Tom. 810-765-3176.
- 1928 Chrysler 4-dr., 6 cyl. older restoration. Runs and shows well. \$15,000. Pete Vrouwerff. 519-738-4516.
- 1972-1979 Torino-Matego wagon gas tank. 1979-1982 full size Ford-Merc wagon gas tank. Gas powered air comp. \$150. Dave Wallace. 313-928-2095.
- Free club rosters '85 - '08 and club swap meet flyers '84 - '08. Vic Hollingshead. 248-474-4356.
- 1939 Ford oil bath air cleaner. Harry McAuliffe. 313-534-5974.

Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- 1964 ½ Ford Mustang hood in excellent condition. G. Beard. 248-305-8031.
- Looking for a 2001-2005 T-bird convertible. Wally Wigand. 734-522-6477.
- 1998-2000 Grand Marquis 16" alloy wheel. Robert Hill. 248-921-3683.
- 1962 Ford parts. '49-'51 Mercury parts. Tom Von Meyer. 810-765-4515 or 586-776-6116.
- 1934 Ford model BB truck fuel gauge needed. Tom Gehringer. 313-386-2310.
- Mid size classic \$4,000 limit "wanted". Jeff Martoia. 734-812-9255.
- Looking for 1994-'95 lightning console. Dennis Martoia. 734-377-7286.



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DETROIT AUTORAMA PHOTOS, *cont. from page 7.*



Above: Clockwise from top left: Don Olson's tractor; the Rid-dler winner; Vaughn Koshkarian & his '34 Ford; the Myth. Below: The Terraplane (l); & club member Abigail Rohde with one of her favorites (r)!



CALIFORNIA TRIP PHOTOS, *cont. from page 9.*



Top: The Metropolitan Museum.
Right: Inside the Nethercutt Museum.



Left: Person Bros. 1934 3-Window Ford Coupe, 267ci Flat-head; best speed 151 mph. Right: The California Kid from the 1973 movie.