



Don't forget to bring a Toy for Tots to December Meeting!

The Rotunda Times



Volume 6 No. 11 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America November 2010

Feature Vehicle: Henry Ford II's Mustang owned by Art Cairo



“I own a Mustang that once belonged to Henry Ford II,” Art Cairo mentioned to me as we chatted about Feature Vehicles for the Rotunda Times. “My Mustang has been featured in several magazines such as Mustang Monthly, Mustang and Fords, Muscle Car, and In Search of Mustangs (on the cover). Also, for the past five years, NPD (National Parts Depot) has included a picture and caption on my Mustang in the parts catalogue,” he continued.

Art, who is a Director of the FMRCOA, then related to me the



Edsel B. Ford presents Art with a signed glovebox door for the Mustang.

Continued on page 6.

Another Exclusive for the Rotunda Times Aluminum Flathead Progress... Story and photos by Vahan Nazarian



Engine components in the back of Mark's pickup.

Last Thursday Mark Kirby stopped to show the gearheads gathered at Teno's the progress on his aluminum flathead.

Continued on page 10.

Creating New Old Parts & Other 3D Objects by Steve Rohde

At the October club meeting Kim Gruber, Phil Little, and Kevin Foley made a presentation about creating 3D objects by scanning either 2D or 3D models of those objects and using numerically controlled milling machines or stereo lithography equipment to fabricate them. As Kim Gruber (of



Digitally generated concept for the Ford Mach III Mustang.

Continued on page 8.



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Editor's Message



This month we thank Art Cairo for the amazing Feature Vehicle material about his Mustang that was built for Henry Ford II.

We also thank Vahan Nazarian who met with Mark Kirby and talked with Paul Behling to get exclusive stories and photos for us on the new all-aluminum flathead V8 being developed by Mark Kirby and Jon Hall of Shadow Rods. Last month we published the first part about the new flathead, and this month a progress report.

Thanks, as usual, go to our team of Staff Contributors for their materials and Denise Rohde for the President's Page banner. Is Art a turkey or a clown?

Debra Levasseur, newly rejoined member Michael Westhoff, and Terry Worful provided us with additional photos including the one about an "art" car. You guys have been great in supplying me with interesting material for the newsletter!

We also thank the Classic Auto Showplace for their ad on page 9. They have moved to a new location. Please visit them as well

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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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.....

as our other advertisers. And when you do, please tell them that you are a FMRCOA member. This may entitle you to a discount! If you want to report on an event that you attended, please 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.

Continued on page 10.



November 2010 Our 41st anniversary and still going strong!

First of all I would like to thank you for heeding my message last month regarding the food. We actually had food left over. Again, it's just common courtesy.

December will bring the results of our recent elections, which means that we will have one and possibly two new board members. As you know, Mike Fontana is resigning to be able to travel more and to visit family as his children keep adding to the grandchildren numbers.....all to be future FMRCOA members. Mike will be missed as he has been a true supporter of the club (which he has promised to continue to do). He has always acted on your behalf as your representative on the board. He will truly be missed.

Our second member who may or may not return depending on the votes cast is Art Cairo. Art's devotion to the success of the club is without question. He is a fair minded, "do what is best for the club" type of person. Art was one of our newest members on the board and came in ready to work. Should he return to that position he will be welcomed back. Should he not, he will be missed. We look forward to working with our elected members in 2011.

Happy Thanksgiving to you and yours, and good wishes as we kick off the holiday season. In that regard, please let Bob Guetschow (see page 4) know if you want tickets to Holiday Nights as they sell out fast!

Indoor or out, remember the swap meet season is getting closer each day.

Art Cervi, President

A Note from the Treasurer

This month dues have begun to come in replenishing our treasury! Please keep them coming. We also have a full page ad from Classic Auto Showplace on page 9.

Steve Rohde, Treasurer

WELCOME NEW MEMBERS

Phyllis Davidovich

11375 Stoneridge Circle
South Lyon, MI 48178
(248) 446-8083
pjdfinn@yahoo.com

1965 Mustang Hatchback

1963 Ford Galaxie

Convertible

1946 Ford Pick Up

Al Majewski (Sharilyn)

11346 Pinehurst
Plymouth, MI 48170
(313) 618-7989

1953 Ford Customline

Patrick Will (Tess)

640 Beechmont St.
Dearborn, MI 48124-1511
(313) 562-8188

1931 Ford Model A

1965 Mercury Comet

Kevin Mark

30860 Nye Ct.
Livonia, MI 48154
(734) 427-3189

khmark@sbcglobal.net

1963 Ford Country Squire

Clifford Lambert (LaDonna)

6975 Bunkerhill
Canton, MI 48187
(734) 891-6284

1965 Ford Galaxie 500 XL

Convertible

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



Michael Westhoff (Sue)

8750 Burneth Dr.
Milan, MI 48160
(734) 572-7384
michael@westhoffdesign.com

**1929 Ford Model A Special
Coupe**

1949 Ford Club Coupe

1953 Ford F-100

Mike Venito (Theresa)

3247 Earl Dr.
Warren, MI 48092
(586) 693-5004
tjvsalesco@hotmail.com

1986 Lincoln Towncar



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!*

Dec. 1	Club Meeting
Dec. 11	Christmas Walk-Greenfield Village



Saturday December 11
6:30-10 PM

Tickets will sell out early!

Contact:
Bob Guetschow
248-328-9113
or
rguetschow@comcast.net

Mark your calendars:

2011 FMRCOA Dinner Dance
Scheduled for January 15, 2011
at the St Mary's Cultural Center.

2011 FMRCOA Swap Meet & Car Show
Scheduled for July 16-17, 2011
at the Wayne County Fairgrounds.



YOUR CAR!

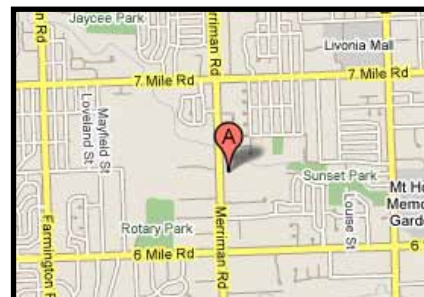
The Rotunda Times would like to feature your old car or truck in an upcoming issue. We are interested in how you came about finding your vehicle of choice, and what you have done to enhance its beauty, and / or mechanical condition. Simply mail or e-mail us your article accompanied with a photo to:

STEVE ROHDE
rohdesteve@gmail.com
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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 6:30 PM with a snack. And do bring a friend!



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November 2010 FMRCOA Meeting Minutes November 3, 2010

A chilly November night didn't stop the 139 members from attending this month's meeting. Art called the meeting to order at 7:35 pm and we began the night with our traditional National Anthem and Pledge of Allegiance.



139 members attended the November meeting.

Several guests were in the crowd and we had six new members sign up. Welcome!

Bob passed out badges to the new members and both the October meeting minutes and Treasurer's report were approved.

Terry would like to remind you that it is time to renew your membership. Reminder notices will be sent in the mail to those of you who can't make it to one of our meetings. If you haven't received a membership roster, be sure to see Terry at the next meeting and she will get you a copy.

It was announced that Mike Fontana is stepping down as Director, which will open up a position on the board. Members Cole Grandy and Tim Pusilo have agreed to run for this open position. Hank Dawson will run against Art Cairo for that Director position.

Steve, along with the Marines, has coordinated the annual Toys for Tots drive again this year. Please help this worthy cause by bringing in a new, unwrapped gift to the December meeting. All members that bring in a gift will be entered into a raffle drawing for a valuable prize. They are in need of gifts for the 10-12 year old range for both boys and girls.

The club is looking for suggestions for garage tours so if anyone has a good idea, please let a board member know.

Bob is coordinating the "Holiday Nights" at Greenfield Village

again which is set for Saturday, December 11th. Tickets are \$14.50 for non-member adults, \$12.75 for kids ages 5-12, and members are free. Limited tickets go fast so be sure to contact Bob Guetschow and reserve your spot.

The annual dinner dance is scheduled for Saturday, January 15th. Further details to follow.

After a quick car talk session, Bill Timoszyk presented show and tell and the 50/50 raffle and the evening ended with Art's monthly joke.

Beth Marschner for Phil Lyon



Left: Club members wish Leo Chouinard happy birthday at November meeting! Right: Mike Fontana & Mike Mc Lennan sell our new nostalgic t-shirts!

Don't forget:



Toys for Tots Scheduled for December Meeting

The Marines together with Linda Rankin will be at our December meeting on **December 1**. Please bring new unwrapped toys. Linda has informed me that this year toys for 10-12 year olds are particularly needed. These include the inexpensive remote control cars, footballs and basketballs for the boys. For the girls hair brush sets, hair dryers, bath sets, and arts and crafts sets would be great. Also, checks made out to Toys for Tots and gift cards are appropriate. If you have any questions, please contact Steve Rohde.

The Rotunda Times

HENRY FORD II'S MUSTANG, *cont. from page 1*

story about how he saw an ordinary classified ad in the Detroit newspaper in 1974 that read, "1965 Mustang once owned by the Ford family." At under \$1,000, the asking price was a deal so Art went to take a look at the tired Hi-Po hardtop—and noticed some unusual components. For example, the roof was leather instead of vinyl, it had GT foglights in the grille, an alternator charging system, black leather upholstery, and real teakwood. Art also found that it had front disc brakes and, in the glovebox, he discovered a '65 Mustang owner's manual inscribed with Edsel B. Ford II's name and a Grosse Pointe address.

So Art bought the Raven Black Mustang assuming that it had been owned by Edsel Ford, who would have been in high school at the time. Then, in 1983, during an interview with Edsel for the Mustang Monthly, Art learned that the hardtop had belonged to his father, Henry Ford II (HFII). Edsel said that he had indeed driven the Hi-Po fastback, and somehow the owner's manual for his fastback wound up in the glove compartment of his father's hardtop!

Art's HFII hardtop was a preproduction unit, one of approximately 180 Mustangs assembled prior to the official March 9, 1964 start-up date at the Dearborn Assembly Plant. Because it was going to Henry Ford II, it received special "attention" such as the alternator charging system and an experimental 289 high performance engine.

Art then performed an engine top-end overhaul and a mild restoration and repainted the car. Then Art's Mustang was essentially in storage for the better part of two decades.

In 2002, Art became concerned about the hardtop because it was beginning to suffer the effects of storage, dampness, salt spray, and inactivity. Rust, decay, and even mice had taken a toll.

It ultimately took the coordinated efforts of Mustang Monthly, National Parts Depot, Mustangs Plus, and Rustbusters in Redford Township, Michigan to restore it.



Body work being carefully done at Rustbusters.

Rustbusters disassembled Art's car one piece at a time, taking notes and shooting pictures to make sure it was put back together properly. The rust was pervasive. With parts assistance from National Parts Depot, Rustbusters replaced the damaged parts obtaining a precision fit by setting the car up in a custom jig created especially for vintage Mustangs.

Art then had the car painted with Raven Black enamel, color-sanded, and handrubbed to simulate the original finish.



The interior is carefully disassembled.

While Rustbusters was at work, Art detailed the engine, transmission, and rearend. Remarkably, the original and undisturbed '63 vintage Hi-Po block didn't need any more than boring (.030-inches) and honing. Cast pistons, ductile-iron rings, oversize .010 inch bearings, and a Crane mechanical flat-tappet camshaft were installed.

The narrowbolt pattern Top Loader four-speed, and the 9-inch rearend were like new and went back in the car the same as they came out.



The Mustang came with a reverb and a rear speaker!

The restoration was completed just in time for Ford's 100th Anniversary, and Art rolled Henry's hardtop out for display in front of the Henry Ford II World Center. There Art had the good fortune of showing the completed restoration to Edsel Ford II, who was thrilled to see his father's Mustang for the first time in years. In August of that year, Art was invited to display his Mustang at Ford's exhibit at the Woodward Dream Cruise, drawing plenty of people who both remembered and

admired what is undoubtedly one of the most significant Mustangs ever made. Both Chip Foose and Barry Meguiar stopped by for a look-see too!

Before Art completed his rotisserie restoration he drove the Mustang throughout the summer months (1975 to 2003). "Now I will take it out for a short 5 to 6 mile run only twice a year. Because of the car's history and level of restoration - I have a museum piece that I really can't take out like I used to," Art commented. So Art bought and restored a 1966 Coupe that he uses as his summer driver now.

Art has been married for almost 30 years to Mary Jo (a nurse at Beaumont), and has four children – Anthony, Joseph, Maria and Rose. He retired from Ford after 30 years as a Mfg. Final Area Manager. Indeed, the Cairo family has a long history with Ford, "my dad's father worked directly for Henry I as a pipefitter. My last count of the Cairo family had over 30 members who work or are retired from Ford," Art commented.

When I asked Art about our club, he commented, "I really enjoy the club; we have a great group of car guys!"

Editor's note: Parts of this article were adapted from the July, 2006 issue of Mustang Monthly Magazine and can be found at: http://www.mustangmonthly.com/featuredvehicles/mump_0607_1964_ford_mustang/index.html

MORE PHOTOS ON PAGE 16.

Burning Man Art Car



"Art car" built using a pontoon boat and a Blazer.

Terry Worful provided us with this photo of her daughter's landlord's rolling art car. It was built for the Burning Man Festival in Nevada with a small pontoon boat mounted on a Blazer chassis, and is a fully functional car. But the boat no longer floats as the pontoons were cut to allow the front wheels to turn.

The Burning Man Festival is a weeklong huge desert event where thousands of people gather each year in a celebration of art, performance and individuality. It ends with the torching of a huge wooden effigy of a man, the colorful ceremony for which the festival is named.

Meet the New Members by Terry Worful



Cliff Lambert

Hi! I'm Cliff Lambert and was born on February 22, 1938 in Bay City, MI. I married LaDonna on December 19, 1964 and I'm retired.

My first car was a '46 Ford and, although I don't consider myself a collector, I do own a 1965 Galaxie 500 XL Convertible. I have no other hobbies, and work on my car myself I joined FMRCOA because of friends.



Kevin Mark

I'm Kevin Mark and was born on December 3, 1958 in Lansing, MI. I married my wife Susan on December 27, 1986 and own my own business.

My first car was a 1955 Ford Customline that was also my first collector car. I was 17 at the time. I also like to race and collect slot cars, and I collect old mini-bikes too.

If I could own any car other than a Ford, it would be a '55 Chevy

Continued on page 12.

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November Show & Tell: A Paper Month by Bill Timoszyk

November is the month for paper ballots and chads, and we certainly had our fair share of paper here this month. The paper dated from WWII to the funny car heydays of the 70's. Priceless stuff!

Vic Hollingshead brought in the only piece of metal: an original circa 1920-1930's Detroit Automobile Club AAA license topper. This could have been a topper or a radiator wire-on in the 20's. It is very hard to find one in such excellent original condition.



1920's license topper.

Walt Wiitala displayed a Ford Motor Company check dated 1943 made out to his father for 10 cents. This was for monies owed to him after his departure from the Highland Park plant to work on the WWII war effort. Walt also brought a copy Ford's 1932-1947 transmission repair book, a rare original edition of Page's V-8 B and A repair book, and a 1973 Peterson's "Ford" book.



Left: Ford pay check dated February 22, 1943. Right: Repair books.

Phyllis Davidovich showed a copy of an article about Ford's 20 millionth vehicle being found in Michigan's Upper Peninsula.

Mike Riemenschneider brought a Ford Hi-Po Performance book with Hi-Po engine technical service bulletins, off road newsletters, and a Ford dealer Hi-Po ordering guide. Rare Stuff!

Nick Zarkarian brought a collage of papers from the funny car days: cars, drivers, and apparel.



Left: Funny car collage. Right: Note Shelby American magazines.

Paper Guru Greg Sanchez again brought us more great paper: a 1967 Ford Racing Pictorial autographed by Carroll Shelby, and 2 issues of *The Shelby American* magazine.

"Toy Boy" Cole Grandy came with a pair of toy dodge-em cars. These were actually a pair of remote control Model A Ford toy demolition derby cars from the 1970's.

We thank those members who brought things to share. See you In December.

3D PARTS, cont. from page 1.

Millit5) stated, "My focus is to provide my customers with first class technical expertise and support to make their inspirations and ideas come to life. I have provided project management and technical skills to create one of a kind 3D creation for Museums, zoos, auto manufacturers and independent artists. I provide a complete process for my customers: laser scanning; reverse engineering, milling data file, and the finished milled product."

As demonstrated at the meeting, Millit5 uses a state of the art hand held Handyscan 3D laser scanner from Creaform that works on any concave or convex shape. These have a 25 foot long cord that facilitates, for example, a 360-degree capture of data both inside or outside the car using a laptop.

Once the data is scanned in, advanced software allows it to be used for a variety of applications. For example, a handy tool for assessing quick concept design changes is what Gruber calls 3D Digital Data Morphing (3DDDM). This process was used to develop concepts for the Ford Mach III Mustang.

At the meeting we saw a four foot dinosaur head that had been milled out of styrofoam. A small dinosaur figurine had been scanned to create that head. In a similar manner Millit5 was

Continued on page 15.

The FMRCOA Membership Advantage!!!!!!

Your Board officers and Editors take extra effort to bring you FREE Classifieds and Schedule of Events found within your monthly newsletter. Take advantage of these benefits your membership provides. Post your schedule where you can refer to it easily. Submit your ads at a meeting or mail to Phil Lyon, our ad editor. For more information on becoming a member go to <http://www.fmrcoa.org/> or write to:

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ALUMINUM FLATHEAD PROGRESS, *cont. from page 1.*

This engine is being done “old school”, using brains rather than the computer! Mark and his team have thought it out, right down to the oil pan.



Close-up detail of the raw block casting.

The block casting is lightweight, but strong, weighing 75 pounds without the cylinder sleeves. The old cast iron flathead block weighed 300 pounds! The oil pan holds a generous amount of oil and acts as a girdle, strengthening the block when installed. A flow-thru oil filter and the Hi-Torque starter motor bolt right to the oil pan. Bell housing, front engine cover and water pumps are all aluminum castings. The intake manifold, mounting a Holley 4bbl, is a piece of art! The heads carry the famous “Motor City Flathead” logo.

Pictures speak louder than words...



Intake manifold showing enormous plenum.

MORE PHOTOS ON PAGE 16.

EDITOR *cont. from page 2*

Consider the 15th 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 where you can read these newsletters in color and see more event pictures and videos.

Steve Rohde, Editor

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Brian's Tip: *Electrical Connection Maintenance* by Brian Kuta

Well folks, another Michigan winter is just around the corner so, let's be thinking of doing the things we should be doing in order to stay out of harm's way.

Electrical connections are largely taken for granted, but they require periodic maintenance, especially battery connections. Battery cables should be removed and the battery should be cleaned with baking soda and water, making sure not to get the solution into the electrolyte, as it can neutralize the battery and render it useless. The battery tray should be cleaned and repainted if it was subject to corrosion. Connections on the battery, as well as the terminals on the battery cable, should be scraped to remove corrosion and assure good metal to metal contact. Silicone dielectric compound or petroleum jelly should be applied to prevent future corrosion. Coat any surface subject to corrosion. The silicone compound or petroleum jelly prevents exposure of metal to oxygen which enables corrosion to occur. An engine starting battery, or auxiliary (RV) battery, may both be grounded to the chassis. Ground connections must be clean and corrosion free.

Electrical connectors should be separated and inspected for corrosion. Lightly rough up the contact surfaces with sandpaper or emery cloth, coat lightly with silicone compound then reconnect. Personally, after five years on a battery, I just turn it in for a new one to avoid issues. Also, if I begin to see corrosion around the terminals, the battery is getting to the end of its useful life. When those gases begin to escape and accumulate, they are explosive, and explosive is not a good thing. Besides, if you begin to see corrosion forming, and don't want to be replacing cables with the battery, address that dying battery situation as soon as you can.

Years ago, I had bought new a '76 Beige/Gold edition Thunderbird. In 1984 I drove the Thunderbird to see another car that I was considering buying. Nobody was home, it was out in the sticks, and when I got back into my car that January day, I hit the key and the top of the eight year old original battery blew off. Because the car did not start and I heard the 'poof' sound, I opened the hood to look for the problem. After a few seconds of looking I spotted the top of my battery laying near the alternator, then noticed the battery acid dripping off the hood onto my newly painted right front fender! It was only about a five mile walk, and that wouldn't have been bad except for the wind and light snow blowing, when wearing only a light jacket, because those cars were dependable when the smart owner's took care of issues on a timely basis.

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Postcards from the Past by Lou Ironside

This month we have a postcard that, although undated, is probably from the 1930's to early 1940's. There are two photos, the top one is listed as the Fordson tractor plant, and the bottom one the Lincoln plant. On the back we are told: Ford Motor Company is the greatest of Detroit's giant automotive industries. The Ford Company operates the Highland Park Fordson Plant, Dearborn Plant, and Lincoln Motor Car Division in Detroit. About 75,000 people are employed in these plants.



Fordson Plant postcard?

There seems to be a problem with this card, however, as the top photo which is labeled the Fordson Plant, shows a river, and looks to me like the Dearborn Plant, not Highland Park.. I was under the impression that all the tractors were built in the old Highland Park plant on Woodward. Who is mistaken... me or the card?

NEW MEMBERS, *cont. from page 7.*

because I always loved the style.

I do some of the work on my cars but I am NOT a mechanic.

I Joined the FMRCOA to meet other car restorers and network about my cars.



Patrick Will

My name is Patrick Will and I was born on May 2, 1949 in Indiana. I Married Tess on November 9, 2002 and am retired.

My first car was a 1957 Plymouth. I started collecting cars in 1973 with a Model T. My other hobby is mini-machining.

Yes, I work on my own cars.

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The FMRCOA Roving Reporter: In Michigan & Ohio

Two swap meets to report on this month: Adrian, MI, and Brookville, OH. First, the annual swap meet in Adrian Michigan that I have been attending since the early 60's when it was located at the Union Products Hall in Tecumseh, MI. Over twenty years ago they moved to the fairgrounds in Adrian, and the swap meet has remained vibrant. This year the weather was perfect and, although there were plenty of vendors on the outside, the one building was "painfully" lacking vendors. Years ago there were two inside buildings filled, then one, and now that one was only 50% filled.

There is preferred inside the swap area parking if you drive your old car, and have a wide variety of parts for sale so that you need to return to your vehicle often.

Of course, I bought an NORS eight foot bed side for a truck that I am working on and, while trying to figure out how to get it into my collector vehicle, a neighbor walked by and offered to put it in his van. That was good luck!

Although not the last swap meet of the season, it is certainly a good one to attend and enjoy the last of the nicer weather, lots of car parts, and who knows...maybe find some parts. I certainly found some nice ones.

In early November a friend from the local Model A Club and I traveled to the Dayton, OH area for the 46th annual Dayton-Buckeye Chapter Swap Meet. We had figured that since we were going, we would get a vendor spot and try to make a few dollars to cover expenses. Although there were many parts available for GM, MoPar, and Ford, the vast majority (I would guess 65%) were Model A Ford parts. This was perfect for me as I am restoring one! Not only did we sell very well, but we also bought some nice parts so all in all it was an excellent trip.

There were at least 50 outside vendors, and about 75 inside vendors in two rooms. Thanks to the nice weather there were quite a few nice restored cars, rat-rods, and street rods in the preferred parking area which added to the appeal. The food available was excellent, the people were friendly, and we had a great time. Although of primary interest to the Model A restorer, there were some neat items for sale including a new Ardun flathead Ford conversion. No, I didn't buy it -- my ATM card won't go that high!



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November 2010

For Sale

- 1988 Mustang GT convertible. Alabama car. \$4,200 or best offer. Jim Crawford. 313-724-9117.
- 1933/4 Ford parts. Set of 5 wheels \$100, set of spindles \$50, set of spring hangers \$50, transmission \$125. Dean Styles. 734-626-4052.
- First 12 Detroit Grand Prix posters all framed. Like new. Will not break up set. Pat Beattie. 248-545-4128.
- 1939 Ford 2dr sedan; 1941 Ford Opera coupe. Pat Beattie. 248-545-4128.
- 1992 Mercury Capri convertible. PS/PB/PW 5 speed non-turbo. Newer tires, alloy wheels, side pipes, nice interior, A/C, 95,600 miles, new brake system. Mark Zagar. 313-999-7314.
- One fine 1949 club coupe V-8, o.d. \$20,000. Vic Hollingshead. 248-474-4356.
- 1995 Ford Ranger, ext cab, V-6, 4 wheel drive, rebuilt trans., all power, new tires, new brakes, cap, tow pkg. Need front trans oil seal. \$2,400. Vic Hollingshead. 248-474-4356.
- 1950 custom 2dr V-8 overdrive. Must be seen. All original. 25,000 miles. \$15,000. 4-Daytona 100 spoke wheels, knock offs. Still in the box. Cost \$2,600, asking \$1,500. 285-40-17 & 255-45-17. Paul Conforto. 313-801-8131.
- 1947 Columbia 2-speed complete with all controls and repo. Instructions-used. I removed it from '47 Ford in Kansas junkyard in 1969. Dry storage since. \$2,800. Don McCredie. 248-563-8048.
- 1966 Mercury shop manual \$40. 1973-74 manual set. \$40. 1969 Cougar car manual. \$15. 1954 car radio and speaker (plays) \$100. 1955 radio, needs TLC. \$20. 1955 tail light housings and lens to be used as is or re-chrome. (pair wires also) \$50. 1955 rear bumper to be re-chromed. \$55. Hank Dawson. 810-231-3184.
- 1986 Lincoln Town car. 72K miles. \$3,600. 1987 Lincoln Town car, like new. 40K miles. \$6,400. 1991 Mercury Grand Marquis. Arizona car. Like new. 43K miles. \$4,100. Mike Venito. 586-693-5004.

Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- My son Jason is looking for Legos if you could help me find some for him I will pay for them. Jeff Gniewek. 313-563-6569.
- Title for Model T any year after 1917 (prefer roadster or runabout). Bob Topping. 313-563-1015.



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October 2010

For Sale

- 1930 Model A Huckster. No rust, perfect wood, not running. \$7,500. 1965 Ford F100 pick-up. No rust, 300cu, 6cyl, 4-spd/od, short bed, red/black interior, in primer, \$2,500. 1993 Ford 4.0 V-6 engine. 4wd-5spd. \$350. 1986 Mustang GT 302-auto. \$2,000. 1970-71 Torino GT hood, no rust. \$150. Roger Hodyka. 517-282-4738.
- '49-'51 Mercury hood. \$125. Pete Stevenson. 248-434-7999.
- 1928-29 Ford panel delivery lower half of side panels. Needs a little work but definitely fixable. \$250/pr. Dean Styles. 734-626-4052.
- 1976 Olds Cutlas Supreme. Buckets and console. \$7,200 or best offer. Patrick O'Hara. 313-999-8725.
- 4-4 lug Ronel black wheels with locking center caps for 87-93 Fox Mustang. \$100. Gary Holmstrom. 313-277-3475.
- 2-5 liter roller motors. \$700 each. Don Steinhagen. 313-561-1251.
- 1959 TR3 stainless steel exhaust and muffler. \$150. 1969 Lincoln Mark III exhaust pipe, muffler & tailpipe. New. Joe Taglioli. 313-622-6884.

Wanted

- 1965 Ford Galaxie Ltd. Heater core. George Dutton. 248-915-8404.
- Deck lid lock emblem for '72 Ford ltd. Dan Matakas. 734-422-5659.
- 428 FC crank. Don Steinhagen. 313-561-1251.
- 1965/66 Mustang convertible rear qtr – rt&lft safety glass "carlite" fm-m30 tempered (clear) & glass only. Grant Beard. 248-305-8031.
- Looking for parts for a 1967 Ford Custom 500. Grill (base model), taillights with chrome moldings, side body moldings, rear bumper, poverty hubcaps (dogdish), trunk torsion bars (trunk springs), plastic windshield washer bottle, A/C parts, or any other parts you might have. Must be excellent or N.O.S. (no junk). Gordon Kraning. 313-543-3197 or 313-720-8334. (Paid Ad)

3D PARTS, cont. from page 8.

contracted to perform a 3D scan and reverse engineer a fist-sized human heart model, and then create a 10-foot tall walk-through heart for an Egyptian science museum.

Historically, getting parts scanned and milled or "printed" was very expensive. Our speakers indicated that the prices have dropped dramatically due to advancements in technology and the availability of machines. This is great news for us antique car folks – we'll finally be able to have affordable rare parts made for our vehicles! For more information, please visit: <http://www.millit5.com/> .

MORE PHOTOS ON PAGE 16.



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