

# The Rotunda Times



Volume 7 No. 8 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America August 2011

## **Feature Vehicle: My Unique 1967 Ford Custom by Adrian Clements**



On Monday, October 25, 2010 I received an e-mail from my friend Pete Stoneberg of Wisconsin about a Craigslist ad for a 1967 Ford Custom 2-door sedan with the W-code 427-4V Cobra 410 hp engine and 4-speed manual transmission. The photos showed a car sitting in the weeds on a farm, and the engine photo led me to believe that the car hadn't run in a long, long time. The seller was asking crazy money for the car, but I decided to contact him anyway to find out about the car so that I could enter it in the 1967 Ford



**A n original W-code 427-4V engine under the hood!**

*Continued on page 6.*

## **Club Picnic: Fun for Everyone by Roxanne Fontana**



The annual FMRCOA club picnic was held on August 14, 2011, under a gray and cloudy sky. Mother Nature had been toying with us for days threatening rain, but we knew the picnic was a "go" – no matter what the weather. The day before the big day Ed Danes, Gene Johnson, Phil Lyon,

*Continued on page 10.*

## **Concours d'Elegance Shines at St. John's Story and Photos by Vahan Nazarian**



**Don Olson's beautiful 1956 Ford at the Concours.**

The Concours d'Elegance, founded by Don Summer of American Arrow company in Berkley, MI, was held annually during August on the grounds of Meadow Brook Hall from 1979 thru 2010. This week-long event is one of the largest and most prestigious collector car shows in the world,

*Continued on page 9.*

# The Rotunda Times



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### Editor's Message



This month we thank Adrian Clements for the Feature Vehicle article about his unique 1967 Ford Custom. We also thank Roxanne Fontana for her article about our picnic. What a super event! Van Nazarian's coverage of the Concours d'Elegance at St. John's was also great! Don't forget to see the rest of his photos at [www.seehere.com/carshots/stjohns2011](http://www.seehere.com/carshots/stjohns2011). Although I couldn't make this event, I've been to many conferences at St. John's and it's a wonderful venue.

This month we have another CZ Safety Series article written by my daughter, Dr. Rachel Rohde. I had no idea of the severity of a high pressure injection injury until she explained it to me. So be careful!

We also thank our team of Staff Contributors for their articles and photographs, and Denise Rohde for the President's Page banner.

We are again short of Feature Vehicle material. So please email me or give me a call if you want to see your car featured!



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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.*

### In this Issue

.....	
President's Page	3
New Club Members	3, 7
Club Calendar	4
Treasurer's Report	4
Club Meeting Minutes	5
Club Member in the News	5
Brian's Tip: <i>Timing Chains &amp; Gears</i>	8
CZ Safety Series: <i>HP Injection Injuries</i>	8
Show & Tell	11
Board Meeting Minutes	11
Postcards from the Past	12
Boys & Their New Toys	12
The FMRCOA Roving Reporter	13
Classifieds	14, 15
Photos	16
.....	

If you want to report on an event that you attended or an award that you received, 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.

**Consider the 15<sup>th</sup> of the month as a deadline for getting announcements or other materials to me for that**

*Continued on page 12.*



# The Rotunda Times



And a good time was had by all.....as usual the food was great at the meeting, and once we all got into the hall the meeting started.

The overview was that Dearborn '11 didn't quite reach last year's figures -- but we're still okay. When one considers what is going on with the unemployment rate and the economy, we're not that bad off. I am happy to report that we did get our check from Heath's Treats, and after deducting our food tickets we are still to the good for an additional \$1,000 plus, every little bit helps.

Once again a big thank you to one and all for your support at the swap meet and car show.

I can't believe that our next meeting —September— will be after Labor Day, which means our summer has come and gone. Where does the time go? Don't despair though as we still have a few more meets to attend around here, and Carlisle and Hershey aren't that far away.

Our annual picnic also has come and gone, and a huge thank-you to Mike & Roxanne Fontana, Phil Lyon, and all the rest of the crew who worked so hard putting it on. The weatherman allowed us time to have our fun even though it threatened in the morning. The food was great! It looked like we had a few more boats this year. Captain Mike and Captain Phil did a great job on the cruises....perhaps we could designate that beautiful park "The Ford and Mercury Yacht Club." See you at the meeting.....

**Art Cervi, President**

## WELCOME NEW MEMBERS

### Robert Calhoun

Dearborn Heights, MI 48125  
313-802-1229

*1959 Mercury 4dr. Hardtop*

### Mark Trzeciak

Dearborn Heights, MI 48125  
313-618-1049  
mttrzeciak@aol.com

*1966 Mercury Monterrey Convertible*  
*1970 ½ Ford Falcon*  
*1985 Ford F-150 Pickup*

### Mike Zsenyuk

Saline, MI 48176  
734-429-9471  
mzsenyuk@aol.com

*1967 Ford Fairlane Convertible*  
*1976 Ford Ranger Pickup*



## Attention All Members

When you hear of a member/spouse's death, please get all the information such as the funeral home and address, viewing times and dates, and the service time and date.

Then contact one of the following people:

Jim Crawford at 313.724.9117 or [jcrawfo1@myway.com](mailto:jcrawfo1@myway.com)  
Art Cervi at 248.553.8897 or [lrc\\_acervi@yahoo.com](mailto:lrc_acervi@yahoo.com)  
Vic Hollingshead at 248.474.4356

These folks will ensure that the membership at large knows of the death.



## 2011 FMRCOA Meetings & Events Calendar

Below is the *tentative* table of meetings and events for 2011. New information will be posted each month as events and dates are “firmed” up. **Bold font represents club sponsored activities.** *Also, if you have an idea for a Club event, please let a Board Member know!*

<b>Sept. 3-4</b>	<b>Overnighter</b>
<b>Sept. 7</b>	<b>Club Meeting</b>
Sept. 9-12	Frankenmuth Auto Fest
Sept. 18	Crosspointe Car Show (P. Lyon)
<b>Sept. 24</b>	<b>Dick Kughn Car Collection Tour</b>
<b>Oct. 5</b>	<b>Club Meeting</b>
<b>Oct.</b>	<b>Color Tour - TBA</b>
<b>Nov. 2</b>	<b>Club Meeting</b>
<b>Dec. 7</b>	<b>Club Meeting</b>
<b>Dec. 10</b>	<b>Christmas Walk-Greenfield Village</b>

### KUGHN TOUR SET FOR SEPTEMBER 24

Jim Dalian has arranged a tour of the Kughn collection on September 24 at 10 AM. This is an amazing collection of cars! We will meet at 37100 Plymouth rd. Livonia, Mi 48150 and will tour 3 or 4 buildings.

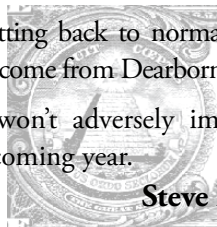
For more information, please call Jim at 734.878.6215 or email him at jcdalian@gmail.com .



### A Note from the Treasurer

Things are getting back to normal again! As reported elsewhere, income from Dearborn '11 was down a bit. Hopefully this won't adversely impact many of our activities in the coming year.

**Steve Rohde, Treasurer**



## YOUR CAR!

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

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

## Monthly Club Meeting Location

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

**Meetings are on the first Wednesday of each month and begin at 6:30 PM with a snack.** And do bring a friend!



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## August 2011 FMRCOA Meeting Minutes August 3, 2011



**Members pledge allegiance.**

We had a nice turn out at the August meeting -- about 117 members were in attendance which included 3 guests.

Dick Monroe led our traditional national anthem and pledge of allegiance.

Art kicked off the meeting with a BIG thanks to everyone who helped with the 2011 Swap Meet and Car Show. "It was the smoothest swap meet yet," Art commented, "You really out did yourselves!" Art thanked the team leaders for their efforts and mentioned that our new member Mark Kirby really enjoyed our meet and can't wait until next year!

The July minutes were approved.

Steve reviewed the monthly Treasurer's report. He then went into great detail on our swap meet financial information as well as how we compared to prior years. Sadly, our revenue numbers are on a downward trend due to high gas prices, lost vendors, and the overall economy. We hope to make changes next year that will hopefully draw a bigger crowd. Details of the Treasurer's report are available to view at the monthly meetings. Steve's Treasurer's report was approved.

Two new members received their name badges from Bob.

The 2011 membership rosters are in! Bob Guetschow worked with QPS Printing and put together a new roster. The cover has a picture of Ed Meurer, Jr.'s 1951 Mercury Station Wagon on it. Bob also thanked club member Beth Marschner, for her help in getting the roster camera ready for printing.

Hank Dawson reported that the Labor Day Overnighter is set and we are ready to go. Hank also thanked his team members

for helping at the swap meet.

Bob reported that he has found a location for the Woodward Dream Cruise at Memorial Park. There is a \$35 fee which gives you VIP parking and a \$5 food coupon.

Some talk was made about changes that can be made for the 2012 Swap Meet and Car Show.

Mike Fontana thanked everyone for their part in this year's swap meet. He also reminded us about the club picnic on August 14<sup>th</sup>.

Phil reported that his church is hosting a free car show on September 18<sup>th</sup>. There will be hot dogs, hamburgers & prizes. He will have flyers at the September meeting. Phil also thanked his clean up crew for their fine work this year at the swap meet.

There was a little bit of car talk, Cole Grandy presented show and tell and the 50/50 was back.

Art charged it up a bit and ended the meeting with a funny "history lesson" which gave everyone a big laugh!

**Beth Marscher**



**Club members enjoy a delicious dinner before the meeting!**

---

## Club Member in the News



Louis Ironside was in the Detroit Free-Press on August 17. The article was about the effect of Ethanol on old cars and stated that "[Lou] shows off his 1925 Auburn Supercharged Speedster to car enthusiasts...at EMS Classic Car Care in Warren." Lou restores cars at EMS and doesn't own an Auburn (yet)!



## 1967 FORD, *cont. from page 1*

Full-Size Registry. The owner of the car was Michael (Mike) A. Kandrach, and it turns out that he was the original owner, and that the car only had 15,048 original miles on it.

Mike told me that in the mid '60s he had planned to purchase a brand new Shelby Cobra 427, so he saved up \$10,000 to purchase his dream car. Unfortunately, before he could buy the Cobra, his wife (very shortly thereafter his ex-wife!) drained their bank account and skipped town. Mike still wanted a 427, and he figured out that the cheapest way he could get one was to order a 1967 Ford Custom 2-door sedan with the 427 engine. That year, the mighty 427 engine could be had in 2 forms: the W-code 427-4V 410 hp, or the R-code 427-8V 425 hp. Both engines cost the same at \$1081.81, in this case a 44.3% premium on the \$2,440.78 base price of the Custom 2-door sedan. When you factor in the \$184.02 for the 4-speed manual transmission and the \$46.53 for the 8.15"x15" Nylon blackwall tires (both mandatory "options" with the 427 engine), ordering either the W-code or R-code 427 engine resulted in a charge of \$1,312.36 above the base price of this car, a whopping 53.7% increase! Even though the W-code and R-code 427 cost the same amount of money to purchase, the W-code was rated at 15 less horsepower than the R-code. However, Mike felt that the 780 cfm of the Holley 4150 "Le Mans" carburetor on the W-code 427-4V was perfectly matched to the fuel requirements of the engine, and that the 1,420 cfm total flow of the dual quad Holley carburetors on the R-code 427-8V was too much.

My wife and I drove to Candor, New York (near Ithaca) on Saturday, November 13, 2010 to inspect the car. It was pretty rough, having spent at least the last 5 or 6 years of its life outdoors on a friend's farm. The elements had not been kind to the car, as the cowl had rusted through and allowed water to enter the car and sit in the footwells, and there was rust in the hood, trunk lid, lower fenders, etc. Additionally, some mice had made the car their home, and the smell of their urine and droppings was almost overpowering. The car had not been on the road in almost 20 years, as evidenced by the 1993 inspection sticker in the lower left-hand corner of the windshield. The engine hadn't been started in likely the same length of time. However, the car still retained almost all of the original factory equipment, including: C5AE-H 427 side oiler cross-bolted block, C5AE-F medium riser cylinder heads, C6AE-K aluminum medium riser intake manifold, C5AF-BV (Holley list 3255-1) 4-barrel carburetor, RUG-B Toploader 4-speed manual transmission, and WDT-S1 3.50:1 non-locking differential with the 9-3/8" ring gear. The only original factory piece missing was the C5AF-F distributor, as Mike had replaced it when the car was new with a higher

performance Mallory model YL distributor. Also back in the day, Mike added a lot of non-factory instrumentation (fuel pressure, coolant temperature, oil pressure, oil temperature, amperage meter, tachometer, run hour meter, volt meter, 0-160 mph speedometer, compass, etc.) in order to know how the car was running.



**"Cockpit" photo showing extra gauges & original upholstery!**

So, the car was basically a not very well preserved time capsule. I wasn't seriously thinking about owning the car because Mike wanted so much money for it. Mike and I talked a number of times over the course of the next several weeks, and finally came to a price agreement in mid-December 2010. I brought the car home with my friend Bill Derr on Wednesday, January 26, 2011. I talked to many people and gathered a lot of information (and opinions!) about how best to try and start the car without tearing down the motor, after almost 2 decades of inactivity. Work commenced with my friend Dave Warner on Monday, May 9, 2011, and we brought the engine back to life with a triumphant roar on Saturday, June 4, 2011 (you can see it on YouTube: <http://www.youtube.com/watch?v=g3GVFKitago> ). After redoing the brakes and a bit of fuel system work, the first drive was exactly 2 weeks later on Saturday, June 18, 2011.

I am personally very glad that Mike ordered a 1967 Ford Custom 2-door sedan with the W-code 427-4V engine and not the R-code 427-8V engine. Why am I excited that this car has 15 less horsepower? Because of the 22,081 Custom 2-door sedans built during the 1967 model year, this car is the ONLY one built with the W-code engine, while 10 were built with the R-code engine. I'll take 15 less horsepower to be a "One of One," instead of a "One of Ten," any day of the week! Of the 952,553 Fords (Custom, Custom 500, Galaxie 500, XL, LTD, Ranch Wagon, Country Sedan, and Country Squire) built during the 1967 model year, this car is 1 of only 19 factory built with the W-code 427-4V engine!

My plans are to preserve and drive this car in its present

*Continued on next page.*

## Meet the New Members by Terry Worful



about his impressions of our club, Adrian commented: "A great group of people with an incredible amount of knowledge!"

**MORE PHOTOS ON PAGE 16.**



**Brian Baker**

I'm Brian Baker and I was born on December 7, 1955. I'm married to my lovely wife Diane and am retired. My first car was a 1962 Buick Skylark. I started collecting cars when I was 12 years old with a 1962 Corvette 427 4 speed! I also like to fish.

If I could own any other car than a Ford it would be a 1968 AMX Javelin. I work on my own cars and joined the FMRCOA because Phil Lyon invited me.



**Robert Calhoun**

My name is Robert Calhoun and I was born on October 16, 1960 in Garden City, MI. My wife is Kathy.

My first car was a 1971 Cutlass. I started collecting cars in 1978 with a 1971 Cutlass. Cars are my only hobby.

If I could own any other car than a Ford it would be that cutlass because it was my first car.

I do my own work on my cars and joined the FMRCOA to get out and enjoy the cars!

## 1967 FORD, *cont. from page 6*

mechanical and cosmetic condition, as a tribute to this rare piece of Ford high performance history, and as a tribute to the car's original owner, Mike. Thanks so much for reading!

**Editor's Note:** 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 22 years, and currently services the Dow Automotive Systems 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, and has a son, Sebastian, and a daughter, Victoria, who like riding in the old cars with him!

Adrian is extremely involved in the "old car" hobby! His activities currently include being President of the Motor City Galaxie Club ([www.motorcitygalaxieclub.com](http://www.motorcitygalaxieclub.com)). When asked

**\*\*\*\*\* WANTED \*\*\*\*\***

Last known whereabouts of this 1960 Ford Econoline called "PACIFICA". Needed for photo.  
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## Brian's Tip: *More on Timing Chains & Timing Gears* by Brian Kuta

Your engine can be turned by using a socket wrench on the crankshaft pulley bolt. If the spark plugs have been removed, the engine can usually even be turned by using a wrench on the alternator pulley bolt. The logical time to be checking the slack in your timing chain is when you are changing spark plugs, and it's also the logical time to check your engine's cylinder pressures. In fact, it's really a good time to be checking your spark advance systems too, but I think I'll discuss that in the future.

There was a time when just about all motor companies used cam gears with nylon teeth to reduce chain noise. To this day I cannot understand why the motor companies did this, since the timing chain noise is a very small



**A broken nylon cam gear.**

factor in the overall engine noise picture. Remember, those nylon cam gears are only good for maybe 20,000 miles, and your engine's performance will degrade rather quickly; and, because it takes a while, you will most likely not notice the difference on a day to day basis.

Using a steel cam gear really lengthens the life span many times over the nylon gear; and, for maximum longevity and continued good performance, you can consider replacing the stock single row chain with a good quality double row chain and sprocket set. Ford Motorsport, Roll Master, and Cloyes are very good brands, and they provide up to seven positions to advance or retard your cam timing in increments of two degrees, up to six degrees advanced or six degrees retarded from zero, or what we call straight up.

Going to a double row is a little more complicated, because you have to get the crankshaft gear off the crankshaft by using a puller. Note that a crankshaft gear is pressed on to the crankshaft, and that is because it's the tight fit of the gear on the crankshaft that holds it in place, and not the Woodruff key. The keyway is really a reference point for the cam timing, so that gear should never be honed out so it slips onto the crankshaft snout, nor should you lubricate the snout so the gear slips on easier either. Lastly, the cam gear is relatively easy to change, as it's merely bolted on to the cam, but you should use some Loctite on those bolts, and torque them in according to the respective manufacturer's specifications.

## CZ Safety Series: *High Pressure Injection Injuries* by Dr. Rachel Rohde\* Beaumont Hospital - Royal Oak

High pressure injection injuries can seem so benign at first glance; perhaps all that is visible is a little poke in your finger. Unfortunately, they often result in horrible injuries to the hand, leading to lost function and sometimes, lost fingers. Injection injury usually occurs when a person is cleaning the nozzle, so most of the time the injury is to the index finger of the non-dominant hand. Even if the nozzle is not in direct contact with the skin, the pressure of the nozzle is so high that the substance can penetrate.

The treatment and eventual outcome depend on how much of what substance was injected and when it happened. Paint, solvents, hydraulic fluid, or even air can cause severe problems. Infection, significant tissue damage, and even harm to organs far from the location of injury (e.g. the liver) can occur.

The best solution is to be VERY careful when using high pressure injection nozzles:

1. Point the nozzle away from you and everyone else in the area whether you are using it or not.
2. Always wear protective equipment (including eyewear) when using high pressure injection technology.
3. Keep these and similar items out of reach of children, who might view them as toys.
4. Be especially cautious when cleaning the nozzle.

If you sustain even a small high pressure injection injury, it is best to seek medical evaluation immediately. Sometimes, urgent surgery is required to clean out the fluid and prevent further damage.



This gentleman sustained a simple high pressure injection injury of hydraulic fluid in his long fingertip. On the day he went to the hospital emergency department, the finger looked just slightly swollen and with a small puncture. By the next day, his finger had started to necrose (die) and his entire hand was affected.

\*Please see: <http://www.elbowandhand.com/>



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

making it a premiere social event in the tradition of the first Concours in 1920s Paris which was an exhibition of automotive design, craftsmanship, history and an elegant tool for automobile manufacturers to market beautiful high-design products to wealthy clientele. Over the years, this event has served as a significant fundraiser for the preservation of Meadow Brook Hall.

On July 20, 2010, it was announced that the Concours d'Elegance would leave Meadow Brook Hall after that year for the Inn at St. John's in Plymouth, Michigan, a premier location for overnight stays, corporate conferences, weddings, receptions, executive meetings, charity galas, special events and golf outings.

I arrived at the Concours about noontime on Saturday, and went outside to photograph the arriving exhibitor cars and set-up on the grounds. The terrain of the show field was altogether different than that of Meadow Brook. The trees provided relief from the afternoon sun, and the picnic tables were an absolute plus.



**A fleet of Auburns!**

Over 10,000 people visited the show at its new venue, on a sunny, warm Sunday. The assortment of cars exhibited at this year's show was outstanding, all 331 of them and will certainly be a hard act to follow for the 2012 Concours. The field had twenty five areas of exciting exhibits ranging from Gas Light



**Gratiot Dragster.**

cars of the 1900s to Muscle and Drag Racing cars. Visitors had a chance to see the 1918 factory OHV V8 powered Chevrolet touring car, which was in the Chevrolet 100 Years ring. A field of twenty-one Duesenberg models were on the exhibitor list,

two of which took this year's "Best-of-Show." My favorite being the 1938 540K Autobahn Kurier. A little yellow 1920 Dodge Brothers Speedster came all the way from Utah for the show.

The impressive display of vintage front-engine Indy race cars glistened in the afternoon sun as they stood in traditional formation on the open field. A 1933 Continental Flyer was exhibited. Also on the field was a special display of William Parfet's five V-12 Auburns. Elsewhere was spotted a 1964 Facel-Vega 2, a "Fast" French luxury car, powered by a Chrysler 413 wedge. It would out accelerate the *Aston Martin DB4*, *Ferrari 250 GT* and Mercedes-Benz 300SL to 60 mph, and all but the Ferrari to 100 mph! Our own, Don Olson, was invited to display his beautiful 1956 Ford Sunliner.

A tribute to the late Chuck Jordan, GM VP of Design, had some cars created under his watch displayed by the entrance to the hotel including a 1956 Buick Centurion and an Oldsmobile Toronado, America's first practical front-wheel drive car since the 1930s Cord.



**1918 Chevrolet.**

R&M had their "Concours auction" at the hotel on Friday, with a collection of cars that had bidders still making deals all weekend long! A few cars, like a Crosley Hot Shot, did end up in local collectors' stables.

The cars leaving the field after tear-down provided an excellent opportunity for photo-bugs to grab some great shots. There was enough of a variety to capture most everyone's taste in classic automobiles. I can't imagine anyone leaving the show without having picked out a favorite or two. While the show field was completely different than Meadow Brook, I felt it a much more interesting layout at St. John's, and with some tweaking it will continue to be a real winner.

Please visit: [www.seehere.com/carshots/stjohns2011](http://www.seehere.com/carshots/stjohns2011) for my photos of this event.

**MORE PHOTOS ON PAGE 16.**

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

Dick Monroe and Mike Fontana gathered to begin the set up keeping one eye on the sky. Even on the morning of the picnic, the sky drizzled as the crew made the final arrangements.

Mother Nature finally got into the spirit and shared a few rays of sunshine and by 1:00, Jack Krompatic and Diane ---- were at their parking station directing traffic. Phyllis Davidovich was supervising the placement of the food. Dick Monroe had the Road Kill Café ready to go, and George Fontana was ready to man the hot dog grill. The party was on!

FMRCOA is all about cars, friends, family and fun and the annual picnic is the best opportunity to bring it all together. The threatening skies kept some club members and cars home but we did have a few brave enough to risk getting wet. Seventy people and 16 club cars came to party. Among the brave were Bob and Lorraine Haas (1955 Ford Crown Vic "Ranchero!"), Jerry Jablonski (1964 Falcon Sprint Convertible), Phil Lyon (1935 Ford Pick Up), Phyllis Davidovich (1946 F-100), and Bob Guetschow with one of his many Lincolns.

Many members took the opportunity to bring their children and grandchildren. Terry and Jerry Worful brought their grandchildren and their 1995 Mustang GT. Greg, Esther, and son, Greg, came with their 1940 Tudor Deluxe. Art and Suzanne Cervi, shared the day with their family, Nick, Jon, Michelle and grandson, Dane. Brian and Diane Baker brought grandchildren, Chloe and Gwynethe, and their Mustang. Bob and Beverly Hoeksema had 2 other activities to attend the same day, but made the right choice and came to our picnic. Beth and Dan Marschner and their daughter Samantha also came. Samantha loved Phil's boat while Mom preferred the slower pontoon boat.

Not to be outdone, Roger Hodyka brought his little one, too. Roger brought "Roger," an 8-day old kitten -- the little one had to be kept warm and fed every few hours. Roger and his wife, Sandy, run an animal rescue center, Cat Tails Farm, and little Roger is the latest addition to his responsibilities. Little Roger quickly stole several hearts and I thought we'd have to watch a few to make sure he didn't "accidentally" go home with someone else!

But, as brave as the people were who tested the weather, no one can touch the determination of club member Larry and Melody Pyzik. They came all the way from Beverly Hills, Florida, to join the party! They just had to have that free hot dog and chicken -- our club members bring really good food, but I didn't know it was that good!

Joan Johnson's ladder ball game and a bocci ball game kept the picnickers busy on land while others enjoyed boat rides with

Cap'n Mike Fontana on the pontoon, and Cap'n Phil Lyon with his newly restored 1955 Feathercraft, No one enjoyed the boat rides more than the children, driving the boats and shooing the ducks out of the way.

Everyone brought a dish to pass to fill out the chicken, hot dogs, Dick Monroe's corn on the cob, salads, chips, deserts, pop and water. This crowd can eat and by the end of the afternoon there was very little left. The empty dishes made clean up easier!

Mother Nature just couldn't help herself and a few drops began to fall. People began to leave, anxious to get their cars out of the weather. The clean up crew jumped in and had the tents down, the trash gone and the tables put away in no time. Thank you to everyone who stayed to help.

There was a lot of good food and fun for all to share. This was truly a group project that wouldn't have happened without all the help. Thank you to everyone who jumped in to bring it all together. The 2011 FMRCOA picnic proves that nothing can stop this crowd from having fun!



Everyone had a good time!

**MORE PHOTOS ON PAGE 16.**

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## August Show & Tell: A Sparse One!

The August Show and Tell, facilitated again by Cole Grandy, was sparse and essentially generated by Cole himself!

Cole brought in a poster depicting the features of the new Ford for 1928. These were displayed in Ford dealerships to educate the buyer of the differences between the Model T and the new Model A. This is a reprint from the 70's – about 1/3 the size of the originals. These can be purchased online at:

<http://www.brattons.com>.



Cole Grandy describing his Model A poster.

Cole also came equipped with a “Model A-ish” toy truck that was made in the late 20's or early 30's by Steelcraft that he purchased it at the FMRCOA swap meet this year.



Steelcraft toy truck.

A member also brought in a program from the 2011 Concourse event.

*Please make sure that you sign the Show & Tell sheet when you bring items in so we can give you credit!*

## Minutes of FMRCOA Board Meeting August 1, 2011

The meeting began at 6:30 PM at Phil Lyon's house. In attendance were Board Members Art Cervi, Bob Guetschow, Phil Lyon, Steve Rohde, and Brian Saylor. Also in attendance were guests Mike and Roxanne Fontana, Charley Rivers, Larry Wolohan, and Pete Morris.

Most of the meeting was focused on Dearborn '11. Art began by thanking the members for their efforts that made our event an outstanding one.

Next, the car show was discussed. It was agreed that this was probably the best show that our club ever had. Phil read some notes that Paul Coleman put together for the 2012 show.

Charley Rivers provided the most detailed account of swap meet activities that this board ever saw. He provided comparisons with the previous years (we were down some). This information is all documented in a large loose-leaf binder that he gave Art. In addition, Charley had some suggestions for improving and growing our swap meet.

Pete Morris then indicated that the Car Corral ran great in its new location, and Steve provided the financials on the event to date (please see page 4 for more detail).

Bob reported that he had ordered new Club Rosters from QPS. Several Board members questioned spending \$1500 on these at this time. (A simple addition to the old roster might have cost under \$50!)

### 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!**



## Postcards from the Past by Lou Ironside

With the end of summer fast approaching, our postcard this month is of the Sleeping Bear Sand Dunes in Leelanau County of Michigan. It seems that everyone has



Sleeping Bear Sand Dunes in 1961.

visited the “dunes” at least once, and the adventurous have climbed to the top. This card from 1961 has three 1959 Fords in it, one 1959 Edsel, a 1960/61 Falcon wagon, and a 1952/53 Ford with a Continental kit. The other cars are “brand X”, and really don’t count. Wonder if any of these cars survived to become collector items?

## Boys & Their New Toys



Well this new toy didn’t last very long! Gene Johnson, Mike Fontana, and Phil Lyon stand in front of their 1936 Ford that they recently sold. The car was in this column in the May issue of the Rotunda Times.



EDITOR *cont. from page 2.*

month’s newsletter.

Finally, don’t forget to visit our website [www.fmrcoa.org](http://www.fmrcoa.org) where you can read these newsletters in color and see more event pictures, and videos. As webmaster I would welcome feedback!

Steve Rohde, Editor

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## The Roving Reporter at Dearborn '11 and the National Street Rod Association Nationals

I know a lot has already been written about our July FMRCOA swap meet, but I would like to add my two cents worth. As a vendor I was very pleased, as were the friends on either side of me. As a purchaser, I bought some nice and needed items for the Model A station wagon project. As a spectator I was "blown away" by the car show!

We all need to personally thank the many FMRCOA members who put countless hours into organizing the meet, handling vendor spaces, setting up the schedule of volunteers, and of course these members that gave of their time manning the gates, directing traffic, and all the other jobs that needed to be done. Thanks, to all of you, for a job well done!

This month has been pretty "slim-pickings" on swap meets, and the only meet to report on is the NSRA Nationals in Louisville, KY. The weather was cooler this year with temperatures in the mid-nineties. The vendor spaces were down from last year by probably 15%, but prices were sky-high. A nice 1932 Ford tudor sedan body in nice condition was priced at \$18,500. A Bare 1932 three-window body on frame was \$30,000. But best of all was a 1932 Ford cabriolet body on frame for a 'mere' \$50,000! Swap meet spaces were \$200 a space which might have had some effect on vendor turn-out, along with the price of gas, lodging etc. All in all a nice meet, a fun time, but I purchased nothing of any significance. I did get to see over 9500 street rods however, and got some great ideas for the next project!



Bare 1932 three-window body on frame for a mere \$30,000 at the NSRA!



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## Classified

August 2011

### For Sale

- 1955 Ford Custom-New paint, brakes, interior, mirrors, wires, coil, battery. 223cid, Ford A-matic, WW-full wheel covers. Taking offers. Y-block oil pump, \$20. Chrome emblem & bezel, \$45. Valley oil cover, \$20. 1954 radio, \$150. 1966 Mercury manual, \$45. 1969 Cougar manual, \$20. 1980 Omni manual, \$20. 1980 GM price and model, \$10. Hank Dawson. 810-231-3184.
- Car body dolly. Made from 1955 frame with trailer hitch welded to front. Use this to take your body to paint shop while you work on frame. \$300. Bob Haas. 248-719-0952.
- 1956 thru 1964 Ford parts N.O.S. and excellent used. 1953 Kaiser "Dragon", 4dr. sedan #3. \$12,500. Howard Voigt. 734-944-6930.
- 1964 Ford Galaxie XL 500, 2 door hardtop, 289, P/S, P/B, automatic, floor shift console, buckets, all stainless and chrome straight, clean, straight bumpers need to be chromed, needs rockers, quarters & trunk floor – would be ideal for making low rider or pro street where the floor would be cut out anyway. Asking \$1400 – all offers considered. Cole Grandy. 810-735-1671.
- 1984 Dodge Rampage – (The little pickup based on the Omni). Has all the Shelby parts from the GLH – asking \$1,200. Cole Grandy. 810-735-1671.
- 1937 Ford Coupe with all sheet metal & frame – would make a good stock car clone or Rat Rod – asking \$1,400. Cole Grandy. 810-735-1671.

### Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- 1970 Mustang/Cougar "Boss" 302 engine; complete or bare engine assembly. Howard Voigt. 734-944-6930.
- 1968 Ford Mustang hood and a tear drop hood scoop. Brian Baker. 248-960-3796.
- Passenger seat 1951 Ford panel truck. John Miller. 586-756-4279.
- Michigan motorcycle license plate. 1932-1934 dropped I beam axle, Ford – Not after market. 1971 Maverick Grapper parts – also sales literature. Cole Grandy. 810-735-1671.





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## Classified

July 2011

### For Sale

- 1950 Lincoln Cosmopolitan, has original 337 flathead engine and automatic transmission. Body has lots of rust in floors and rockers. Vehicle currently doesn't run. Asking \$1,200 obo. If interested, call Jason Wise. 248-535-2137.
- For rent to members or their friends. Dual axle car hauler trailer. Has strong winch with remote, new tie downs, ramps, proper lights, registration and license. Like new. \$50/day or \$100/weekend. Call Mike Fontana, Gene Johnson or Phil Lyon.
- 1972 Mustang Convertible 302 V-8, auto, power steering, brakes and top. Herb Offord. 248-684-5560.
- 1970's Ford front bumper guards (NOS) pair \$50. 1955 Ford window reg rh & lh (used) \$45. 1957 Ford tail light lens \$10. 1976 Mercury (NOS) hd/lp bezel rh & lh. \$60. Peter Morris. 734-482-7414.
- 1965 Pontiac GTO, 389 tri a/t blue exterior & interior. Runs real good. Asking \$18,000. Mike Stevenson. 586-759-6803.
- Fog lights, 6 volts, very good chrome. New wires. Ambrose Biondo. 58-274-4530.
- 1939 Ford 2dr. standard sedan. 1941 Ford opera coupe. 1977-79 Lincoln town car grille. 1941 Ford club coupe upper dr & otr window moldings surround. Pat Beattie. 248-545-4128.
- 1967 Dodge A100 (van type pickup) 170 slant 6 automatic, rusted rockers. \$1,400. Cole Grandy. 810-735-1671.
- 1932 gar-wood boat. 16' run about with gray marine 4 cylinder inboard about 150 cl. \$7,000. Cole Grandy. 810-735-1671.
- 1979 T-bird. 302 cu in. All power brakes, steering, windows, heritage edition. 28,000 miles. \$7,800 obo. Ken Toth. 734-516-5255.
- 1956 Ford car standard trans., P205/75R15 wsw tires, '56 Ford car black conv. top. Don Olson. 586-752-7919.
- Cyclone model 'm' ½ ton chainfall. 4-15" Ford truck wheel covers. \$25 obo. Brian Baker. 248-924-0577.
- Ford-Mercury-Lincoln ads from 30's to 70's. Bill Coombe. 586-293-0662.

### Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- 1932 Ford heavy 1 beam axle. Will consider 33-34 and wishbone, need Kinmont disk brake parts and good year air wheel hub caps or firestone. Cole Grandy. 810-735-1671.
- Mech. siren 1960's thru 1970's federal. Scott Vorrath. 734-770-8519.
- 1970 Boss 302 engine complete or basic engine. Howard Voigt. 734-944-6930.



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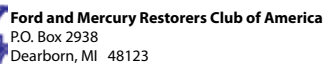
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