

The Rotunda Times



Volume 6 No. 1 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America January 2010

**Feature Vehicle:
1967 Ford Country Squire Wagon
owned by
Adrian Clements**



"In August of 2001 I received an email from a friend of mine about a 1967 Ford Country Squire station wagon with bucket seats for sale in Ohio. My friend had received an email from a mutual friend of ours, who had a friend that had met somebody at the car show in Iola, Wisconsin in July of 2001 that knew the seller, Jim Lewis of Yellow Springs, Ohio. I called Jim to find out more about this unusual car. When Jim gave me the VIN and production codes, I discovered



Bucket seats and a 4-speed in a wagon!

Continued on page 8.

**FMRCOA Dinner Dance: Oh, What a Night!
by
Roxanne Fontana**



Art introduces the FMRCOA 2010 Board.

The glitz and the glam was in full force for about 170 club members and guests at the annual FMRCOA Dinner Dance on Saturday, January 16, 2010. The St. Mary's
Continued on page 9.

**A World-Class Car Museum... The Gilmore
Story & Photography by
Vahan Nazarian**



Left to right: Gene Johnson, Mike Fontana, and Ed Danes in the Museum's Restoration Shop.

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The Rotunda Times



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Editor's Message



Happy New Year to you all! This year, with your continued help, we plan to expand the content of the Rotunda Times. This will include more trip reports and other articles of interest such as the one by Vahan Nazarian this month.

Last week I had dinner with a good friend who thanked me for the article on table saw safety in our October issue. In particular, the graphic images there have caused him to be more careful!

This month we thank Adrian Clements for the Feature Vehicle material, Roxanne Fontana for her poignant recap of the Dinner Dance complemented by Debra Levasseur's superb photographs of that event. I'd also like to thank my sister, Denise Rohde, for doing the unique banners on the President's Page each month! Check out her art at www.deniserohde.com. And, as usual, thanks again go to our team of Staff Contributors for providing materials, and to Ford



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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Motor Company for the informative article on the Rotunda--the namesake of this newsletter!

We need more Feature Vehicle articles. The queue is empty! And with a larger newsletter, we do need more material!

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

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January 2010

Our 41st anniversary and still going strong!

As we kick off 2010 and the dinner dance is now behind us, we look forward to a good year. Plans are already underway for our event t-shirt as well as our swap meet/car show flyers. It's never too early to start thinking about where you want to work at the swap meet. I hope you continue your great support for this event as you did in 2009. Pete Morris informs me that the Yankee Air Force Air Show will be in August this year and not the same weekend as our meet.Darn! Remember too that the 49-50-51 Fords (the "Shoebox") will be our featured vehicle at this year's car show. With the popularity of the "Shoebox," we should have a super turnout!

The dinner dance was a lot of fun this year. The hall was transformed and looked nothing like the room we sometimes use for our meeting. Thank you Suzanne! My live-in party planner. We tried something different in the entertainment department this year. It was a mystery dinner... "Mobster in the Men's Room". We have some sharp folks in the club as it seemed a good ¼ of the group solved the crime. Boogie Brian (WOMC-FM) finished the night with music. This year we had members still dancing at midnight. I hope a good time was had by all.

Congratulations go to Bill Timoszyk, the recipient of the 2009 Generator Award. Atta Boy Bill – well deserved! Last year's recipient, Ed Goff, was absent because of some health issues so we are holding his framed certificate until he returns to a meeting.... get well soon Ed.

Our Treasurer/videographer, Steve Rohde, once again has put together a DVD for the event. Another Cecil B. DeMille production (Hollywood calling). Be sure to check it out on YouTube or our club website (<http://www.youtube.com/watch?v=kqXQ9m-f2sU&feature=channel>)

Onward to February, Autorama month, can March be far behind?

Art Cervi, President

WELCOME NEW MEMBERS

Dennis Garrett (Louise)

46896 Brooks Lane
Plymouth, MI 48170
(734) 453-5544
dgarrett@metromichigan.com
1972 Lincoln Mark IV

Tom Pfeiffer (Josephine)

13287 Cozak Dr.
Sterling Heights, MI 48312
(586) 268-5617
modelatom@att.net
1959 Edsel Corsair 4dr.

Art Cragnotti (Gerri)

480 Melwood Dr.
Glendale, CA 91207
(818) 383-1314
artc@charter.net
1956 Mercury Montclair 2dr.

Roy Fetter

15181 Houghton
Livonia, MI 48154
(734) 464-0402
1965 Ford Mustang 2+2

Dennis Martoia

15065 Fairway
Livonia, MI 48154
(734) 377-7286
dmduck@aol.com





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!*

February 3	Club Meeting
February	Garage Tour TBA
February 26-28	Autorama
March 3	Club Meeting
March	Garage Tour TBA
April 7	Club Meeting
April	Garage Tour TBA
May 5	Club Meeting
May 2	ACS Relay for Life Car Show
May 24	Memorial Day Parade
June 2	Club Meeting
June 6	Wilson Barn 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	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!

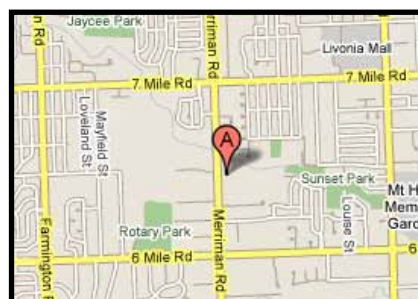
The Rotunda Times would like to feature your old car or truck in an upcoming issue. We are interested in how you came about finding your vehicle of choice, and what you have done to enhance its beauty, and / or mechanical condition. Simply mail or e-mail us your article accompanied with a photo to:

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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 good!).

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



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Ford Rotunda Meant Memories for Thousands of Visitors*

by
Dean Weber

In the spring of 1934 Ford Motor Company opened the doors on a new pavilion at the Chicago World's Fair. Called the Ford Exposition Building, it sat on 12 acres along the Lake Michigan shoreline. Near the center of the 900 foot long building stood a 12 story "rotunda". Essentially a hollow cylinder, the rotunda had at its center an open courtyard featuring a 20 foot-diameter, 12-ton, rotating globe called the "Ford World". Display areas around the courtyard displayed the "Drama of Transportation" – vehicles from an Egyptian chariot, to horse-drawn carriages, to the latest automobiles of the day. By the close of the fair, more than 12 million people had seen the Ford exhibit.



The Ford Rotunda

Late in 1934 it was announced that following the Fair, the Rotunda would be re-located to Dearborn to act as a visitor center and starting point for public tours of the Rouge. The original architect, Albert Kahn, was called upon to update the design for its new purpose. One thousand tons of structural steel as well as many of the interior displays were shipped from Chicago and reassembled on a 13 ½ acre site across Schaefer Rd. from the Ford Administration Building. The original plaster-board siding was removed and replaced with Indiana limestone to match the Administration Building. The newly-situated Rotunda also featured the "Roads of the World" – a 3/4 mile track replicating nineteen famous highways, where visitors would be driven in the latest Ford vehicles.

After more than a year of construction, the new Rotunda was opened on May 14, 1936, with Fred Waring's big band playing for the more than 22,000 visitors. Ford expected 100,000 visitors during the remainder of 1936, but in fact, attendance averaged nearly 1,000,000 per year until it was closed to the public in early 1942. Movie stars, celebrities, business leaders, heads of state, and millions of ordinary people came to learn

Continued on page 11.

***Editor's Comment:** This article appeared in @Ford and is published with the kind permission of Ford Motor Company. Additional information can be found at :

<http://www.at.ford.com/news/cn/Pages/FordRotundaMeantMemoriesforThousandsofVisitors1.aspx> .

Meet the New Members

by
Terry Worful



Dennis Martoia

My name is Dennis Martoia. I was born on April 8, 1947, and am retired from Chrysler.

My first car was a 1954 Ford.

I started collecting cars in 1965 with a '65 GTO convertible. I currently own a 1994 Ford Lightning truck (although it is still too young for the club). I love hockey too!

If I could own any other car than a Ford, it would be a Corvette convertible. I do the work on my own cars.

I joined the FMRCOA because my brother made me! Yep, my brother is Rob Martoia.

Thank You!

Ed Goff, who is recovering from surgery, thanks the club members for their outpouring of concern! We all wish him a speedy recovery!

Dinner Dance Photos Available

Debra Levasseur's super photos can be purchased from her for \$12 for an 8x10. Call or email her at 248.634.9806 or twogalaxies@juno.com,

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!



January 2010 FMRCOA Meeting Minutes January 6, 2010

Art started the meeting with the pledge to the flag, but the only music this time was a big HAPPY BIRTHDAY song to our senior member Maurice Horger who is 94 years young. Congratulations Maurice!



About 127 club members attended the meeting!

Former member Dave Brown visited again before his trip back to sunny Arizona. Dave is planning to paint the top white on his 54 Mercury hardtop.

Bob passed out new member badges and reported on several members having health problems. Bob also keeps the membership informed and sends out appropriate cards for the club. We all appreciate Bob's diligence in this matter.

The December meeting minutes and the Treasurer's report were accepted.

Please help Steve out by being willing to run your car as a Feature Vehicle. It doesn't have to be a show winner, just a car that you like. We want to see what you have tucked away. Also, if you have an article you have read or one that you have written, send it along to the Editor (Steve), either by e-mail (rohdesteve@gmail.com) or snail mail.

Beth is writing up the ads each month now and she is having a hard time reading some of them. Please write them as legibly as possible.

Mike has set up a tour to the Stahl Museum for April 17th. The meeting was pretty much standard stuff with 127 members present! Show and Tell was interesting and the joke and meal were great!

Phil Lyon Secretary



Maurice Horger, our oldest club member, celebrated his 94th birthday



Beth Marschner with her assistant Samantha!



Bill really looks busy!



A Note from the Treasurer

January was a busy month. Dues continued to come in. We also had a lot of Dinner Dance transactions.

Steve Rohde, Treasurer

GILMORE MUSEUM *cont. from page 1*

Myself, Gene Johnson, Mike Fontana and Ed Danes, discussed visiting the Gilmore before they closed for the 2009 Season. Their feature exhibit for 2009 was an outstanding exhibit on Drag Racing; and Ed Danes, who had never visited the Gilmore, wanted to see the Drag Racing exhibit. Well here it was, already the seventh of October, and the Gilmore would close for the season on October 31. We made plans to visit the very next Wednesday.

Eight O'clock arrived, the morning of October 14, and we all met at Gene Johnson's house, to leave for Hickory Corners, Michigan, about a 2.5 hour drive. The traffic was light and the weather was typical Michigan... grey and cold.

We exited I96 at Galesburg, and continued North. The drive was pleasant and the "scenic-route" we took was exceptional. Some of the homes, or should I say Estates, in the Gull Lake region are a sight to behold. We drove the winding back-roads, straightened out and, in the distance we spotted the barns and sprawling countryside to the East. Then we saw the Gilmore signboard, and turned right. We made it, entered the grounds and parked next to the restored Shell Station. It was about 10:30 am.

After a brief visit to the inside of the Shell Station, where cider and doughnuts were spread out on a table, we wasted no time in heading to the barn that had the Drag Racing exhibit. Having been there earlier in the year, I knew where to go.

Upon entering the "S" Barn and Annex, the guys were immediately blown-away with the quality of the exhibits! There were Roamers, Handleys, and other Marques of a forgotten era. All brought back-to-life at the Gilmore.

Moving on to the next gallery was even more exciting. About 1/3 of the way into the gallery, Ed spotted a very rare 1906 Pungs-Finch (Finch Limited) automobile. Pungs-Finch made automobiles from 1901



The Pungs-Finch engine.

– 1910. In 1904 they bought out the Stintz Gas Engine Company in Downtown Detroit. Reportedly, Henry Ford told Pungs it was the finest car he had ever seen. Ed wanted to see under the hood of the Pungs, so I called Mike Speiza, the Executive Director of the Gilmore, on my cell phone. Mike was on the grounds and was very accommodating. He came over and opened the hood for us to look at this behemoth of

an engine. This is the only Pungs-Finch know to exist; 600 cubic inches, with an exposed overhead cam!

At the end of this gallery were the Yenke cars, and a right turn into the annex lead us to the Drag Racing exhibit. At this point let me mention that the Gilmore rescued many cars that were once in the permanent collection of the Detroit Historical Museum, and were deteriorating at their Fort Wayne storage, since the Coleman Young years. These cars, including a Rickenbacker, (established by Eddie Rickenbacker WWI flying ace) are on display in the gallery we just left.

Entering the Annex, where the Drag Racing exhibit resided, was like stepping back into the 60s. Big names from 1/4 mile fame were beautifully displayed around the room. There was a large video screen with looped footage of nitro-burning dragsters eating up the 1/4 mile in short order. One outstanding part of the display was the audio; where an eight foot long Bose speaker was hidden behind the video screen, and pushing the RED BUTTON on the display panel during a dragster run enabled this speaker to shake the building, with the real-life sounds of burning out of the chute; with the engine screaming at 9,000 RPM and flames belching from the chromed tuned exhaust stacks.



An impressive drag racing exhibit!

There was a lot to see right here in this exhibit, and after that we headed to the on-campus 40s diner, "George & Sally's BLUE MOON DINER," which had been restored a year ago, and is now open-for-business.

Warming up with hot chocolate, after some good conversation and a light lunch, we were ready to tackle the balance of the Museum. We were determined to see every barn before we left for the day. The Gilmore is spread-out over the farm in 10 different buildings (www.gilmorecarmuseum.org). Each building was as good or better than the previous one. You MUST see it. Each year it gets better! In fact, as we left the Gilmore we noticed that the Franklin Building (a reproduction of an old Franklin Motor Car dealership) was almost completed.

The Gilmore opens on May 1, 2010, and the featured Special Exhibit for 2010 is: "**White Lightnin' & Rolling Thunder**," the history of stock car racing, so plan to be there.

If you want to see more of the photos that I took at the Gilmore, please visit: www.seehere.com/carshots/thegilmore2009-1, www.seehere.com/carshots/thegilmore2009-2, www.seehere.com/carshots/thegilmore2009-3.

something very interesting, indeed. According to Ford Motor Company production records as analyzed by Kevin Marti of Marti Auto Works (www.martiauto.com), of the 48,115 Country Squire 4-door DFRS station wagons built during the 1967 model year, this is the ONLY ONE built with the 428-4V engine and 4-speed manual transmission,” remarked club member Adrian Clements who continued, “Jim had purchased the car from the original owner, Vincent Bolling, of Dayton, Ohio, on March 3, 1977. I was able to locate Vincent via the Internet, still living at the same address, and talk with him about this car. I asked him why he ordered a car like this, and how he got it built. He explained that in late 1966 he was a family man with 3 young children, but that he liked to drive sports cars on the weekends. He needed a station wagon for the practical aspects of family transportation, but he really wanted something ‘sporty’ to fit his weekend lifestyle. Something with bucket seats, a console, and a 428-4V/4-speed driveline ought to do just fine, he figured.

When Vince went into his local dealership, Stueve Ford in Miamisburg, Ohio, they replied that the bucket seats and console were not regularly available in the station wagon, though they could be special ordered, but that the 4-speed was definitely not a possibility. As a matter of fact, all of the 1967 Ford full-size sales brochures clearly state 4-speed manual transmission not available on station wagons. Vincent pressed the issue, but the dealership personnel insisted that the car he wanted couldn’t be built. Finally, in frustration, the salesman handed him a name and address, and told him to write to this guy at Ford for if he says it’s OK, then they’ll build it. So Vincent did just that. He explained his situation, and asked that Ford build the car he so very much wanted. A couple of weeks later, Vincent received a letter from the gentleman at Ford stating that his car would be built. But who was the Ford employee that granted his wish? None other than Lee Iacocca!”

Adrian purchased the car on September 9, 2001 (2 days before 9/11). It hadn’t been on the road since 1991 (10 years), and it

wasn’t running when he bought it. The exterior was covered in mildew after sitting outside in Ohio for years and years. The body had some rot (bottom of the quarters, doors and tailgate), but the interior was dry.

He got the car running out of a gallon can of gas two days after bringing it home, and then did lots of scrubbing to remove the mildew. The fuel and cooling systems and brakes were rebuilt in the spring of 2002, and the car was driven short distances until the engine and transmission were removed for overhaul immediately following the Ford Centennial in June 2003,.

Although Adrian subsequently did most of the work on the car himself, he had the engine and transmission rebuilt professionally.

Adrian drives his Country Squire at least weekly from April through October. “It’s a really fun car to drive, and gets a lot of attention despite its rough cosmetic condition,” he remarked. Besides driving around town, he made the trek to and from the Carlisle All-Ford Nationals in Carlisle, Pennsylvania in 2004, 2005 and 2006.

Adrian was born in Toronto and graduated from McMaster University with a Bachelor’s Degree in Chemical Engineering. He has worked for Dow Chemical Company for over 20 years, and currently services the Dow products (glass adhesives, acoustical foams, etc.) used at Ford and Chrysler automotive assembly plants in and around the Detroit and Chicago areas. He became a US citizen in 2008 and resides in Canton.

Adrian is married to his wife, Cheryl. Both his son, Sebastian, and daughter, Victoria, like riding in the wagon. They sit in the “Dual Facing Rear Seats” in the back, which allows them to wave at the people in the vehicles behind.

Adrian is extremely involved in the “old car” hobby! His activities currently include being President of the Motor City Galaxie Club (www.motorcitygalaxieclub.com). When asked about his impressions of our club, Adrian commented: “A great group of people with an incredible amount of knowledge!”



A fresh 428 sits under the weathered hood!



The distinctive look of the rear of an old Ford wagon!

DINNER DANCE, *cont. from page 1.*

Cultural Center in Livonia was transformed from our regular monthly meeting place into a wonderland of dinner, music and dancing. The party crowd began to arrive early and the guessing games began.

Who were these people? Like a fine tuned restoration job the club members were transformed into top notch party goers -- suits and ties for the men and the ladies in their finery. There wasn't one t-shirt with a car on it in sight. The transformation was so complete for some: it was a challenge to tell who was who. As Clara Mooradian said, "even the family dogs didn't recognize them!"

It was a fantastic setting until it happened..... a murder mystery in the middle of the dinner dance. Someone killed Freddy Cobra and we had to find the killer. The Murder Mystery Players, Inc. (<http://mysteryplayers.com>) players set the scene, provided the suspects and gave us the clues. Each table was deep in debate as clues were analyzed and each suspect considered. Elementary, my dear Watson! It was the ex-wife!

We have many activities throughout the year, such as garage crawls, the picnic, fund raisers, and our Swap Meet, among others. Thankfully, we have good members and the Board appreciates the help. Bob Guetschow presented the anniversary-member name badges and individual thank you certificates to everyone who played a supporting role this past year. The most important and prestigious award, the Generator Award, went to Bill Timoszyk. Congratulations, Bill.



Bill Timoszyk smiles with his Generator Award.

Club business over, dinner was served and St. Mary's Cultural Center was up to the task. After a wonderful meal, DJ Boogey Bryant fired up his disco ball and the music and dancing began. The dance floor was hot as the members and guests showed their best moves.

It was a wonderful evening for everyone. The time flew by

and too soon it was time to go home. Thank you to Debra LeVasseur and Steve Rohde for offering their photographic and videographic talents, respectively; thank you to the Lou and Judy Stanford, our club sponsors (Varsity Ford) for joining us; and a special thank you to Art and Suzanne Cervi for coordinating a very special evening.

MORE PHOTOS ON PAGE 16.

CZ Safety Series: *Items to Keep in Your Vehicle in Winter*

Brian Kuta and some of his friends put together this list of items that you may want to consider keeping in your vehicle during the winter season:

- Kneeling Pad
- Work Gloves
- Floor Jack & Jack Stand & a Four Way Lug Wrench
- Dykes / Screwdriver / Pliers
- Plug Kit & Canned Instant Air
- Pointed Shovel
- Traction Mats / Grit / Spray
- One Qt. Engine Oil & Trans Fluid
- Empty Gas Container
- Chock for Blocking Opposite Tire
- Phone #'s (In Case Cell Phone Dies)
- Zip Ties & Bungee Cords & Wire
- Jacket & Boots
- Over The Ears Cap/Hat
- Battery Powered AM Radio
- Flashlight (same size batteries)
- Cellular Phone
- Windshield Scraper
- Jumper Cables
- Small Fire Extinguisher
- GPS and Maps
- Blanket
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January Show & Tell: *Eclectic!* by Bill Timoszyk

January brought us a nice group of eclectic items.

Roger Hodyka brought Postcards circa 1930: one of the Lincoln Plant, corner of Warren and Livernois, and the other of the Henry Ford Hospital on Grand Blvd.

Mark Sapienz displayed a booklet entitled: "Who's Who in Racing" circa 1970. The booklet contained photos of race cars and drivers from all forms of auto motorsports.



1930's Ford postcards (l) & cover of racing booklet (r).

Hank Dawson showed us Sizzler toy electric powered cars (1969), with their own "gas pump" and battery charger. There was also a chopper motorcycle and a dozer that ran off the "pump."



Hank's Sizzler cars & battery charger.

Phil Lyon brought in an equipment tag from the Forse Manufacturing Company that looks a lot like the Ford logo.



Looks like a Ford logo!

The paper department was represented by Larry Wolohon with 1938-39, and 1958-59 tune up spec sheets; Tom Mehlhouse with a "Ford at Fifty" book; Cole Grandy with Ford T Times issues; and me with four 1953 car books by John Bentley.



Cole sure has some neat old stuff!

Cole Grandy brought a unique collage of history: small construction toys from the 50's and 60's, a devil radiator cap ornament for a Model T, and a license plate topper from Grand Ledge, MI.

We look forward to seeing you next month.

Margaret F. Terrasi Attorney at Law



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The Rotunda Times

ROTUNDA, *cont. from page 5.*

about and to celebrate the Ford Motor Company.

During World War II, the Rotunda served as office space and a school for the Army Air Corps, with barracks set up across Rotunda Drive. The theater was used as a movie hall to entertain the soldiers. Following the war, the Rotunda was used for Dealer presentations, press events and other business meetings. In 1946, ten young army officers, soon to be known as The Whiz Kids, first met Henry Ford II over lunch at the Rotunda.

In 1953, the Rotunda underwent a major renovation in anticipation of re-opening to the public. New displays were installed, and facilities were improved to better handle large crowds. The central courtyard was covered over with a light-weight geodesic dome, designed by Buckminster Fuller. More than 20,000 people braved stormy weather to watch as the Rotunda, decorated like a huge birthday cake, re-opened to the public on the evening of June 16, 1953 – as the culmination of the Company's 50th Anniversary celebration.

Nearly 1½ million people visited the Rotunda to see the displays, ride the cars, and tour the Rouge in the first twelve months after re-opening. Visitors saw how a car was designed, how steel was made, and how an assembly plant worked. In 1958 the new Continental was introduced to the press under a 100 foot tall model of the Eiffel Tower. In 1959, just after Alaska became the 49th state, a display was built featuring mountains, fishermen and a stuffed grizzly bear. Flower shows and custom car shows were also held within the Rotunda's walls. But among the most memorable displays was the annual Christmas Fantasy. Opening just after Thanksgiving, there were typically 60,000 or more guests on the opening Sunday. Children could visit with Santa or look at his workshop, while the rest of the family looked at the latest cars.



In early November, 1962, the staff was busy setting up the Christmas decorations, but it was not to be. On November 9, a fire started on the roof where workers were making repairs. The fire quickly burned through the roof and dropped onto the Christmas decorations. Fire crews from Dearborn and the Rouge were unable to stop the flames, and the Rotunda was destroyed. All that remained was a charred shell and the memories of more than 16 ½ million people who had visited since 1936.

The tragic fire on November 9, 1962.

EDITOR *cont. from page 2.*

conversation to get great “stuff” for an article.

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. This month please check out the FMRCOA 2009 in Review video. You may be in it!

Steve Rohde, Editor



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Brian's Tip: 460 Fuel Mileage by Brian Kuta

I really hope you members out there with those big block Fords took my suggestion about changing the cam timing events by using the very early (1969 Lincoln) cam and crank sprocket set. Because these get your later model (1972 and up) big block back in touch with the real world of 'pre-emissions,' and will provide a lot more performance and fuel economy for you—thus rekindling your love affair with your car.

However, for this tip it does not matter if you did or did not change the cam, and let us focus on the lousy fuel mileage you are getting lately. There are metering rods in your carburetor operated by movement of a piston that is controlled by manifold vacuum. The cylinder into which the piston fits is exposed to that vacuum, and the piston is sealed to the cylinder by an O-ring. If the O-ring becomes worn or damaged, the piston will remain in the enrichment mode causing a dramatic reduction in mileage.

This O-ring is often left out during 'at home' carburetor work, and in some cases it is not identified in parts diagrams provided with overhaul kits. While the carburetor is disassembled, I suggest cleaning the piston and polishing it lightly with crocus cloth to make sure it moves freely up and down in the cylinder, and make absolutely sure that the O-ring is in place correctly.

The FMRCOA Roving Reporter: In Mt. Clemens & Jackson

In spite of all the "hoopla" about the great move from the State Fairgrounds, the new and improved swap meet at Gibraltar Trade Center was in my estimation...a waste of time and money. Remember when there were five rooms filled with car parts? Well, there were less than two dozen vendors with old car parts...the rest was chrome valve covers from overseas, polish, and other "trade show" items. Why not just call it a trade show, which is what it really is. And as to the \$10 to get in, would you attend a swap meet with less than two dozen vendors for that price? I spoke to several vendors that were quite unhappy with the whole situation, especially the \$55 for a 10 x 10 space with tables an extra charge. And a similar response from people attending was generally...why do we bother! Why can't a car club put on a nice swap meet the first of the year? Everyone is anxious to get out and it would be a real money-maker for the club, and could satisfy the many





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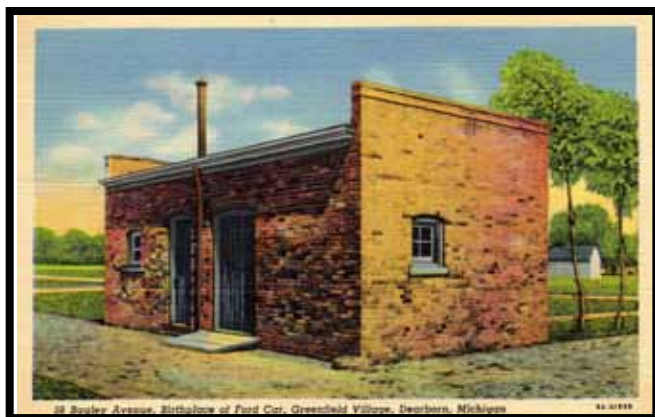
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hundreds of old car people in our area. You don't realize what a "good" swap meet is until you compare this meet to our FMRCOA meet which is ten times as good, for less than half the money!

One of the swap meets I have faithfully attended since the mid-1960's is the VMCCA meet in Jackson, Michigan. This meet always attracts a good crowd, and the warm weather this year helped bring out both the vendors and buyers. This year the meet sold out before January 17th, so the club added another row of tables to accommodate additional vendors. The buying crowd was exceptional, and the meet didn't start to break up until the 1:00 P.M. time-frame. I talked to several FMRCOA members, and everyone seemed to be enjoying the meet. This meet is always loaded with early Ford items, and this year was no exception. I was able to locate several needed items for my Model A woodie wagon project; and, as a vendor, was able to sell of quite a few un-needed items from past projects. Although not a huge swap meet by any means, it has always been well worth the drive. There is plenty of free parking, the admission is \$5 which goes to the club, not a private individual who is trying to make money off of our hobby. It is nice to see a club put on a healthy swap meet, and I wish them success in the years to come.

Postcards from the Past by Lou Ironside

This month we have another postcard in the pre-war series from Greenfield Village. This postcard which is dated August 1942 shows the exterior of the birthplace of the Ford car. The building originally stood at 58 Bagley Ave.,



The Henry Ford World Center in Dearborn, MI.

in Detroit. Like the other postcards in the series, these are brightly lithographed on textured paper. These cards were sold at the Village store until the early 1950's, when a change was made and the cards were printed on glossy paper, much like a photograph.

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January 2010

For Sale

- 2008 Bullet Mustang. Brand new, just 500 miles, must sell. \$30,000 or best offer. Paul Coleman. 313-820-6712.
- 1948 Ford 4dr. sedan. No rust. Fully restored. Asking \$8,000. Jerry Clos. 586-786-6027.
- 1934 Ford engine. Ran great when removed. \$900. Don Olson. 586-752-7919.
- 1941 Ford CPE-39 Ford 2dr. sedan. Pat Beattie. 248-545-4128.
- Collectible automobile magazines. Various issues. '89-'02. 15 copies -\$5. Vic Hollingshead. 248-474-4356.
- Cars & parts magazines from '88-'94. Free. Vic Hollingshead. 248-474-4356.
- 1966 Corvette convertible 427 4-speed. Mike Kanalos. 734-284-0003.
- Hood deflector and red tonneau cover for '04-'08 Ford F150. Lowell Reams. 734-455-4156.
- 1967 Ford XPL (heavy duty C6) 3-speed automatic trans, complete, all intact. \$100. Adrian Clements. 248-760-4343.
- 1969 Ford Nos full size left front fender, 1971 Ford Nos full size left front fender, 1969-71 Ford Nos gas tank. C.J. Rivers. 248-446-1534.
- 1935 Ford Radio. Bill Timoszyk. 734-421-2076.
- Thunderbird trunk lid airfoil pearl white. \$50 nos. New auto command professional series deluxe remote control car starter-works to 1000ft. \$25. 1966 Ford/Mercury shop manual. \$40. Hank Dawson. 810-231-3184.
- 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 1 1/2 ton truck chassis \$250; Fire engine bed, no rust, 60"X120"X40" \$350; 1989 Escort, 1.9 engine, 5-speed, bad motor \$500; 9-N Ford tractor, no rust, runs \$2,000 or best. Roger Hodyka. 517-282-4738


Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- Edsel lens by the dash and the door for each side. Also, Edsel 1958 station wagon tail lights or information of anyone having parts. Koni Anhorn.
- 1942-1948 Ford radiator. Condition not important, as it will be used as a mock up for an engine conversion. Bill Large. 586-677-4790.
- Electric trans made before 1969. Mike Kanalos. 734-284-0003.
- Corvette parts. 1953-1967. Mike Kanalos. 734-284-0003.
- 1966-1977 Bronco rear axle; 1946-48 Ford front axle assm.; 1928-31 Model A frame stock or street rod; 1932-40 Ford pick-up rear fender. 1932-40 ford pick-up frame; 1932-41 Ford pick-up bed. Roger Hodyka. 517-282-4738.


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December 2009

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- 2-292 cu. in. engines and trans. \$800.00 for both. Jerry Worful. 313-271-2017.
- 2-Ford 3 blade fans for later '60 – '70 Fords. \$15.00 each. Hank Dawson. 810-231-3184.
- 1964 Galaxie XL 500, 2dr. hard top. Parts all there. Bad trunk floor and rockers. \$1,200. Cole Grandy. 810-735-1671.
- Pistons .020 over and rods for 292 cu. Y block. New. \$60. 1969 Cadillac fenders. \$50 each. John Miller 586-756-4279 or 313-891-2640.
- 1989 Ford Sq. wagon full power, all works. Runs good. Body good. \$2,700. Ray Crout. 313-291-3075.

Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- Rear end from Mustang, Maverick. 8in. or 9in. Jerry Worful. 313-271-2017.
- Parts and or assistance to rebuild the rear end in my '47 Ford. Karl Chase. 248-879-0854.
- Mullins all steel utility trailer. Made in Salem, Ohio. Harry McAuliffe. 313-534-5974.
- Looking for clean '50 – '80's mid-size. \$4,000 limit. 734-635-0926.
- Mercury, Edsel, Lincoln engines/trans/intakes. Nick Zakarian. 313-468-3687.
- V-8 Maverick rear end 5 lug and front disk brakes and '71 Grabber parts hood, spoiler, sport mirrors liped 14" buty rings. Kenmont front brakes, flatty speed equip. Cole Grandy. 810-735-1671.
- Radical '50 Ford flat head. Wyat Hazlett. 734-459-5493.
- Model A body or parts thereof. I bought a running, driving chassis and I need something to put on it. Dean. 734-626-4052.
- Honda 350 four motorcycle. Jeff Gniewek. 313-460-9879.
- 2 bucket seats for '70/'71 Fords. Larry Szyrn. 734-751-8415 or lszynr@sbcglobal.net.
- '59 Ford starburst red, white, blue hub caps with starburst. James P. Hamilton. 517-937-0707.



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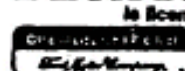
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