

The Rotunda Times



Volume 7 No. 2 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America February 2011

Feature Vehicle: 1948 Ford Fordor owned by Mike McLennan



“In 1992 I was ready to get back into cars after a few years off,” Mike McLennan remarked and continued: “I went with my brother-in-law, Larry Pyzik, to a friend’s house that worked on cars. When we got there, there was a 1948 Ford Fordor in the driveway. It was a project that he had picked up. I asked if it was for sale and he asked for an offer.” Mike made him an offer, and they bickered back and forth but Mike didn’t get the car.

Now fast forward a couple of years. While Mike was at his



Nothing like a SBC for an old Ford!

Continued on page 6.

Cars and Father’s Day... a match made in Detroit: Part 2 Story & Photos by: Vahan Nazarian



1936 International w/fifth wheel travel trailer.

Now that we’ve had our fill of cold weather, ice and snow, our minds are focusing on a much warmer time of year. One such time is Father’s Day, and every year, it has car shows everywhere. Last year I wrote about the Greenfield Village Motor Muster, and I also visited Eyes on Design, at the Eleanor & Edsel Ford estate in Grosse Pointe Shores.

Continued on page 9.

FMRCOA WEBSITE Being Updated



Screen shot of part of our homepage: www.fmrcoa.org.

About 10 years ago Jim Crawford pioneered the development of the FMRCOA website. We all thank Jim for that effort! Subsequently, in 2004, Gil Brueckner, who had

Story on page 8.

The Rotunda Times



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Published by:

Ford and Mercury Restorers Club of America
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Editor's Message



This month we thank Mike McLennan for the Feature Vehicle article about his very cool '48 Ford Fordor. We also thank Van Nazarian for his article and photos about the Eyes on Design show, and Bill Gipperich for the third installment of his articles on the Ford Proving Grounds.

Given that we didn't have a meeting in February, I thought that there would not be a Show & Tell article but Bill Timoszyk proved me wrong! Thanks Bill and thanks also for the Iola article! We also thank our team of Staff Contributors for their materials; Denise Rohde for the President's Page banner; my daughter, Dr. Rachel Rohde, for steering me to the the article on "Snow Day" safety; and Bill Krueger for the article on the quality (or lack thereof) of Repop parts.

We need more Feature Vehicles!

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



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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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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. I've taken over as webmaster and would welcome feedback!

Steve Rohde, Editor



February 2011 Our 42nd anniversary and still going strong!

Well that was a first!.....at least as far as I can remember. The blizzard that was and wasn't (depending on where you were), but was certainly bad enough to cancel our February meeting.

We did our best to get the word out....either by email or by phone to so many of you, but unfortunately we weren't able to reach all of you....a few members did manage to trek out only to find that no one was there. Maybe Brian Saylor is right when he says we have to get into the 21st century.

As reluctant as I was to get on the internet, with the coaching from my sons I now have an email address and have become comfortable with it, which proves you can teach an old dog new tricks. If you haven't done so, it would be worth your while to give it a try.

Pieces are going together as we work our way toward the July swap meet and car show. The flyer should be out shortly, and with all of you helping get them passed out to the vendors and public, I'm sure we will have a successful meet! Please remember we are a team, working together. The better job we do ahead of time will reflect on how many things we can do throughout the year.

Again I ask you to reach out to friends who have Mercurys as it is our feature car, and we want to have as large a cross section of years as possible. This could be fantastic!

Our guest speaker who was to be at our February meeting has been rescheduled for March. We'll all learn a bit more about polishing. Thank you Jerry Worful for setting this up.

Art Cervi, President

WELCOME NEW MEMBERS

Russ Roberts

23051 Lodge Lane
Dearborn, MI 48124
(313) 561-2030



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 jcrawfol@myway.com
Art Cervi at 248.553.8897 or luc_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!*

February 25-27	Autorama
March 2	Club Meeting
March	Garage Tour TBA
April 6	Club Meeting
April	Garage Tour TBA
May 4	Club Meeting
May	Garage Tour TBA
May 23	Memorial Day Parade
June 1	Club Meeting
June 12	Wilson Barn Show
June 18-19	Motor Muster
June 25	Downriver Cruise
July 6	Club Meeting
July 9	Cruisin' Michigan
July 16-17	FMRCOA Swap Meet and Car Show
July	Club Picnic TBA
July 23	Telegraph Cruise
August 3	Club Meeting
August	Dearborn Homecoming TBA
August 20	Woodward Dream Cruise
Sept.	Overnighter TBA
Sept. 7	Club Meeting
Sept. 9-12	Frankenmuth Auto Fest
Oct. 5	Club Meeting
Oct.	Color Tour - TBA
Nov. 2	Club Meeting
Dec. 7	Club Meeting
Dec. 10	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:

STEVE ROHDE
rohdesteve@gmail.com
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 2955 Bateson Ct.
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 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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CZ Safety Series: All Work and Snow Play – How to Stay Safe on Your Snow Day*

Our February club meeting was cancelled because of a blizzard with two feet of snow in some areas. That day some people ended up playing and sledding in the snow, while others focused on the vigorous task of snow removal. The American Academy of Orthopaedic Surgeons (AAOS) offers advice to keep you and your children injury-free.

SNOW SHOVELING & SNOWBLOWING

Shoveling snow involves a lot of bending and heavy lifting, particularly in wet, heavy snow. It may be especially vigorous for people who do not regularly exercise, as their backs, shoulder and arm muscles may not be prepared for that level of activity.

SHOVELING/SNOWBLOWING SAFETY TIPS:

- Clear snow early and often. Begin when a light covering of snow is on the ground to avoid trying to clear packed, heavy snow.
- Use a shovel that is comfortable for your height and strength. Do not use a shovel that is too heavy or too long for you. Consider buying a shovel that is specially designed to prevent too much stooping. Space your hands on the tool grip to increase your leverage.
- Push the snow instead of lifting it, as much as you can. If you must lift, take small amounts of snow, and lift it with your legs: Squat with your legs apart, knees bent and back straight. Lift by straightening your legs, without bending at the waist. Then walk to where you want to dump the snow; holding a shovelful of snow with your arms outstretched puts too much weight on your spine.
- Do not throw the snow over your shoulder or to the side. This requires a twisting motion that stresses your back.
- Never stick your hands or feet in the snow blower!
- If snow becomes impacted, stop the engine and wait at least five seconds. Use a solid object to clear wet snow or debris from the chute. Beware of the recoil of the motor and blades after the machine has been turned off.



Fingers injured in snowblower being treated by Dr. Rohde.

SLEDDING

It's so important for participants to stay alert and to take

breaks when they are feeling overly tired from sports like skiing, sledding or snowboarding. To avoid winter sports injury, people should keep their body as warm as possible, be in good shape, and follow the rules of the sport.

SLEDDING SAFETY TIPS:

- Avoid sledding near or on public streets. Sledding should be done only in designated and approved areas where there are no obstacles in the sledding path. Speeding down hills in parks that are not designed for sledding puts you at risk to be hit by cars and trucks or slam into parked vehicles, curbs, and fences.
- Sit in a forward-facing position when sledding and steer using your feet or the rope steering handles for better control of the sled. Urge children to wear a helmet while sledding.
- Parents or adults must supervise children in sledding areas to make sure the sledding path is safe and there are not too many sledders on the hill at the same time (or at the end of the run) to avoid collisions.
- Be sure to carry a cell phone in case an emergency arises, and call for help if needed.

GENERAL WINTER SAFETY TIPS:

"It takes only minutes for exposed skin to become frostbitten if the temperature falls below 20 degrees Fahrenheit and the wind is blowing at 20 miles per hour or more," said Rachel Rohde, MD, orthopaedic surgeon at the William Beaumont Hospital in Michigan and spokesperson for the AAOS. "Your hands, fingers, feet, toes, and ears are especially susceptible, so you need to take special care protecting them."

Dress appropriately. Light, layered, water-repellent clothing provides both ventilation and insulation. It also is important to wear the appropriate head coverings, as well as mittens or gloves and thick, warm socks. Take a break if you feel yourself getting too hot or too cold.

- Check the weather for snow and ice conditions prior to participating. Pay attention to warnings about upcoming storms and severe drops in temperature to ensure safety while outdoors. Skiers, sledders and snowboarders should make adjustments for icy conditions, deep snow powder, wet snow, and adverse weather conditions.
- Avoid frostbite: Protect your head, hands and feet. Substantial heat loss occurs through the scalp, so head coverings are vital. Mittens are warmer than gloves, and two pair of socks (wool over lightweight cotton) will help keep your feet warm.

Continued on next page.

1948 FORD, *cont. from page 1*

Cousin Frank's son's graduation in Cadillac, sitting in Frank's pole barn was that very same '48. "I asked Frank how he ended up with it, and he said that he got it as payment for chopping a top on a '48 pick-up and eventually he was going to finish it." Frank had put a Mustang IFS and a Lincoln Versailles rear end in it, and tubed the center section. Mike told him that he was interested in buying it but Frank didn't really want to sell it. "I told him if he was to sell it give me the first shot at buying it and whenever we talked, I would bring up the car. Finally in a weaker moment, he told me he would sell it to me," Mike explained.

At that time Mike had been working on a '48 Ford pickup that he sold when he bought the Fordor. "My wife Sue was glad to see the pickup go. It was chopped channeled and sectioned by the previous owner, and as short as I am it was too low for me. The frame was cut, but the bed left something to be desired," Mike commented.



Mike's '48 always stands out at shows!

The Fordor arrived on a dolly and was all wired together with no engine. "Sue just looked out the window when the car was delivered and shook her head and mumbled something like 'It will never get on the road,'" Mike continued. He worked on it with a lot of help from Dave Crippen, Larry Pyzik and Sue. Dave owned C&S Engineering, a street rod shop, and Mike worked for him after he got off work at Ford to learn more about building a street rod.

It took a couple of years to get the '48 Fordor on the road. Mike had the hood louvered, removed all the stainless trim, shaved the door handles and trunk handle, filled the cowl vent, installed a Bitchin firewall, removed the vent windows and installed power windows in the front doors, a Lokar shifter, ECI power brakes, fiberglass grille, Centec wiring, aluminum radiator, frenched taillights, and Cordoba headlights. He filled the seams on the front fenders and molded the rear fenders (not finger molded but welded), and a roll pan in the rear. The powertrain now consists of a 355 cubic inch small block with a 350 transmission and a shift kit, and a 3:50 gear in the rear.

"It was more of a rat rod when I got it on the road. I drove it in prime for a while. At one of my first Cruises a guy walked up to me and said he knew that car. He gave me a little history on it. Seems it started out in Arizona. Then the owner moved to Michigan. He passed away and his son wanted to drive it, but his mother was afraid he would get hurt in it, so she sold it to Dave Crippen. It had an interior that had been installed in Mexico, and had a fuelie motor," Mike commented.

Since getting it on the road Mike added leather buckets and had the rear seat done in leather, added power steering, and had it painted Rio Red. Mike drove his car to the Street Rod Nationals in Louisville, Frankenmuth and several local cruises.

Mike retired from Ford Wixom after 35 1/2 years where he was a paint repairman in the Gold Ball (the show car and specialty vehicle) area. He worked on show cars; cars for export; and vehicles for movies, v.i.p.s, and advertisements. Mike and Sue, who helps him work on cars, have been married for almost 22 years. Mike has two children from a previous marriage.

Mike met Mike Fontana a few years ago, who introduced him to the FMRCOA. "At first I was hesitant on joining because I had been a member of other clubs and I didn't want the "same old same old." He introduced me to some of the other members such as Phil Lyon, Gene Johnson, Ed Goff, Dick Monroe, Steve Rohde, and Ed Danes. Those guys helped me change my mind on belonging to a club again!" Mike concluded.

SNOW DAY SAFETY, *cont. from page 5.*

- Don't drink or smoke before going out into the cold. If you plan on being out in the cold for a prolonged period, don't drink or smoke. Alcohol, caffeine and nicotine leave the skin more prone to thermal injury.
- If you get wet, get inside! Remove wet clothing as quickly as possible.
- Check yourself every half-hour or so for signs of frostbite. If your toes, fingers, ears or other body parts feel numb, get inside.

****For more information, please visit:***

<http://www6.aaos.org/news/pemr/releases/release.cfm?releasenum=957> or <http://www.elbowandhand.com/index.html>

Repop Parts: Customers Inspecting for Quality – A Sustainable Plan?

by
Bill Krueger

If you are reading this, you recall The Big Three of Detroit. Seems there were “The Big Three” (Ford, GM, Chrysler) and “The Little Two” (AMC & Studebaker/Packard?). Time was, “They” made all they could, sold them to you and me and let us “inspect for quality.” Enter Japan. Times changed.

Fast Forward. Having forgotten the “growing pains”, we are now restoring those cars and trucks of our teen years to their splendor of yesteryear. Myself included. Twice at least!



Bill with his prize winning Crown Vic at a Club event in 2007.

My first was about ten years ago with a mid-50's Ford. I had a “sticking door handle button.” I'd lived with the nuance of a sticking button for about 15 years. Enter: The Classic Auto Mechanic and a caved-in door. Seventeen-hundred dollars later, I decided time was of essence to fix it myself. Fix it I did. I bought a repop door handle; my button/plunger was good. So I thought. \$125 for the repop handle and many hours later, I discovered the hole for securing the button/plunger was incorrectly bored and tapped in the off-shore sourced repop door handle. Contrary to the advice given me by a watchmaker, I modified the “good parts” (plunger/button mounting plate), and was able to make the part (door handle/



Typical repop door handles for a '52-'56 Ford.

button & plunger assembly) function according to “spec,” That is to say, “work”.

Now a Graduate of Ford products, I've a fondness in Studebaker products and Avanti in particular. The fender-mounted mirrors on my “original, unrestored '63 Avanti” were incorrect. Easy to fix -- buy and install (off-shore sourced?) repop mirrors. So I thought. The first mail-ordered part was so defect-laced, it should have resisted packaging. It didn't. The replacement part was wrong-sided. Now, having paid shipping three times, I'm about to embark on installation. I can't wait! Keep in mind that's about \$24 in shipping for a 75-dollar part! That's not my point. Only an irritation.

Point Is: When will suppliers of repop parts assume “some” responsibility in the process and not expect the customer to inspect quality into his products? This did not work for the automakers – there is little reason to believe it will (continue to) work in the restoration of same.

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February Show & Tell: *We Did It!*

by
Bill Timoszyk

For those of you that missed the February Show and Tell, I understand. I missed it myself. My boss, Steve, said it was OK to miss going to a meeting, but I can't ever miss going to press! So here is a story that's been on the back burner for a while-about Ford Benzol gas globes. I should state that this topic and can be and should be also discussed at our next meeting. I am not an expert on these globes: I just admire them.

In May of 2009, I attended my first ever Petroliana Swap Meet at the Fowlerville Michigan Fairgrounds. It's an annual event, having been around for about 20 years I do believe. A vendor there from the Traverse City MI area had two very old Ford Gas Pump Globes.

Note that in the 1920's and 30's Henry Ford distributed and sold gas at his Ford Dealerships called Ford Benzol. As the pumps of the day had globes, Henry provided those also.



NOS Ford Benzol globes at Petroliana Swap Meet.

These 2 globes were NOS, and the vendor had the original boxes, and photographs of the building that held them in the attic for all these decades. These items were not cheap.

While viewing these, I was aware that I would also have to photograph a Ford Benzol globe that my friend has. It is of a later version with the large metal band, and not in real good shape. However, it is the real thing, bought here in Detroit, as I was with him when he purchased it.



Used Ford Benzol Globe belonging to a friend of Bill's.

Again, if anyone has anything at all to add topic, please bring it to our attention at the March meeting.

FMRCOA WEBSITE *cont. from page 1.*

a lot of web experience and with whom I'd worked previously, took over our website and aesthetically and content wise upgraded it. Many thanks go to Gil too for his hard work!

A screenshot of a web form titled 'Dearborn '11 Car Show Online Registration'. The form includes fields for First Name, Last Name, Street, City, State, Zip Code, Phone Number, E-Mail Address, Year, Make, Model/Body Style, Insurance Company, and Policy Number. Below these fields is a section titled 'Please check the classes that you wish to enter for judging:' with two columns of checkboxes for various car classes, including Original/Restored Closed Cars, Original/Restored Open Cars, and Mercury Classes.

Prototype of online Car Show registration form for Dearborn '11.

This year, your Editor took over from Gil, whose "day job" responsibilities have increased markedly. My intent is to continue and bolster the fine work done by my predecessors. For example, car show registration will be able to be done online quickly and easily. (A prototype form is on the site that you can try now.) We also plan to have new member registrations/renewals online as well as merchandise purchases. Maybe swap spaces too in the future? A "member only" spot on our site is also in the planning stage.

Please email me your thoughts on what else you'd like to see on **our** website!

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!

CARS AND FATHER'S DAY, *cont. from page 1.*

Since this show is only one day, Father's Day, I started early again, arriving at the venue about 8:00 am. The parking lot was already filling up.

I checked in at the Media tent and walked across the street, entering the archway which lead to the exhibit field. Already I could see something new to this event, the old Campers display, AKA The Tin Can Tourists, where I met my friend Dan Hershberger showing early camping styles.



Detail V16 Cadillac.

Chrysler Airflow,

There was much to see here, with many unusual camping vehicles. The '36 International with fifth-wheel travel trailer affixed was exceptional. The Duralumin Streamline Coach was another exceptional display. Indeed, a very compact traveling package.

Turning to the main display field the Classics were very



1941 Continental.

evident, the huge chrome headlights, the trumpet horns, the swiveling road lights and the cloisonné badges glistened in the sunlight. These were real automobiles. No doubt about it. Standing proudly on the expanse of green grass, these cars harked a different time in American life, and surly a different company philosophy than what we have today. Design seemed to pre-empt the almighty dollar. Perfection was the mantra of the every-day worker who built these cars. Granted, these vehicles give us a glimpse of the high-end cars of the era, but still show us what America was all about.

Because of the costs involved to produce a show of this caliber, a healthy gate showing a large attendance is very desirable.



Early Pope Motorcycle.

Decisions to improve attendance bring a greater variety of display items to the show. Vintage or specialty motorcycles, custom cars from A Brothers, Barris or other talented craftsmen find their way onto the field. Also, factory muscle cars, drag racing greats and concept machines are shown for our enjoyment.

This is one of the better Father's Day weekend car shows that we are fortunate enough to have in our local area.

To see all my images from this show, please visit: <http://www.seehere.com/carshots/eyesondesign2010> .

MORE PHOTOS ON PAGE 16.

Dinner Dance Photos Available

The excellent dinner dance photos taken by Debra Lavasseur can be seen at:

<http://bit.ly/9T1hT2>

To place an order please email her the photo number, size and quantity at debra@designzbydebra.com or call her at 248-459-1225.

Interested in an Overnighter?

Hank Dawson needs to know how many members would be interested in an overnight car cruise during Labor Day weekend. Please call him at 810.231.3184 if interested.

A Note from the Treasurer

This month was a fairly typical one. Revenues from newsletter ads are starting to come in.

Steve Rohde, Treasurer

Brian's Tip: *Reminiscing about Dual Points* by Brian Kuta

Looking at the FMRCOA website (www.fmrcoa.org), and reading the December issue of the Rotunda Times, Phil Lyon's comments about his dual point Harman & Collins distributor brought back memories.

I still have my dwell/tach, the same one I used for many years setting points but, after some time I got lazy and just went back to my gentle touch with feeler gauges. I also remember blocking out one set of points with pocket matchbook cardboard, then setting one set of points, then making sure it would run on that one set of points. Once one set was done I would move the cardboard and block out the other set, then gauge the points, then put the cap back on and make sure it runs again. Once it ran on both sets separately, I would pull the cardboard out, put the cap on, and take off knowing the car is running correctly on both sets of points.



Typical dual point distributor from the early '60's.

My dual point car was my first brand new car, a '61 Ford Sunliner HiPo 390/375, that I ended up paying \$3007 for, because the sales tax went from 3% to a 'temporary' 4% for that one year (ha-ha).

After having to reset those damned heavy duty points all the time, I eventually found out that heavy duty stuff isn't always the best way to go. The spring tension, to avoid point bounce at higher RPM, would eat up the rubbing blocks so, I would put in regular points unless I was going to race the car.

Yes, the electronic ignition was no doubt one of the better things any car company (Chrysler) ever came up with, besides the automatic (Cadillac) starter. Oh yeah, and I remember the recommendation from FoMoCo in the high performance insert that came with the car manual, that said to run the timing at 17 degrees at 800 rpm when just driving the car (could use less expensive gas), then resetting it to 21 degrees for maximum performance. Gads, my long term memory is starting to scare me!

My Trip to Iola by Bill Timoszyk

The Iola Wisconsin Car Show and Swap Meet is quite a production. Last year's swap meet, held on July 7-10, had a lot to offer the Ford car fan.

Unlike the Detroit area swap meets, Iola is on the Eastern fringe of the Dakota/Nebraska dry vintage tin belt. A fair amount of this tin is brought to Iola. I took some photos of various Fords that were available at the 2010 swap meet, some with asking prices: 34 Ford 2 Door \$3500 (?) , 47 Ford Convertible \$1200 (sold), 35 Ford 4-Door \$7900 (sold), 91 Mustang \$8950(?),



Above: Lots of nice tin!

Right: A '47 Ford convertible project car that sold for only \$1200.



If you haven't been to Iola, you should consider attending the meet at least once. Iola is to Wisconsin what Auburn is to Indiana, only better. Every vendor in the state that THINKS his car parts are "old shows up," and, hence, there is a lot of interesting stuff. And lots of old bicycles.

(I think people buy old bicycles all year and only sell them there.) Iola has something for everyone.

MORE PHOTOS ON PAGE 16.

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Ford Motor Company and the Michigan Proving Grounds: *Part III*

by
Bill Gipperich, FMRCOA Historian

I found a booklet at work (I work at the Ford Proving Grounds in Romeo) that was put together on the occasion of the track's 40th Anniversary in 1996. I thought you all would like to see how this facility came to be and how some of the roads were constructed and the kinds of different vehicles that have been tested. So here is the third excerpt from this booklet:

"[During the construction of the High Speed Track (HST), the] construction company ran into unique situations from the start. Before earth moving operations could begin on the southeast turn of the High Speed Track, the mansion basement had to be blasted out. The dirt that had to be excavated to make way for the southeast turn of the HST, and the west end of the Straight-Away, would fill over 30 buildings comparable in size to our garage and office. One area of the HST required over 1.2 million cubic yard of fill.



Mansion basement being blasted out.

Leveling the ground for the road system had to be so precise that at times the work had to be done by picks and shovels instead of machinery, and checked every few inches with hand levels.

To the average person viewing the over-all construction job, the scene looked like one of confusion. There were over 90 machines crawling over the area like so many ants; the houses at "A" site, Ground Maintenance, on the hill by the Ground Maintenance access road, and across from the present salt bath were being torn down. A crew was clearing a large orchard so that construction of the main office and garage could begin; Russ Frick and a crew were tearing down the old farm fences and installing a chain link fence around the perimeter of the grounds. Finally, 30,000 pine trees were being planted along the road to Ground Maintenance to be later transplanted around the perimeter of the Proving Ground.

When the final leveling and grading of the ground was complete, the paving of the road system began, and again several major

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problems were encountered. The cement for the 4th and 5th lanes of the High Speed Track was poured in a checkerboard pattern, pouring one square and skipping the next. When they began pouring, the foreman told the crew that by the time they finished they would be completing 40 squares a day. They poured the first squares on a Thursday and let them set over the weekend. After a bad rainstorm they returned to work on Monday to find that the water had so badly undermined the cement that they had to remove them with a wrecking ball and start over. The cement crew was working 12 to 14 hours a day and dreaming about it at night, but when they finished they were pouring and finishing over 40 squares a day.



"E" site was also used as a garage. The Fisher show barn is in the left foreground.

Postcards from the Past by Lou Ironside

This month we look at a postcard of the Packard Motor Car plant on Grand Boulevard in Detroit. If you look carefully you will notice on this very early card, that the elevated tunnel between the administration and the factory was not yet built. Recently the old Packard plant has made the evening news with several fires being set. Also, an article



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in the METRO TIMES told of a couple auto repair shops that rent space in the building. The article also mentioned it is not a place you want to visit as there are quite a few individuals living in the building who don't take kindly to strangers. At one point about 25 years ago the building was used for paint-ball war games, and another time they rented out space to store antique cars. I was there for both of those reasons, and it was spooky even then! This postcard was mailed in July of 1926 to Cleveland, Ohio with the brief message, "it is hot here too". Talk about brief and to the point!

The FMRCOA Roving Reporter: In Michigan & Ohio

One of my favorite local swap meets is the Model A Club meet in Saginaw, MI the last Sunday in January. It has always been a meet with lots of old car parts, and very well attended. This year, however, there were quite a few "flea market" type vendors selling: dishes, hand cream, and assorted other non-automotive items. One of the best ways to "kill" a swap meet is to turn it into a flea market. I have seen several Michigan swap meets "go down the tube" due to getting away from car parts. I sure hope this isn't going to be one of them. We will have to wait until next year to see.

When it comes to big winter meets in Michigan, the Kalamazoo swap meet, which is in its 44th year, is one of the best. The meet is always jammed with spectators, is sold out of tables, and there are lots of car parts. Being on the west side of Michigan; the meet draws vendors from Ohio, Indiana, Illinois, and even one from Wisconsin. The meet has three large rooms, tight aisles, and a fairly good mix of car parts. Although a two day meet, Saturday is the big day, with Sunday pretty sparse. The meet is well advertised, and well run. I have attended 40 out of 44 of these meets, and have never come home empty handed. This year was no exception, as everyone in my group found a few needed items for the collections or projects. It is always a well run meet that is enjoyable to attend!

Although this last meet is put on by the Chevrolet Club, the mid-February swap meet in Springfield, Ohio at the Clark County Fairgrounds is a good one. Even though the GM parts dominate, there are still some Ford parts to be found. I have been a vendor at this meet the past several years, and find that no matter what type of parts I am selling, I do well. I have also found some excellent deals on needed parts. Although a long drive, it is worth attending if you are ever in the area. There are also several very large antique malls within a couple miles if that is of interest to you, a great bar-b-que restaurant close by, and a swap meet...what more could you want!

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February/January 2011

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- 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.
- 1967 Corvette engines. 427-435hp. Mike Kanalos. 734-284-0003.
- 1967-1968 Mustang Cougar. 289 2v c4 Trans complete carb to pan \$500.00.
- C-6 trans 302351W 351c complete with convertor/flywheel \$125.00. 1970 Torino parts car. Call with wants. Nick Zakarian. 313-468-3687.
- 1979 Ford Thunderbird 2dr. 302 eng. 28,000 miles \$8,500 O.B.O. Ken Toth. 734-595-7390, cell: 734-516-5255.
- 1949 Ford V8 crank-fresh grind \$75.00. Gene Johnson 734-261-8334.
- 1963 Mercury 4dr. breezeway motor smokes. 1966 dodge dart no motor or trans. was V8 4s speed, dis. brake, 8 3/4 rear BND with parts for \$3,000. Tom VonMeyer. 810-765-4515 or 586-776-6116.
- 1972 Mustang convertible, 302 V-8, automatic, power steering, brakes, top. Illness. Herb Offord. 248-684-5560.


Wanted

- Looking for a used rotisserie. Ray Sullivan. 231.326.2211.
- Used oil (waste oil). Bring to the meetings. John Miller 586-756-4279 or 313-891-2640.
- 1966 Mercury Cylone drip pails (chrome). Michael Venuto. 586-693-5004.
- 8BA starter 6 or 12v. Mallory dural point dist for 8BA. John Stasiewicz 586-286-3265.
- 1965 thru 1968 Mustang fastback only. Bob Milligan. 734-674-8483.
- Corvette parts. 1963 thru 1967. World War II firearms, uniforms. Anything World War II. Mike Kanalos. 734-284-0003.
- Power steering parts for 1964 Galaxie. Cliff Picklesimer. 734-425-3029.
- Vintage 1960's and early 1970's sports car graphic, car & driver foreign car magazines. Greg Sanchez. 313-382-4420.
- Parking lights for 1952-1953 Mercury. Al Majewski. 313-618-7989 or email: docajmis@yahoo.com.
- 1965 Mustang 4 speed trans and shifter. Gene Johnson. 734-261-8334.
- 4-16" fusion wheels. Bob Singbiel. 734-421-3716.


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- 1969 Ford country squire wagon. Excellent shape asking \$5,900 or best offer. Greg Covey. 248-568-1190.
- Michigan 1913 license plate. \$50.00. Mercury 1947 club coupe. Like new with Columbia. Charles Rivers. 248-446-1534.
- 2004 Ford lightning pick-up. 400 hp, silver, 92,000 miles. 1964 Dodge Dart. 124,000 miles. \$4,200. Dennis Gibbish. 734-453-4422.
- 28BA crankshafts. Both standard. \$25 each. Bob Griffith. 248-349-1107.
- 1957 Mercury 2dr station wagon. H30 Lincoln engine. Art Cervi. 248-553-8897.
- Complete F-100 front axle assembly. Complete '34 Ford pick-up rear axle assembly with spring and mechanical brakes. Harry McAuliffe. 313-534-5974.
- '48-'51 Mercury front spindles. A arms and springs. Lynn Goodwin. 248-684-0984.
- Flat head parts, heads, water pump misc. John Stankewich. 248-661-4571.
- 1957/1958 NOS windshield wiper arms, mint, fit the 300 series, they are longer than the 500 series car. \$50.00. Paul Coleman. 313-820-6712.
- Large wood burning stove for pole barn. Joe Hutchison. 313-893-1880.
- 1951 Ford skirt G.C. 1951 trunk metal for lock. 1951 rear ashtray. Hank Dawson. 810-231-3184.
- 1977 Dodge Aspen S/E 2dr rare 360 Missouri car 2000 or trades. Jeff Martoia. 734-812-9255.
- One pair amber lens – 12 volt Fog Lights w/brkts. Very bright, good chrome. \$75.00 or best offer. Call Ambrose Biondo. 586-216-5234.

Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- Looking for '65/'66 Mustang convertible rear/qtr. window glass. Carlite/clear for a nice car. Need nice glass. Grant Beard. 248-305-8031.
- 6X10 enclosed ramp door trailer. Gordon Leslie. 313-505-7551.
- Deck lid for 1947-48 Ford Coupe. Not business coupe. Ed Danes. 248-685-9788.
- Sun distributor machine. Vahan Nazarian. 734-426-0053.
- Rear quarter stainless 4dr – right & left, approx. 47" long. Front & rear armrests. '49-'51 Mercury. Lynn Goodwin. 248-684-0984.
- 1953-55 Ford truck doors. Need to replace rusty ones. Brian Saylor. 248-412-3285.



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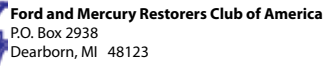
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